

—THE—
BANK OF TORONTO

INCORPORATED 1855

CAPITAL	- - -	\$4,000,000.00
RESERVE	- - -	\$4,800,000.00

TOURISTS and others who have financial dealings in British Columbia will find this Bank absolutely safe and well equipped to handle their business transactions. **Current and Savings Accounts** opened on the most favorable terms and a **General Banking Business Transacted.**

AGENTS IN

*London: The London City and Midland Bank, Ltd.
 New York: National Bank of Commerce
 Chicago: First National Bank
 Seattle: National Bank of Commerce*

**BRANCHES AND CORRESPONDENTS
 THROUGHOUT CANADA**

Vancouver Branch: 446 Hastings St., W.

H. B. HENWOOD, MANAGER

HON. WM. GIBSON
 President

J. TURNBULL
 Vice-Pres. and
 Gen. Manager

Bank of Hamilton
 HEAD OFFICE:
 HAMILTON, ONT.

BRANCHES IN BRITISH COLUMBIA

Vancouver, East Vancouver, South
 Vancouver, North Vancouver, Port
 Hammond, Kamloops, Salmon Arm,
 Fernie, Milner

A General Banking Business Conducted.

**Interest allowed on deposits of \$1.00
 and upwards at current rates**

**HAS JUST STARTED ON ITS FORWARD
 MARCH.**

I. J. Hill, in a Public Address—

Vancouver has not yet started on its forward career. I see a day coming when half a score of lines from Northern British Columbia will converge on Burrard Inlet. You have untold wealth in the seas, the greatest timber resources on the continent and mineral assets that will make British Columbia the greatest province in the Dominion.

HAS NO EQUAL ON THE COAST.

James J. Hill, Student of Cities—

In growth and commercial activity, Vancouver has no equal on the Pacific Coast today.

**OUTGROWING ALL OTHER PACIFIC COAST
 CITIES.**

*J. D. Farrell, Representative of the Harriman Interests in
 the Pacific Northwest—*

Vancouver is growing incomparably faster than any other town or city along the Pacific Coast. I am profoundly impressed with the phenomenal growth and development that has taken place since my last visit. Other places—I won't mention names—have had their great booms in recent years, with subsequent periods of quietness—not depression, but a period of marking time—yet I see no danger sign in Vancouver's outlook.

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It is only a question of time—and not a long period either—before every line in the Pacific Northwest will have to build into or secure running rights into Vancouver. Yes, it is inevitable that all of the roads will have to incorporate Vancouver in their plans if they want to secure their full share of terminal and Oriental business.



Sunset on English Bay.