

Established 100 years (1817-1917)

- - - \$16,000,000 Capital Paid up - -Rest \$16,000,000 -Undivided Profits, \$1,784,979 - - - \$426,322,096 Total Assets

BOARD OF DIRECTORS:

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HEAD OFFICE: MONTREAL

General Manager-Sir Frederick Williams-Taylor

Branches and Agencies

Throughout Canada and Newfound-land—Also at London, England New York, Chicago and Spokane in the United States and Mexico City.

A GENERAL BANKING BUSINESS TRANSACTED

D. R. CLARKE, Superintendent of British Columbia Branches

Vancouver

W. H. HOGG, Manager Vancouver Branch

The Royal Bank of Canada	
INCORPORATED 1869	
Capital Authorized \$ 25,000,000	
Capital Paid Up	
Reserve and Undivided Profits 15,000,000	
Total Assets	
HEAD OFFICE, MONTREAL	
BOARD OF DIRECTORS:	
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OFFICERS:	
E. L. Pease, Managing Director C. E. Neill, General Manager. F. J. Sherman, Asst. Gen. Mgr. M. W. Wilson, Superintendent of Branches. 520 Branches well distributed through the Western Hemisphere as follows:	
CANADIAN BRANCHES	
143 Branches in the Province of Ontario	
51 " " " " Guebec	
19 " " " " Nova Scotia	
5 " " " " Prince Edward Island	
30 " " " Alberta	
25 97 " " " " " Saskatchewan	
41 """""British Columbia	
OUTSIDE BRANCHES	
6 Branches in Newfoundland	
9 " " Central and South America	
Spain-Barcolona London Eng Office-Princes St., E. C. 2.	
London, Eng., Office-Princes St., E. C. 2. New York Agency-Corner William and Cedar Sts.	
ELEVEN BRANCHES IN VANCOUVER	
C. W. FRAZEE, THOS. P. PEACOCK, Mgr.	
Supervisor of B.C. Branches E. M. BOYD, Asst. Mgr. Vancouver Vancouver Branch	

ping circles that J. Coughlan & Sons should be permitted to continue to its capacity the building of ships of the design which it has shown such great capacity to produce in large numbers. No results have yet been announced, but it is hoped that a large number of ships will be placed in this prominent British Columbia yard. The shipyard of the Wallace Company, North Vancouver, is also in negotiations for the building of Dominion Government ships, and it is also to be hoped that orders will be placed with them

sufficient to keep its capacity fully in use. The plan to make use of the drydock and engineering shops at Prince Rupert for the building of steel ships is still not disclosed. It is rumored that interests which will acquire either by lease or purchase the shipbuilding facilities at Prince Rupert have orders for six steel ships. To date nothing has been done in preparation at Prince Rupert, and we are not informed of the exact status of affairs; but it is profoundly to be hoped that the extensive facilities at this northern port should be made use of in the building of ships.

Whatever is in store for the shipbuilding industry of British Columbia, the available capacity for building steel and wooden ships should be kept fully employed, and it is in the public interest for business men to use every effort to see that this is done. If the industry proves to be only temporary in character, then no effort should be spared to secure as many orders as possible, making hay while the sun shines. If, on the other hand, the industry proves to be permanent, advantage should be taken of the present time for the gaining of experience and efficiency in operation with the gradual lowering of costs, so as to maintain shipbuilding in the Province in the face of the keen competition which will arise when the present urgency for bottoms has ceased.

CITY MANAGER FOR KAMLOOPS.

The City of Kamloops has made a radical change in the conduct of its municipal affairs. Mr. J. J. Carment, city clerk and treasurer, has been made city manager and will conduct the affairs of the city with full power and responsibility. Mr. Carment is an exceedingly capable municipal official, and at various times has occupied the position which he held before his recent appointment, and is perhaps the best posted man on Kamloops' municipal conditions and needs.

