

The Canadian Bank of Commerce

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HEAD OFFICE --- TORONTO

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BRANCHES IN CANADA

44 in British Columbia and Yukon. 89 in Ontario. 81 in Quebec. 133 in Central Western Provinces. 23 in Maritime Provinces.

BRANCHES AND AGENCIES ELSEWHERE THAN IN CANADA

St. John's, Nfld. London, Eng. New York. San Francisco. Portland, Oregon. Seattle, Wash. Mexico City.

The large number of branches of this Bank enables it to place at the disposal of its customers and correspondents unexcelled facilities for every kind of banking business, and especially for collections.

SAVINGS DEPARTMENT

Connected with each Canadian branch, Yukon Territory excepted, and interest allowed at current rates.

The Good Roads Congress

A Good Roads Congress will be held in Montreal from March 6th to 10th, inclusive. There are no more important problems confronting the people of the Dominion than Good Roads and the other questions associated with it. The following comprehensive programme will occupy the attention of the delegates.

Subjects for Discussion:

Road Laws.

The Legislation under which the Provincial Governments extend aid to Municipalities for road improvement, and the statutes upon which municipal organization for road purposes is based, should be clearly understood by all.

Traffic.

Roads should be built to suit the traffic over them. Changing traffic conditions, the need of regulating traffic, of limiting loads, speed and width of tires, make the subject one of timely importance.

Road Foundations.

The enduring part of a road if properly built is the foundation. Surfaces wear and must be renewed; and should we not give more attention to the foundation? The value of permanent foundations is a phase of road-building which should receive serious consideration.

The Wearing Surface.

A durable wearing surface is invaluable to cities, towns and on country roads. The selection of a wearing surface adapted to local traffic is one of the chief duties of the highway engineer and the matter is one of wide public interest. Modern traffic has made the problem a very complex one and the "best road" is the surface best adapted to local traffic and materials available.

Concrete Roads.

The use of concrete for road surfaces, while a comparatively new departure, is attracting the keen attention of highway engineers. A description of this material to date, and the best methods of construction will bring out many facts on which all who are interested in road improvement should be informed.

Brick Pavements.

Brick is well known as a useful and durable material for road and street pavements. It has been largely used in Canada for town and city streets, and its adaptation to country roads, successfully followed elsewhere, is deserving of careful consideration by the Canadian public.

Bituminous Roads.

The use of tar and asphalt in road construction has developed on standard lines based on much experience. The excellent road surfaces of Great Britain are largely bound or treated with bituminous materials, but the accumulating knowledge of these materials, methods of using, and results to be expected form an ever interesting topic.

Bridges.

Bridge construction is a department of road-improvement which often demands immediate and large expenditure to ensure the safety of the travelling public. Loads passing over bridges are increasing, while many wooden structures are growing weaker from decay. To replace wooden bridges with durable steel and concrete structures is a matter of pressing importance in many localities.

Culverts.

The cost of the individual culvert is comparatively small, but to place them on the roads in large numbers and to keep them in repair is a serious tax on funds available for road improvement.

Road Maintenance.

There is no such thing as an absolutely permanent road. The problem of maintenance is one which must be seriously considered by the public of Canada.

Road Machinery.

Manual labor has been largely displaced in road construction by machinery and labor-saving appliances. More perfect results and at less cost are being brought about by this means. To know how to build roads one must know the many types of machines available, the conditions and purposes to which they are applicable, and methods of operation.

Wooden Blocks.

The value of preserved wooden blocks for street pavements has been demonstrated in the large cities of the world and their use is increasing.

Earth Roads.

It is probable that, for the next quarter century, seventy-five per cent of the roads on this continent will continue to be earth roads. To obtain the best possible service at reasonable cost from earth roads is a problem demanding careful consideration and immediate action. The keynote is "organization." How can municipal councils deal effectively with the matter?

Gravel and Macadam Roads.

The greater mileage of surfaced roads in Canada must continue to be made with gravel and broken stone. They are principally the roads of modern farm traffic, and their construction has been reduced to standard practice. Councillors can profitably understand them in all details. Ratepayers should know their limitations in meeting the needs of traffic, and should understand the organization necessary to produce good results in construction and maintenance.

INDUSTRIAL DEVELOPMENTS.

The Census and Statistics Department at Ottawa places the value of Canada's fields crops at \$20,000,000.

Alaska's mining industry had its most prosperous year in 1915. The total mining output was estimated at \$32,000,000, as against \$19,000,000 in 1914. The highest value for any previous year was in 1906, when Alaska produced over \$23,000,000 in minerals.

Alaska halibut fisheries have appealed to the U. S. State and Commerce Departments for aid in saving their industry from destruction by Canadian competition. Extension of the Grand Trunk Road to Prince Rupert has shifted the centre of the industry from Ketchikan, Alaska, to the Canadian terminus.

The State Department was asked to open diplomatic negotiations with the Canadian government seeking relief for the Alaskan fisheries.