

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

5 GRACECHURCH STREET, LONDON, E.C.

Head Office in Canada

ST. JAMES ST., MONTREAL

H. B. MACKENZIE, General Manager

This Bank has Branches in all the principal cities of Canada, including Dawson City (Y.T.), and Agencies at New York and San Francisco in the United States.

Agents and Correspondents in every part of the world

Collections made at Lowest Rates

**Drafts, Money Orders, Circular Letters
of Credit and Travellers' Cheques issued,
Negotiable anywhere**

Agents in Canada for Colonial Bank, London, and West Indies

SAVINGS DEPARTMENT AT EVERY BRANCH

Your Banking Affairs

The Bank of Toronto offers to all business people the advantage of its most complete and modern banking service. Many years of experience in Canadian Banking, large resources, ample banking facilities, carefully chosen connections, and the service of efficient and accurate officers are some of the advantages gained by transacting your banking affairs with this Institution.

THE BANK OF TORONTO

INCORPORATED
1855

Head Office: TORONTO, CAN.

PAID-UP CAPITAL \$5,000,000
RESERVED FUNDS 6,307,272

DIRECTORS

Duncan Coulson, *President*

W. G. Gooderham, *Vice-Pres.* J. Henderson, *2nd Vice-Pres.*
Hon. C. S. Hyman William Stone
John Macdonald Lt.-Col. A. E. Gooderham
Nicholas Bawlf Lt.-Col. F. S. Meighen
J. L. Englehart Wm. I. Gear

Thos. F. How, *General Manager* T. A. Bird, *Chief Inspector*

BANKERS

London, England ... London City & Midland Bank, Ltd.
New York ... National Bank of Commerce
Chicago ... First National Bank

ASSETS - - - \$60,000,000 5

CONNECT LIVE WIRES WITH OPPORTUNITY

This Was Suggestion Conveyed by Sir G. E. Foster in a
Recent Business Sermon

Canada holds a position on the safest of the world's trade routes, and is within the shortest distance of her ultimate export markets of any country in the world. The North Atlantic trade route to Europe is the safest and shortest on the high seas at the present time.

"How are we going to make these new trade connections? That is the question to decide," said Sir George E. Foster, minister of trade and commerce, addressing the Toronto board of trade. After thinking over that problem and investigating it, the Canadian business man must seek the lines of least resistance. These were close to his own door, within ear-shot of the sound of his own factories. "Instead of sending representatives to South America, Australia or Japan, Canadian manufacturers first should capture their own field." He told of the too great proportions of stocks in Canada bearing the manufacturing marks of other countries, and made a strong plea to the producers and consumers in Canada to come closer to each other.

Let us make Canadian fashions. If you have a preference for some imported style from Paris or Germany, eliminate it, advised Sir George.

Trade Within the Empire.

The next line of least resistance in trade was in the British Empire market. "Cultivate the British Empire market. There is a preferential entrance into all the overseas Dominions, excepting Australia, and \$35,000,000 worth of German exports to the British overseas Dominions outside of Canada have been cut off since war was declared. Canada should be able to take from one-half to three-quarters of that trade under the present preferential arrangements." Sir George then advised a close study of conditions in South America before attempting to get new business in that section.

Keep Wheels Moving.

The people of Canada should exercise their native-born courage, to organize for commercial conquests, to co-operate in the fields of labor, capital and production, to show business patriotism in purchasing wherever and whenever possible Canadian-made goods, to stop waste and extravagance of all kinds, and to boost production. "In the impetus towards construction during recent years, we have gone a little too far in depending upon building activity and perhaps forgotten that within the temple the gods must live. All we have to do now is to keep the wheels going." Sir George invited the banks "to co-operate and go as far as possible in retaining and maintaining every well-based, decent industry in the country, from farming up."

ROAD BUILDING IN SASKATCHEWAN

Good progress is being made on road construction in Saskatchewan, according to an announcement made by F. J. Robinson, chairman of the Highway Commission in Regina. He stated that more than 1,500 men and 1,000 teams were now at work on road construction. It is expected that the number of men employed on this class of work will be greatly increased within the course of another week. Of a total sum of \$1,200,000, voted by the Saskatchewan government for highways improvements, \$1,002,685.84 was spent on the roads during the year ended April 30, 1914, according to the annual report of the Saskatchewan Highways Commission tabled in the house a few days ago. Of this sum \$507,517.02 was spent on road improvement direct and \$417,065.69 was spent by municipalities under commission regulations. For steel bridges and concrete abutments there was a vote of \$300,000, the total sum spent on this class of construction being \$337,483.18.

The British government has prohibited the exportation of wool entirely for the time being.

Buy a barrel of made-in-Canada apples from the farmer, who will stick to the Canada brand when he does his own buying.