

their transactions probably exceed in volume those of any other house. Mr. E. B. Osler, M.P., Director of the Canadian Pacific Railway, has also three partners "on the floor," the bulk of the work, however, being done by his son, Mr. F. G. Osler. Colonel Pellatt has won both fame and fortune by various successful *coups*, more especially in electric light undertakings, and Mr. Aemilius Jarvis, renowned as a yachtsman, is a heavy operator, who has recently distinguished himself by a combination of the Salmon Canning establishments of British Columbia.

It is by the co-operation of some or all of these men that various great financial undertakings, not merely in Canada but elsewhere, have been carried out. They have had their share in the founding of the Dominion Steel and Coal Companies, the Canadian General Electric, the Nova Scotia Steel and Coal Co., the Crow's Nest Coal Co., the British Columbia Packers' Association, the Canadian Northern Railway, and other big projects which have substantially materialized.

Not content with purely domestic affairs, they have taken hold of the Twin-City Electric Railway connecting St. Paul and Minneapolis; they have established the Sao Paulo Tramway and Power plant in a prosperous province of Brazil; they have invested heavily in the Sloss-Sheffield Steel enterprise in the Southern States; and to a certain extent in Mr. Clergue's scheme at Sault Ste. Marie.

Uniform success has not, of course, attended all their ventures, as witness the ill-starred Cycle combine, but upon the whole they have done very well indeed, and are quite ready for fresh commitments when something sufficiently attractive presents itself.

In Montreal the recognized financial leader is Mr. James Ross, Sir William Van Horne devoting all his energies to his Cuban Railway project which promises so well, and Mr. C. M. Hayes

having thought only for the interests of the Grand Trunk Railway.

Mr. Ross laid the foundations of his fortune by lucrative railway contracts. He has long ceased to build railways directly, but indirectly his energies have extended outside of Canada to the West Indies, and even to Great Britain. He dominates the Montreal Street Railway System, is President of both the Dominion Steel and Coal Companies, and director of other companies by the score. He is in the prime of life, a man universally respected; simple and sincere of manner, as straight as a rule in all his dealings, a lover of art and music, unquestionably the strongest figure in the field of Canadian finance to-day.

Closely associated with him is Senator Forget, the only French-Canadian in the front rank of financial affairs. He is the king of the Montreal Stock Exchange, where he is represented by his clever brother Rudlophe. He can make or break the market almost at will, and no important undertaking goes through without his having some part in it. He is a self-made man who does credit to his maker.

Another self-made man of whom the same may be said is Mr. Chas. Hosmer, whose brilliant performance in floating the Ogilvie Milling Company brought him both millions and renown. There is no more popular man in Montreal than "Charlie" Hosmer. The late Senator Mackay, of Commercial Cable fame, took a deep interest in him, and once set him on his feet again when a severe slump in Cable stock had "wiped him out," and he bears the reputation of having passed this kind service on when an opportunity presented.

The Hanson Brothers are in a large way of business, being much helped by their close connection with the big house of Coates & Co., of London, whereof their brother is a partner, and Mr. R. Wilson Smith, proprietor of the "Fin-