

Anything that would conduce to a return of these two important Rossland properties to profitable conditions, would mean much for the district, much indeed for British Columbia, and the reputation of Canada as a mineral producing country. The trouble was that the ore found in the early days did not continue at its then high value and thus could not be worked to such advantage. Now, however, with smelter facilities greatly improved and the cost of working greatly diminished, it is felt that the mines may hope to resume their old-time prosperity.

COMMERCIAL TRAVELLERS' ASSOCIATION.

At a general meeting of the Commercial Travellers' Association of Canada, nominations were made for officers for the current year. For president, T. McQuillan was elected by acclamation for the third term; first vice-president, L. A. Howard, (acclamation). On the directorate, the first vice-president for Hamilton, Mr. J. H. Herring, was elected by acclamation, and so was the second vice-president, E. J. Fenwick. The Montreal vice-president, Mr. S. O. Shorey, was also elected by acclamation. For the Guelph board, director, A. Hill; for the Brantford board, D. J. Waterhouse, and J. S. Hamilton; on the Kingston board, W. H. Graham, and W. S. R. March; for the Winnipeg board, vice-president, G. F. Galt, and director, H. Miller; for Vancouver, J. A. McMaster, and R. Martin, were all elected by acclamation.

—It is announced from British Columbia that the Canadian Pacific Railway is about to relay the entire Crow's Nest Pass line from Lethbridge to Kootenay Landing, a distance of over 200 miles, with new steel rails, at an estimated cost of \$1,250,000. The outcome of the improvements is likely to be a great development of the C.P.R. coal fields, and of export of that commodity from Hosmer to Spokane, Wash., and vicinity. When the charter of the British Columbia Southern Railway was taken over by the C.P.R., that company was expressly debarred from opening or operating coal mines of its own until the year 1907. This condition binds to a certain extent the Crow's Nest Pass Coal Company, but recently it got possession of the Hosmer fields and has developed them in readiness to start operations the moment the conditions of the charter permit them to do so.

—The state of the negotiations between the city of Toronto and the radial railway companies has been for so long a time one better described by the word "dead-lock," than by anything else, that one more hitch does not appear to receive any particular attention.

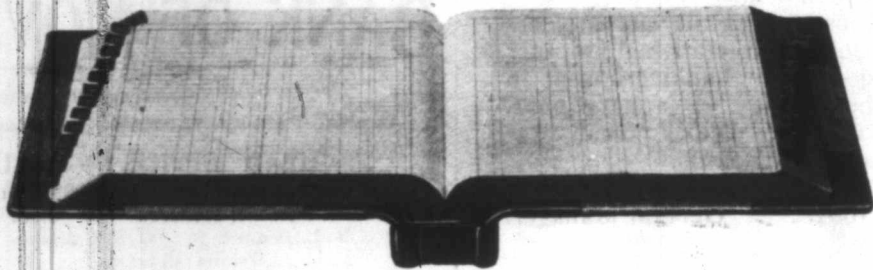
—An extraordinarily heavy sacrifice of life has been involved in the three heavy storms on the Great Lakes this fall. A Detroit computation places the loss at seventy ships wrecked, a monetary damage of \$7,000,000, and the loss of 149 lives. And the end of the season has not yet arrived.

—In spite of the many rumors and more or less circumstantial stories which have been heard in recent years respecting the building of a fine hotel in London, Ont., nothing seems to come of them, and that otherwise up-to-date city is going on its way with insufficient accommodation for the travellers and others who visit it—or who pass the night elsewhere on account of that insufficiency.

—Capt. H. R. Robertson, of Portland, Ore., proposes, with the permission of the B.C. Government, to take out of the province, such rough logs as cannot be used by local mills and engage in the work of rafting them down to the Southern California coast, and sell them there for cordwood. He is the inventor of patent ocean log rafts, which, it is said frequently attain a draught of 25 feet. The captain proposes a site near the mouth of the Fraser River for the making up of the rafts.

—This year no less a sum than \$250,000 has been paid out by the Public Works Department on colonization roads and bridges in New Ontario, and the consequence is that settlers have had fair roads within easy distance almost as soon as they have taken up their claims. In the older sections of Ontario, a sum of about \$75,000 has been expended this year for the improvement of county roads, under the Good Roads Act. Seven counties now have such a system, and something like \$225,000 has been already spent therein, while seven more will start the system this year. This intelligence is extremely valuable. Few things are of greater importance to Canada than this good roads movement.

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