

## The Canadian Bank of Commerce

Head Office—Toronto, Canada

Paid-up Capital - - - \$15,000,000  
Reserve Fund - - - 13,500,000

SIR EDMUND WALKER, C.V.O., LL.D., D.C.L., President  
ALEXANDER LAIRD - - - General Manager  
JOHN AIRD - - - Assistant General Manager

This Bank has 370 branches throughout Canada, in San Francisco, Seattle and Portland, Ore., and an agency in New York, also branches in London, Eng., Mexico City and St. John's, Nfld., and has excellent facilities for transacting a banking business of every description.

### Travellers' Cheques and Foreign Drafts

Travellers' Cheques are issued, which are a great convenience for the use of travellers. For full particulars, enquire at any branch.

Very complete arrangements have been made for the issue of Foreign Drafts, by which money can be remitted to all parts of the world.

## The Bank of British North America

Established in 1836

Incorporated by Royal Charter in 1840

Paid-up Capital - - - \$4,866,666.66  
Reserve Fund - - - \$3,017,333.33

Head Office in Canada, Montreal

H. B. MACKENZIE, General Manager

### Branches in British Columbia

Agassiz	Kaslo	Quesnel
Ashcroft	Kerrisdale	Rossland
Bella Coola	Lillooet	Trail
Duncan	Lytton	Vancouver
Esquimalt	North Vancouver	Vancouver
Fort George	150-Mile House	Victoria
Hedley	Prince Rupert	Victoria, James Bay

### YUKON TERRITORY

#### DAWSON

Savings Department at all Branches.

Special facilities available to customers importing goods under Bank Credits.

### Collections made at lowest rates

Drafts, Money Orders, Circular Letters of Credit and Travellers' Cheques issued; negotiable anywhere.

Vancouver Branch

WILLIAM GODFREY, Manager  
E. STONHAM, Assistant Manager

through the Fraser and North Thompson Valleys; the Grand Trunk Pacific Railway through the Fraser, Nechaco, Bulkley and Skeena Valleys, will open the way to great areas of arable land.

Without transportation the development of the unsettled areas would have been left to the future. Railroad construction following upon the surveys made in advance of settlement is the dominant factor in development. There are today about ninety million acres of land reserved for settlement in British Columbia, land which may be acquired freely by bona fide settlers by pre-emption. Much is remote from present lines of communication; some of it will be remote for some time to come. The pioneers who go to the now remote lands will reap the advantage of the pioneer to compensate them for the hardship incident to pioneering as the earlier settlers of the new thickly-peopled districts; but it is not the policy of the Government to encourage settlement into the hinterland of the Province, at present remote from lines of communication, until such time as the problem of transportation has been solved.

Today the total acreage under cultivation in the Dominion is estimated at 36,000,000 acres, and, while it is at present impossible to definitely ascertain how much land in British Columbia is suitable for profitable cultivation, it would be a conservative estimate to put the total at 36,000,000 acres. The Dominion Government's census report places the estimate at 45,000,000 acres. The exports of agricultural products of Canada, without consideration of those required for home consumption, total \$155,354,029. On that basis of production, if the total arable land of British Columbia were under cultivation a population of at least 8,000,000 could be easily supported, and at least \$150,000,000 worth of agricultural products be exported. Climatic conditions and soil are good; railroads, wagon roads and steamship services on the inland waterways are being provided, and markets follow.

The existing railroads, the main line of the Canadian Pacific Railway, the Crow's Nest, Columbia and Western, Columbia and Kootenay, run through territory largely alienated to the Dominion Government as subsidies to the railroad companies, and there was little land within the influence of these lines of communication that could be dealt with by the Provincial Government. North of the railway belt, the Province was the land of the pioneer, of the frontiersman. Sternwheel steamers ran up some of the rivers to connect with pack trains on the trails, stages wended over the Cariboo Road. Now, as a glance at the map will show, the frontier has been pushed some hundreds of miles north. The various settlers of advancing civilization have been crowded northward. The river steamers, the freighters with their picturesque caravans drawn by eight to twelve horses, the stages, are being ousted by modern methods of communication. By next summer about 2,300 miles of new railroad will be completed, and other lines are projected, each intended to develop sections of the Province, which, although rich in resources, are still remote from easy and cheap transportation.

In advance of railroad construction, pioneering the way, the surveyors of the Government are steadily platting the land, and the survey work and railroad construction necessary to prepare for land settlement is expensive. Railroad construction in a country like British Columbia is no small undertaking. The 2,300 miles of railroad being added to that in operation in the Province will cost \$150,000,000 to complete and equip. Highways are also expensive. To build roads connecting the scattered arable valleys with each other and with lines of communication at a cost of from \$3,000 to \$5,000 a mile is an undertaking of no small importance. In the past five years \$12,000,000 has been spent on roads. About \$3,000,000 has been spent on surveys, mostly in the past few years, and 21,000,000 acres have been surveyed. The revenue derived from the resources of the country, is, at it were, taken from the capital account of the resources and transferred to the capital account of public works—works necessary to the settlement and development of the Province. Many large areas have