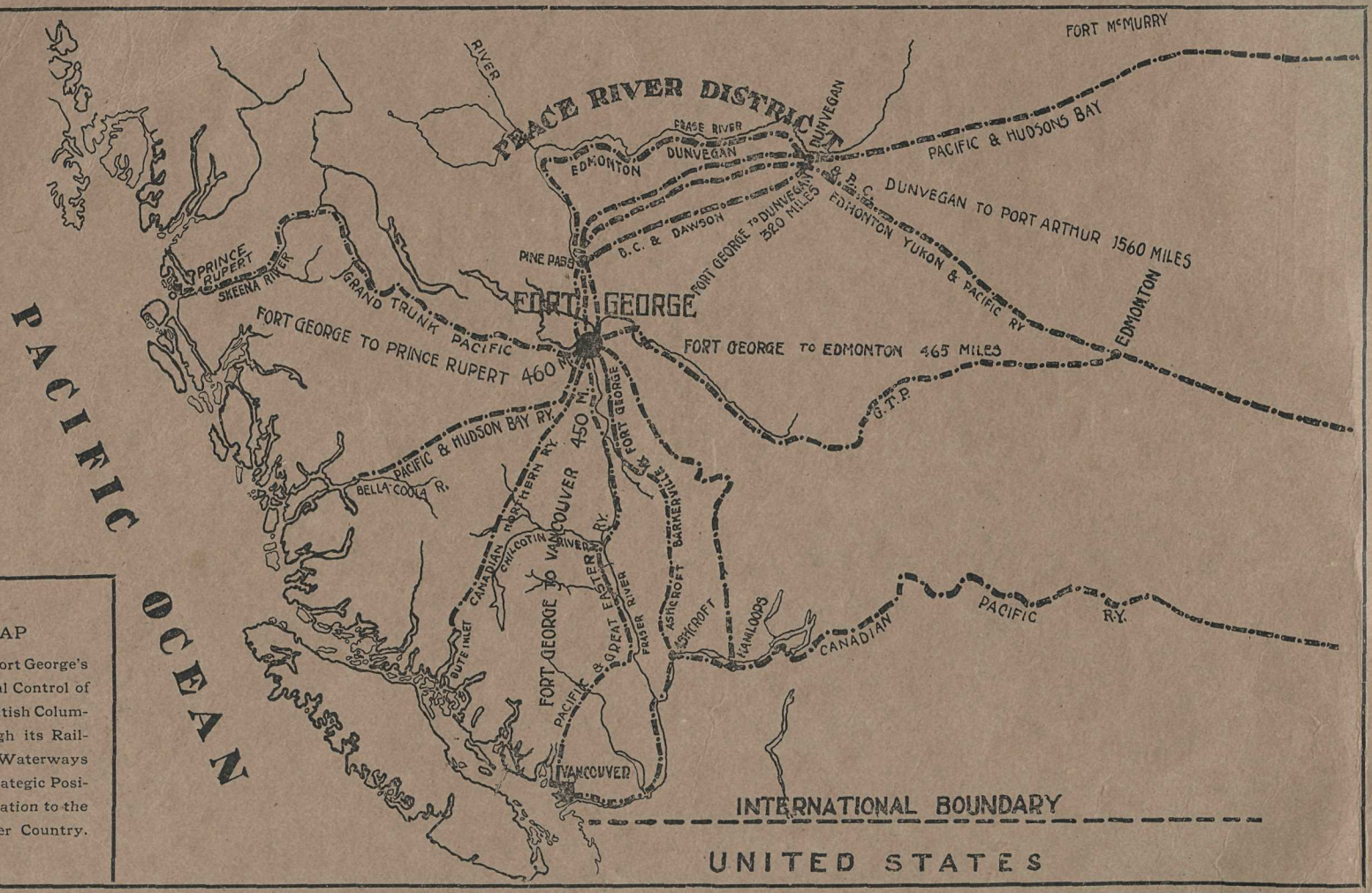
FORT GEORGE, B.C.

The *Natural* Place to Trade - at the Junction of a *Thousand* Miles of *Navigable* Waterways.

The *Hub* of the Railroad Systems of Central British Columbia.



MAP

Showing Fort George's Commercial Control of Central British Columbia, through its Railways and Waterways and its Strategic Position in Relation to the Peace River Country.

FORT GEORGE, B. C.

A Pictorial and Descriptive Album setting forth the Present Development and Future Prospects of Central British Columbia's Natural Trading and Distributing Centre.

"If you can't go to see for yourself, use the Camera's eye to find the facts"

Compiled and Issued by the Publicity Department of the

Natural Resources Security Company, Ltd.

G. J. HAMMOND, President

Head Office: 606-615 Bower Building, Vancouver, B. C.

After September 1st, 1912:

Fort George, British Columbia

Tel. and Cable Address: "NARESCO" Code: Western Union

Natural Resources Security Co.

LIMITED

PAID-UP CAPITAL, $250,000

GEO. J. HAMMOND, *President*

Fort George - B.C.

Branch Offices:

BOWER BLDG., VANCOUVER, B.C. HOPE BLDG., OTTAWA, ONT.

Owners and Dealers in Town and City Properties, Townsites, Subdivisions, Farm Lands (wholesale and retail), Coal Measures and Timber Limits in British Columbia and Peace River

T. H. BROWN, *General Manager* R. E. A. YOUNG, *Assistant to President*
O. O. HOLMGREN, *Secretary* S. A. CATER, *Accountant*
JOHN RIDINGTON, *Publicity*

Foreword

INTEREST in Central British Columbia—its agricultural, business and industrial openings, and its investments—is today so general, not merely throughout Canada, but in the United States and Britain, that I feel sure a welcome awaits this little book.

The camera is today almost a substitute for travel. Photographs give clear and correct impressions of scenes and districts to men who by reason of time or expense cannot investigate personally the places concerning which they desire information. To meet this condition, I have had prepared this Album, which will give to those who study it truthful and interesting information concerning the development of Inland British Columbia, almost the last and certainly one of the most rapidly growing of the new sections of this continent, and beyond question one of the richest and most varied in its natural resources.

The interest in Fort George, the commercial centre of British Columbia's Inland Empire, is founded on the general public appreciation of two or three fundamental facts. In the first place, it is the centre of a natural waterway system over 1,000 miles in extent. The mighty Fraser, swinging around the northern end of the Gold Range, a little above this point, abruptly changes its course from northwest to due south. Here, too, is the confluence with the Nechaco, the Fraser's most important tributary. The Nechaco and the Stuart link up a series of splendid lakes that together form a chain of communication unequalled anywhere on the continent, except by the Great Lakes and the St. Lawrence. Thus Fort George commands cheap water communication and distribution to almost every point of the compass.

The second fundamental factor governing Fort George's future is a consequence of the one already named. Just as the natural waterways focus at this point, so must the railways, for in a mountainous country like British Columbia, railway surveyors must follow the river and lake edges in order to get easy grades. For this reason, Fort George will be the Railway Hub of Inland British Columbia. Eleven railways are either chartered or building into this region, and every one of them touches Fort George. They are as follows:

- Grand Trunk Pacific transcontinental, to reach Fort George in the fall of 1912.
- Pacific and Great Eastern, bonds guaranteed by the British Columbia Government, to build from Vancouver to Fort George in three years.
- British Columbia and Dawson, from Fort George through to the Peace River country, cash subsidy from the Dominion Government.
- Edmonton and Dunvegan and British Columbia Railway, under construction.
- Pacific Northern and Ominica Railway.
- Edmonton, Yukon and Pacific Railway.
- Canadian Northern Railway.
- Vancouver, Westminster and Yukon.
- Pacific and Hudson Bay Railway.
- Pacific and Peace River Railway.
- Pine Pass Railway.

Just as in ancient times "all roads led to Rome," so all present and future railroads in Central British Columbia lead to Fort George. Their builders cannot evade or escape this, for it is due to a natural condition. The topography of the country makes it impossible for them to do otherwise.

Another factor that underlies the future of Fort George is the fact that it is the gateway to the rich Peace River district—the country about which people are beginning to talk, just as fifteen years ago they were beginning to talk about Saskatchewan. The Peace River is the last opportunity of the people of this continent to get rich and cheap agricultural land. It is a land where wheat —the finest wheat grown—averages from 25 to 45 bushels to the acre, and peavine, redtop and other nutritious cattle feeds grow to the height of a horse's back. To this rich country, as soon as

it gets transportation, will set in one of the historic land rushes of modern days. Already the advance guard, hundreds strong, are spying out the land and selecting for themselves its choicest acres.

This great region contains, according to evidence given before the Senate of the Dominion of Canada, 60,000,000 acres, and of this immense area 40,000,000 acres is reported as first class agricultural land. Wheat grown in this rich country took the championship of the world at the Philadelphia Exhibition in 1876, and again at the World's Columbian Exhibition of 1895. Climate and soil combine to make the conditions for grain-growing ideal, and for mixed farming the conditions are equally favorable.

Nor are its agricultural possibilities the only natural riches of which the Peace River can boast. There are vast timber and pulp forests, and apparently limitless supplies of coal and limestone. On one particular asphalt claim the official government estimate gives the number of tons of asphalt as 1,400,000,000, while all indications point to the Peace River being one of the world's future oil fields.

Into this rich district three railways are now under present or immediate construction. The Canadian Northern is building from Edmonton through Athabasca Landing to Dunvegan. The Edmonton, Dunvegan and British Columbia Railway, running south of Lesser Slave Lake, is under agreement with the Alberta Government to start construction immediately. The Pacific and Hudson Bay will go through Fort George into the Peace, and on to Fort Churchill on Hudson's Bay. These roads will link up at Fort George with the Grand Trunk and the Pacific and Great Eastern through the Pine River Pass, and their construction is one of the immediate certainties of railway building.

When the roads are built the products of the rich Peace River country will come down through Fort George to Pacific tidewater. If the reader will consult the map, printed on the inside cover of this Album, showing the distances in Fort George's tributary commercial territory, the geographical facts that underlie this statement will be at once made plain—especially when the facts are considered in their relation to the early completion of the Panama Canal. Ton for ton, rail freight rates cannot compete with water transport. Dunvegan, by way of Fort George, is some 800 miles from Pacific salt water. From Montreal it is over 3,000 miles, and of this distance Peace River eastbound produce must be hauled for 1,100 miles—to Port Arthur or Fort William—behind a locomotive. Will Peace River grain go east to Montreal, four times the distance, to a sea-going ship, or will it take the shorter, quicker, and much less costly route via Fort George to the Pacific? No person will hesitate a moment in deciding that it will take the easy, natural westward route through Fort George.

And, for precisely the same reasons, the supplies for the Peace River country will be made from Fort George, through its two main sea bases—Vancouver and Prince Rupert.

Fort George, in short, occupies the same strategic commercial location in relation to its own territory as Chicago and Winnipeg. From the Rocky Mountains east to Lake Michigan—a territory comprising eight of the largest cities in the Union—Chicago sits at the gate, and takes toll of all that goes in or comes out. It is the bung of the barrel—the place where the currents of trade must pass. North of the International boundary, Winnipeg occupies a similar strategic commercial position. It is the door through which every bushel of grain, every hoof of stock, every pound of merchandise raised or required for a territory one-third the area of the whole of Europe must go or come, and all are helping to build it up into one of the great cities of the continent.

Similar causes will produce similar results at Fort George. If—as I have already shown—the products of the rich Peace River district must come westward to the Pacific, they must flow through Fort George in one ever-increasing stream, the currents there splitting, one going straight west to Prince Rupert, the other straight south down the Fraser Valley to Vancouver. Think what it will mean when there passes through Fort George the imports for a rich and prosperous country as large as New York and Pennsylvania combined. Think of the enormous return traffic—

Foreword—*concluded*

the varied natural products of this rich region going down towards the sea. And they *must* pass through Fort George—it is the natural, the easy, the cheap, the inevitable route.

Passing on to another phase of Fort George's future commercial importance, due to its strategic geographical position, consider this: that its distributing area is as large as the four states of Ohio, Indiana, Illinois and Michigan. It embraces a territory of about 185,000 square miles. This enormous area becomes impressive when it is remembered that it is half as large again as Great Britain, which has a population of 45,000,000; is almost as large as Germany, with a population of 40,000,000; and is nearly double the area of Italy, with a population of 35,000,000. This vast area is absolutely controlled, commercially speaking, by Fort George, by virtue of its strategic location as to railways and waterways. In this enormous territory it has not today, and under the geographical circumstances never can have, any rival. Edmonton, Prince Rupert and Vancouver are its only possible competitors, and the nearest of them is over 400 miles away.

Roughly speaking, this territory is three-quarters of a square, the southeastern portion being tributary to Edmonton by reason of the service the G. T. P. and the Canadian Northern can give the district between that city and Tete Jaune Cache. The northern side of the square is represented by the boundaries of British Columbia and Alberta, and extends from the 124th meridian (north of Fraser Lake) to the Athabasca River, a distance of about 450 miles. The eastern side of this square, lapping round Edmonton's distributing territory, is bounded on the south by the 55th parallel, and on the west by the 120th meridian.

The country that will be served by Fort George is both imperial in its extent and wonderful in the richness and variety of its natural resources. When considered in conjunction with its supreme transportation advantages, it forces those who, like myself, have given the subject prolonged and careful study, and who have watched the process and trend of development to this conclusion: that in a very few years Fort George will be the third city in British Columbia, and one of the most important in the Dominion.

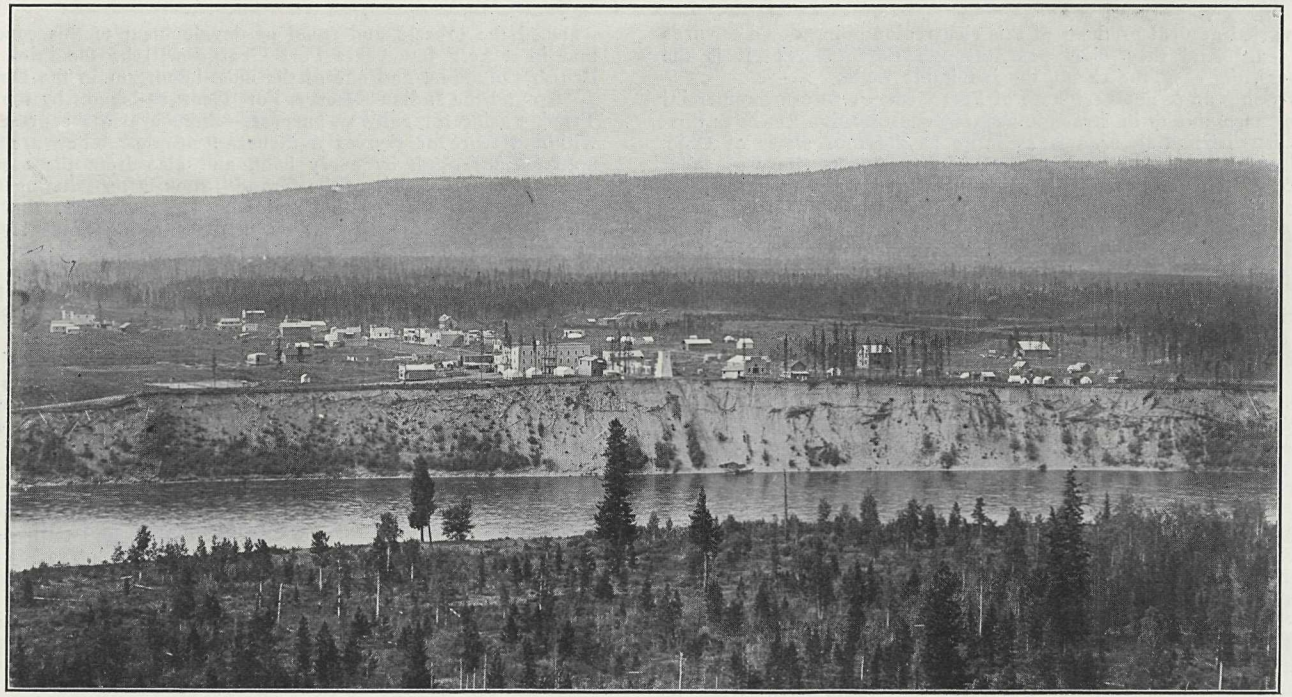
Around the Indian Reserve, Fort George—bought by the Grand Trunk Pacific for railway purposes—there are at the present time within a score or two of a thousand people. They are coming up from the south by every boat, and also from the east, from Tete Jaune Cache, where the Grand Trunk, after winding through the Rockies by way of the Yellowhead Pass, strikes the Fraser. The movement of settlement on to the farming lands is equally important in quality and in volume. The sleeping Inland Empire of British Columbia has at last awakened, and from now on bids fair to rival, and perhaps eclipse, the inrush of settlement into the prairie provinces, and the rapidity of development for which they have established a record.

These conditions carry, as their natural consequences, financial opportunities that are attracting the attention of investors everywhere. With these opportunities my Company is thoroughly familiar, for we have been deeply and heavily interested in Central British Columbia for years—we were, in fact, largely instrumental in securing to the district the attention it today receives. If, as a result of looking over this booklet, you desire further information concerning the resources and investment opportunities in Fort George and Central British Columbia, and will communicate with us, our experience, knowledge and equipment are entirely at your disposal.

G. J. HAMMOND
President

Natural Resources Security Company, Ltd.
Fort George and Vancouver, B.C.

July, 1912.



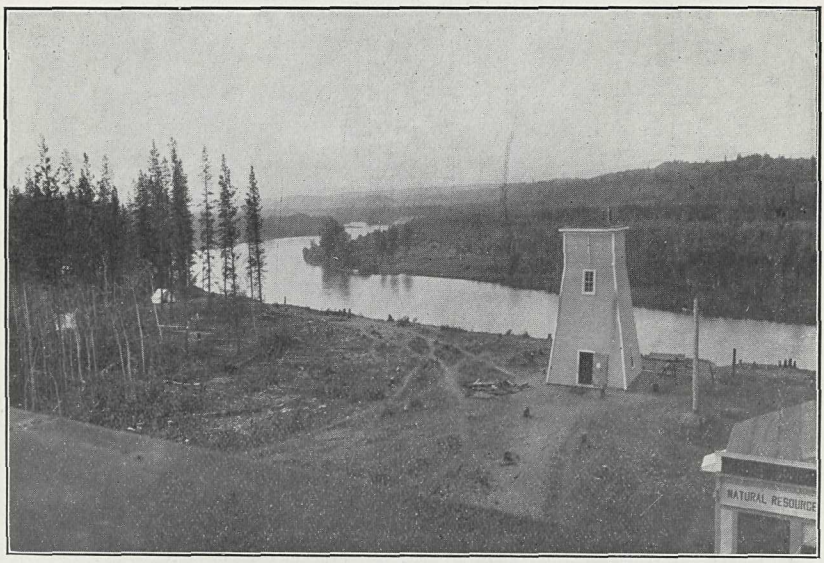
DISTANT VIEW OF FORT GEORGE LOOKING SOUTHWEST, FROM THE HEIGHTS ACROSS THE NECHACO RIVER

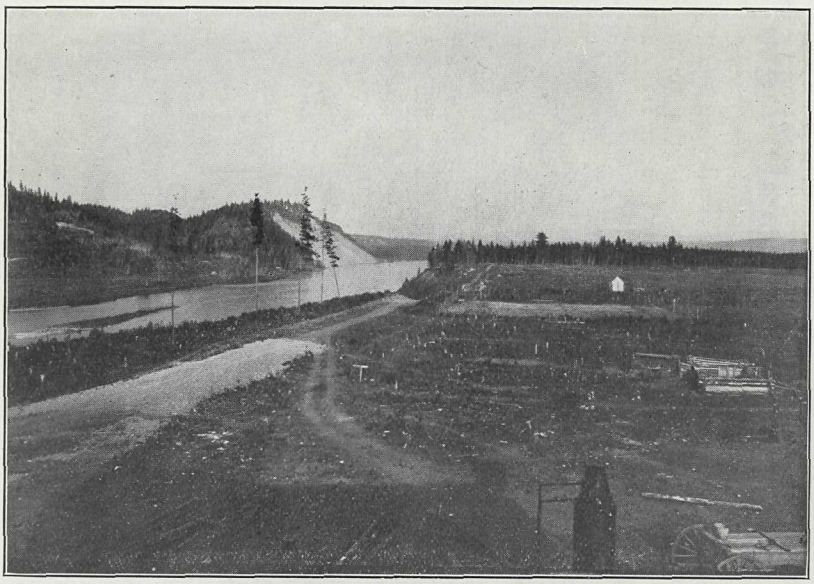
General View of Fort George

THE accompanying view gives an excellent general impression of Fort George as seen from the north, across the Nechaco River. The photo was taken from a point on the Salmon River Road, near Willow Creek, from high land overlooking the town. The picture shows the level townsite, gently sloping to the Nechaco and Fraser Rivers. The town is built on a bench some seventy feet above the Nechaco, free from any danger of freshet or flood. The substantial character of the buildings already erected is plainly visible, and testifies to the energy and faith which have built up the town to its present condition within a period of two years. Back of the buildings can be seen the remains of the timber which once covered the townsite, and behind this is seen the hills that swing around from the Nechaco to the Fraser, as it flows to the south. The main line of the Grand Trunk Pacific will run along the edge of the Nechaco, on the river's further bank, and will go between the river and the larger buildings shown in the picture. The station, according to the ruling of the Dominion Railway Commission, will be located at a little to the left of the ground taken in by the picture, while the terminal yards will extend about a mile to the left, on the low flats at the junction of the Nechaco and Fraser.

The Government ferry is upstream about half a mile to the right of the picture. By this ferry all the traffic to the north must cross the Nechaco. It is the link connecting Fort George with the Salmon River district and all the rich intervening country between this point and the Peace River. Thus, to get to the railway station the whole of the traffic must pass through Fort George, which is thereby made its commercial and distributing centre. An idea of the movement of settlers into the rich agricultural region north of the Nechaco can be gathered from the fact that during the present season forty people have been ferried across the river before eight o'clock in the morning, and that the ferry-keeper's records for some time prior to this booklet's publication show that between four and five hundred people, and more than one hundred horses, are the average of the business done every week by this very necessary public transportation necessity. Efforts are being made to have the Government build a bridge across the Nechaco at Fort George, to connect with the Salmon River road, and with the steady and rapid increase of traffic the need for this will compel early action.

The new steamer, "B. C. Express," makes her regular run up the Nechaco and past Fort George to Fraser Lake. The "B. X." also calls regularly at her wharf at Fort George, on her bi-weekly trips to and from Soda Creek.





THE NECHACO, LOOKING NORTHWEST AND NORTHEAST FROM FORT GEORGE

The Nechaco and the Town---Views Looking Northwest and Northeast

IF the two pictures on the opposite page were placed side by side, they would give an excellent idea of that portion of the Fort George townsite abutting on the Nechaco River, for they were taken from almost the same point—the roof of the Fort George Hotel, cornering on Central Avenue and Hammond Street—the camera in the upper picture being pointed northwest, and in the lower picture northeast.

The upper illustration shows the water tower at the northern end of Central Avenue, and a corner of the Natural Resources Security Company's Fort George office. To the left of the water tower, but not visible in the picture, is the government ferry, connecting with the road to the Salmon and Peace River Districts.

The lower picture looks northeast across the Nechaco, and eastward to the Indian Reserve, now the property of the Grand Trunk Pacific. In the immediate foreground are some of the buildings on Hammond Street, and lumber piles hauled to the sites of buildings about to be erected. The fine new road parallelling the Nechaco is plainly in view. The white opening, immediately below the white house in the middle distance, is the courts of the Fort George Lawn Tennis Club. The line of trees, just behind the house, marks the western boundary of the Reserve. Just beyond this point the land drops to a low flat, made up of mud and silt brought down by the Nechaco, and barely above the level of the river. This mud flat is cut up by sloughs and intersected by backwater river runs for a considerable portion of its area, but with proper filling will make excellent railway yards.

In the distance, over the western edge of the Reserve, can be seen the contour of the high hill, on the farther or eastern bank of the Fraser, which is joined by the Nechaco at this point.

Clearly shown in this picture, also, is the high cut bank—400 feet to the summit—on the northern side of the Nechaco, opposite the Indian Reserve. The two illustrations give a truthful representation of the hilliness of the northern bank of the Nechaco opposite the Reserve, and the country immediately back of the river, in contrast to the level character of the Fort George townsite.

The two pictures give a good idea of the immense value of the Nechaco as a navigable waterway. River steamers can steam up stream to the western extremity of Fraser Lake. By going up its principal tributary, the Stuart, access is gained to other magnificent bodies of water, Lakes Francis, Stuart and Babine. Traffic from all these waterways, and others accessible by short portages, will connect Fort George with transcontinental, sea-base, and other railways running to practically all points of the compass.

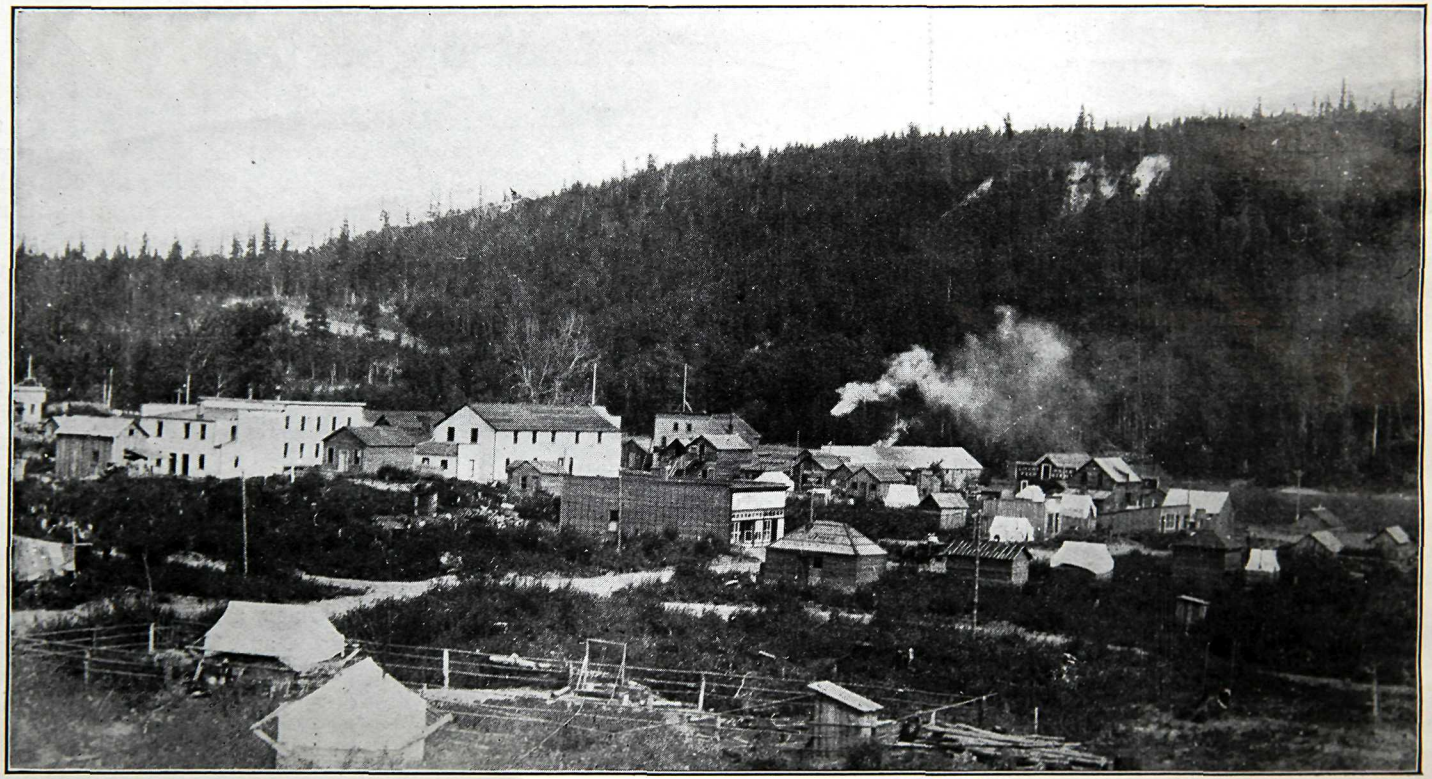
AN IDEAL TOWNSITE—FORT GEORGE, LOOKING SOUTH DOWN CENTRAL AVENUE, JULY, 1911

Fort George Townsite, Looking South

MUCH development has taken place in Fort George since the photograph from which this illustration was made was taken a year ago. The open space on the further side of the road is today occupied by buildings as substantial as those shown in the illustration. Proof of this is afforded by the large picture in the centre of this Album, which more fully represents the progress made by the town up to the time this booklet was sent to press.

The picture shown herewith is inserted partly because of its historical value in showing the various stages of the growth of Fort George, but more particularly for the comprehensive and convincing proof it affords of the ideal site possessed by Fort George for the building of a great city. Its absolute freedom from ravines and gullies, involving municipal works of great expense, is clearly shown by the picture. In this respect Fort George has every natural advantage over Prince Rupert, Victoria, Vancouver and Seattle —indeed over every city on the Pacific Coast—in all of which much public money had to be expended in filling, cutting and grading, before they were adapted for permanent civic development. The gentle slope to the Nechaco, and its elevation of seventy feet above that stream, affords the very best of drainage, and this advantage is still further emphasized by the gravelly character of the soil. A water supply of the purest quality is easily obtainable, and, altogether, nature could not have done more than here to give to enterprising mankind the physical basis for a great city.

The changes that have taken place within the past two years on the land embraced in the picture on the opposite page are only the beginnings of greater changes taking place in the near future. Two years ago this stretch of country was virgin forest, its leafy recesses threaded but seldom, and then only by the Indian or the trapper. Today it is a flourishing town, fairly athrill with faith, with courage, and with optimism. With the impending advent of the railways, its character will still further change. Where today are temporary lumber buildings, there will then be substantial business blocks extending far beyond the limits of present construction. Prices for business property, already in some instances four or five times what was paid a year ago, will have advanced still more rapidly, and Fort George will then be well on its way towards the realization of its citizens' ambitions, and its manifest destiny, as the third city of British Columbia.



FORT GEORGE'S SUBURB—SOUTH FORT GEORGE, ON THE FRASER

South Fort George

SOUTH FORT GEORGE, on the Fraser, is a busy little river town, at its nearest point one and a quarter miles from the Grand Trunk Pacific, and almost two and a half miles from the probable station site. Its growth has been due to its proximity to Fort George proper, and to the fact that, up to the coming of the railways to Fort George, all communication with the outer world has been from the south, by the Fraser River and the Cariboo Road, the original steamer landing being at the Hudson Bay post.

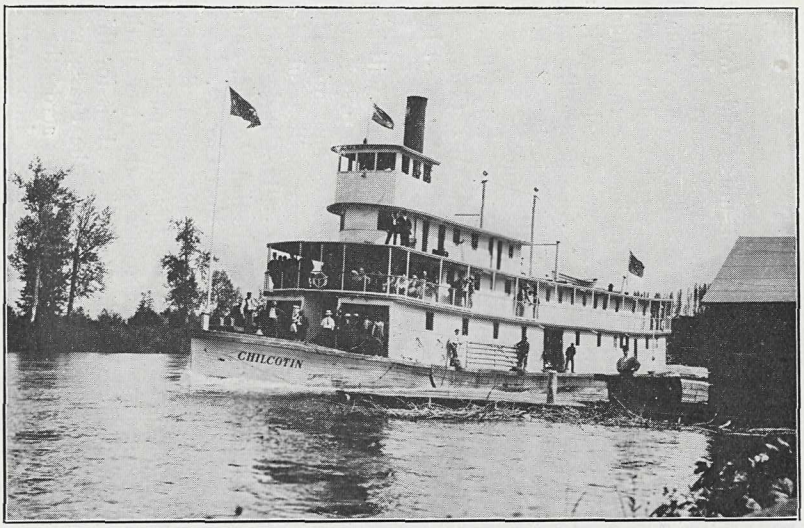
Something more than a century ago Simon Fraser founded a "fort," or trading place with the Indians, just south of the junction of the Fraser and Nechaco. Later, an Indian Reserve was established between the "fort" and the Nechaco River. The "fort" did a profitable trade with the Indians. As is usual, the Hudson Bay was in competition for this Indian business with "free traders," who established themselves in the vicinity. This was the beginning of the settlement at South Fort George.

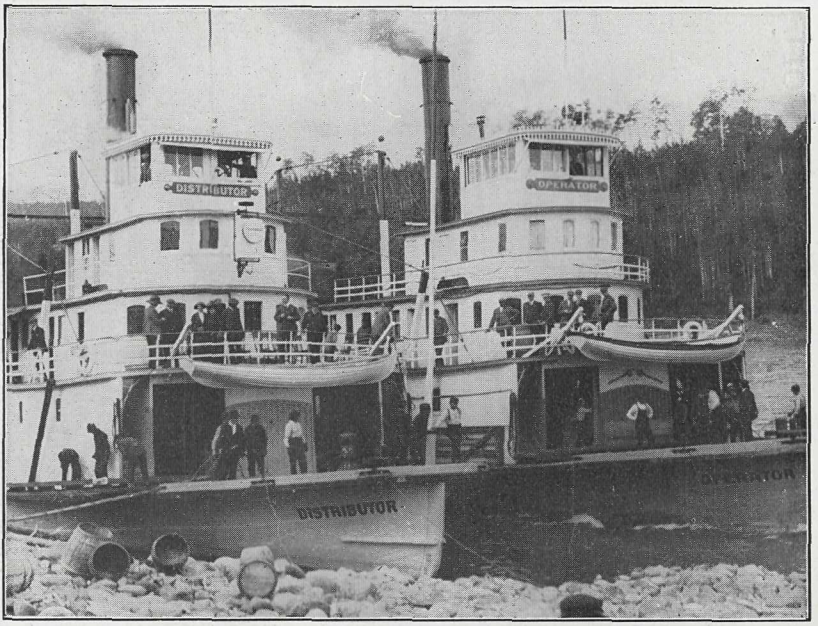
As the "fort" was the only trading place for hundreds of miles it was a regular point of call for the river steamers. When public attention was first directed to the strategic location of Fort George, and before the exact route of the Grand Trunk Pacific had been announced, many of the newcomers, getting off the boat at the first steamer landing, settled there, apparently assuming that the future town would grow around the old "fort." Thus South Fort George grew.

South Fort George is separated from the Indian Reserve, recently acquired by the Grand Trunk Pacific for divisional point purposes, by the Hudson Bay Reserve. Some future day this Hudson Bay property will be very valuable. It has always been the policy of this great English trading concern, however, to allow others to increase the value of the company's property by improving and developing it, and to wait for many years until that is done before disposing of it. This has been the policy pursued in Winnipeg, in Edmonton and at many other cities where the Hudson Bay owns large city areas. If, as is expected, this policy is adhered to at Fort George, it means that South Fort George will be separated for many years by a belt of undeveloped land from the business section of the city.

Eventually, of course, South Fort George will be part of the Fort George of the future, but at the present time, and for years to come, it is and will be some miles from the immediate business development that will result from the coming of the railways, for while all of these are building into Fort George proper, or the Indian Reserve, not a single line has been surveyed into South Fort George.

The reason for this is apparent when the picture is studied. The high banks of the Fraser, opposite South Fort George, make railway building across the river at this point practically an engineering impossibility. It is for this reason that the Grand Trunk Pacific crosses the Fraser more than a mile above South Fort George, and runs across the northern part of the Reserve along the Nechaco into Fort George proper.





THE CHILCOTIN AND TWO OF THE G. T. P. SUPPLY STEAMERS—FOLEY, WELCH & STEWART'S DISTRIBUTOR AND OPERATOR

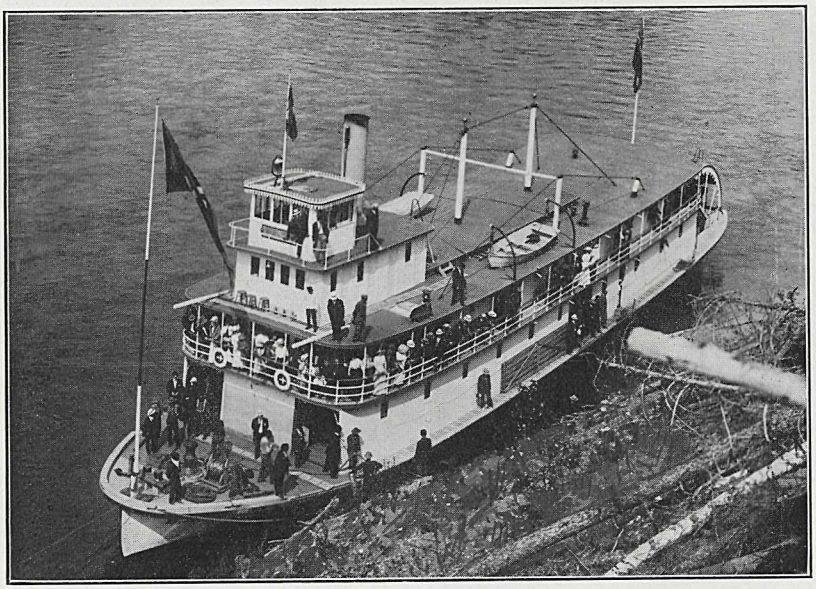
Upper Fraser River Steamers

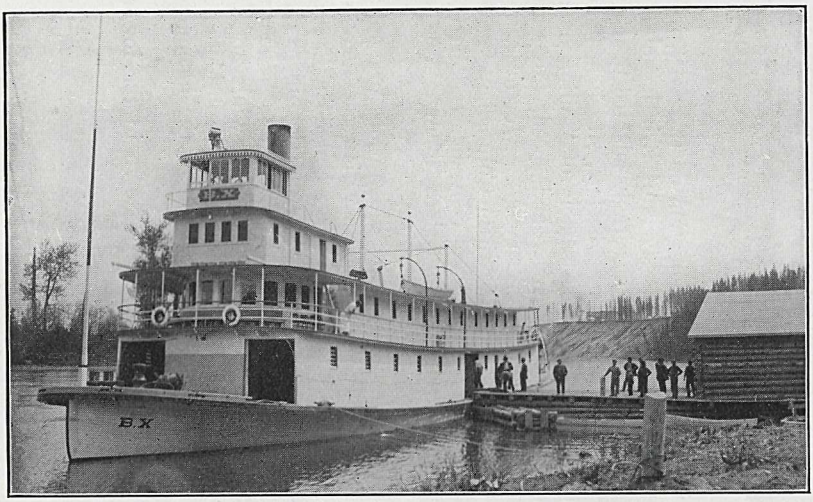
THE peculiar conditions of navigation on the swift, and often shallow, waters of the rivers of British Columbia, have evolved a type of vessel admirably adapted to meet the requirements. They are sternwheelers, of such light draught, that some are said to be capable of "sailing on a heavy dew," and yet of great power and speed, to breast the rapid currents in the occasional canyons. Moreover, the best vessels of this type plying on British Columbian waters can offer their passengers comforts and conveniences in striking contrast to the solitude and ruggedness of much of the country into which they penetrate.

The boats shown in the opposite illustrations are built principally for freight business. The upper is the Chilcotin, on regular schedule between Fort George and Soda Creek, though this year she has made a number of trips up to the Grand Canyon. The Chilcotin is owned by the Fort George Lumber & Navigation Company, and, while not as speedy as some other boats on the Fraser, does considerable passenger business, and a large proportion of the incoming freight is brought in by her.

The Distributor and the Operator, shown in the lower picture, were built at Tete Jaune Cache, the head of Fraser River navigation, by Foley, Welch & Stewart, the contractors for the Grand Trunk Pacific, and are used to supply the construction camps between that point and the Grand Canyon. Until considerable improvements are made to the channel at the Canyon, it is not considered advisable to navigate the river here, and the freight is therefore transhipped, and taken to the smooth water below by means of a tramway. Here it is loaded on another vessel, which can then steam west down the Fraser to Fort George, and thence up the Nechaco to the westward extremity of Fraser Lake, and possibly even further. The enormous economic value of these natural waterways is thus illustrated, even during the construction of the new railway, and their importance will be increasingly apparent as the country develops, in giving access to rich districts that will by that means be afforded cheap communication with Fort George and the main line.

A melancholy interest attaches to the picture of the Distributor. In the pilot house can be seen Mr. C. M. Hays, late President of the Grand Trunk Pacific, who was among the victims of the terrible Titanic disaster.





"THE QUEEN OF THE UPPER FRASER"—THE B. C. EXPRESS COMPANY'S FLAGSHIP B. X.

1. AT FRASER AVENUE ON NECHACO
2. AT THE SIXTH AVENUE DOCK ON THE NECHACO.

The Royal Mail Steamer "B. X."

THIS handsome river steamer, which runs on regular schedule between Soda Creek and Fort George, is claimed to be the most up-to-date river steamer in North America.

It is named the B.X., this being the popular contraction of British Columbia Express Company, the fifty-year-old institution that operates the best-equipped and longest stage lines in America. The stage coaches of this company have been in continuous operation for half a century. By sledge, by concord coach, by automobile or by river steamer, the B.X. Company has carried mails and passengers since earliest British Columbia days, and has long been regarded as one of the most enterprising and reliable of provincial institutions.

The B.X., the flagship of the company's fleet, is 160 feet long, with 30-foot beam. She is equipped with steam steering gear and capstan, searchlight, and every device that can make river navigation speedy and safe. The boat was especially designed with enormous power so as to enable her to run the famous Cottonwood and Fort George canyons, and the B.X. is the only boat that has gone up those canyons under her own steam, and without "lining" at any stage of the water.

So far as comfort to its passengers is concerned, those aboard the B.X. can go up and down the Fraser to or from Fort George in almost the luxury of an Atlantic liner.

This season the B. C. Express Company has placed another new steamer in commission, her name being the same as that of the company. The Express will run from Fort George up the Nechaco to Fraser Lake, and up the Fraser to Grand Canyon. In every respect, except size (the Express is a few feet shorter), she is a sister ship to the B.X., and fitted and found with the same power and comfort.

The accompanying pictures of the B.X. were taken while landing settlers at the Fort George wharf this spring.

BASEBALL AT FORT GEORGE—EMPIRE DAY, 1912

America's National Game at Fort George

THE engrossing interest of building a city where a few months ago was no sign of human habitation does not absorb the attention of Fort George citizens to the entire exclusion of healthy competitive outdoor sports. A tennis club is one of the institutions of the town, and rifle and trap shooting are popular recreations, a number of the Fort Georgians being excellent shots. But no sport can awaken so general or so keen an interest as America's national game, and every summer evening some of the young men can be seen on the diamond, trying to negotiate the puzzling shoots and curves put across the plate by the local pitchers. At no time does the interest become so keen as when the Fort George Club meets that of some near or distant rival. Then every citizen, irrespective of age or sex, deems it a point of honor to get out and "root" for their own team, even though they have not enough knowledge of the game to distinguish the difference between an outfield fly and the catcher's mask.

It was on such a game that the accompanying photo was taken. The keen interest in the contest is testified to by the number of spectators. Incidentally, the picture demonstrates that Fort George is not so far removed from fashion's centres but that its women-folk succeed in keeping fairly abreast of fashion's latest modes.

The piles of lumber in the foreground had all gone into buildings within a month after this picture was taken. The illustration also gives an excellent idea of the level character of the Fort George townsite, and of the work done in clearing it of the light timber growth with which it was covered two years ago. Some of this timber is to be seen in the right background.

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THE HOME OF THE "TRIBUNE," FORT GEORGE'S PUBLIC-SPIRITED PIONEER PAPER

The "Tribune" Office, Fort George

WITHOUT a bright, snappy newspaper, a young and energetic modern community can hardly exist. It stirs ambition and stimulates activity as does no other intellectual agency, and, when edited with judgment and ability, not only suggests wise policies, but inspires and evokes the driving, dynamic moral forces that underlay material and municipal accomplishment.

Fort George is fortunate in the paper which reflects the town's ambitions and activities. The *Tribune* was founded by John Houston, than whom British Columbia journalism has produced no more forceful or picturesque figure. Shortly after his death, it was acquired by Albert Dollenmayer, a well-known Minneapolis and Washington journalist, and, after his retirement from active control because of other large interests, the paper's good traditions have been continued by Messrs. Playfair & Gordon, the former being business manager, and the latter shaping the paper's editorial policy.

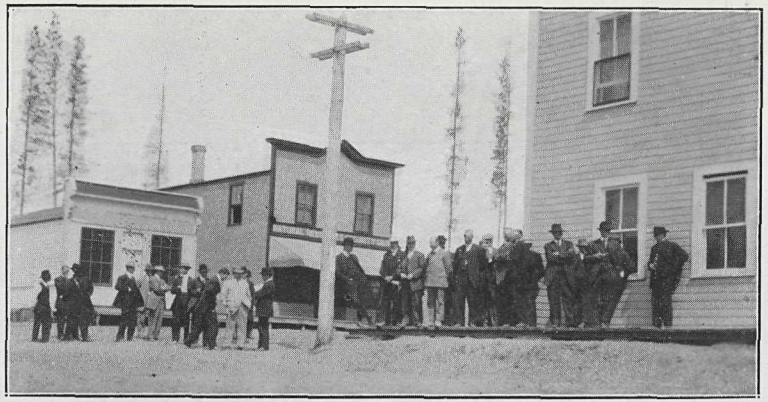
The *Tribune* boasts a mechanical equipment unusually complete when its distance from railway facilities is considered. It has two typesetting machines, and two of the most modern cylinder presses, in addition to a platen press. Though established only a few years, and in a district hitherto almost as inaccessible as the heart of Africa, the *Tribune* is at the present time completing its arrangements to be issued as a daily, and possibly this will be an accomplished fact before this Album is received by those to whom it will be sent. All arrangements have been completed for a complete news service, the *Tribune* having secured the franchise of the Canadian Associated Press, in addition to having made all arrangements to cover its own very large immediate field.

With characteristic energy the *Tribune* has completely identified itself with the city whose ambitions and activities it reflects. The best means of keeping posted as to Fort George, its progress and development, is to read its columns, and because many people who are interested in Fort George realize this, the paper's circulation is both large and widely distributed. If you are interested in Fort George as the result of looking over this Album, and desire to keep in touch with conditions there, your best plan is to add your name to the growing list of the *Tribune's* subscribers.

Some insignificant content missing

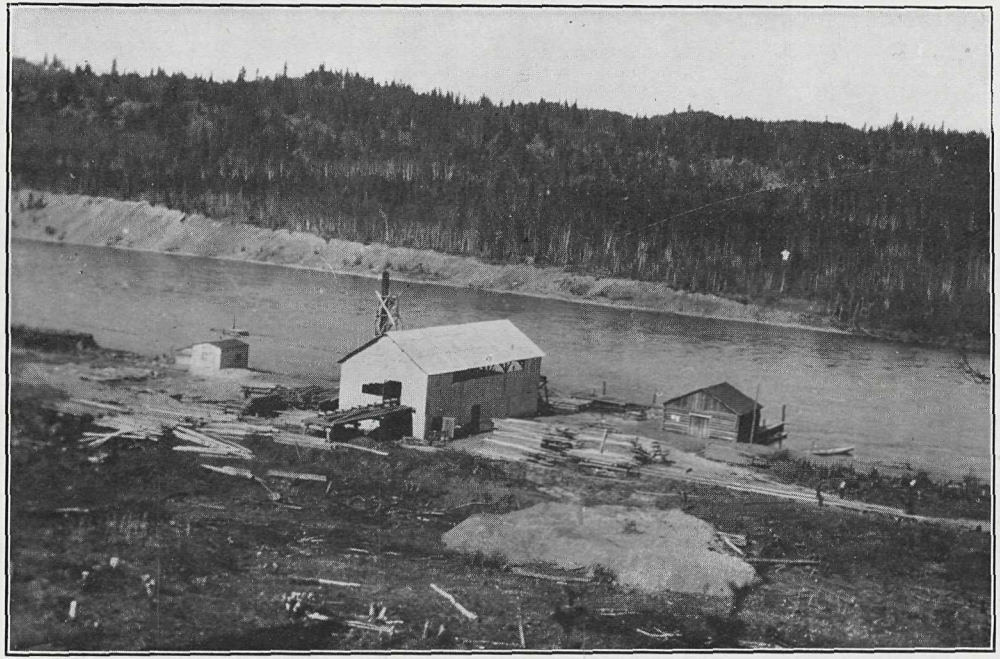
CENTRAL AVENUE, FO

Many additional residences and business premises have been erected since this picture was taken. Side
period of two years. The smaller picture is a



RT GEORGE, JUNE, 1912

walks, telephones and water service testify to the remarkable progress made by the young city within a
view looking northeast from Central Avenue, across Hammond Street



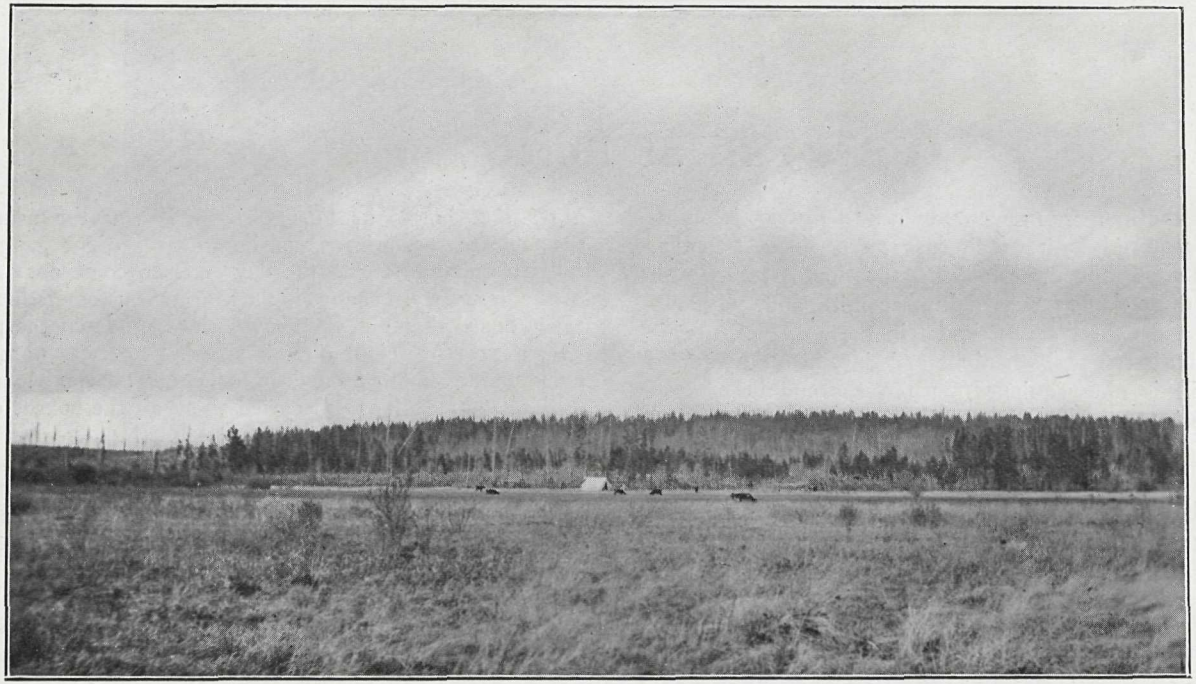
ONE OF THE BUSIEST SPOTS IN A BUSY TOWN—THE FORT GEORGE SAWMILL

Sawmill at Fort George

ONE of the first requirements of a new district is building material with which to erect permanent homes. Almost the first industry established at Fort George with the inrush of settlement was a lumber mill, and, with enlargements and extensions as shown in the above picture, it is still the busiest spot, both night and day, in a busy town.

The mill is now equipped with a thoroughly modern plant, so designed as to save handling in every possible way. Frequently it is running for twenty-four hours a day, and six—and on occasion even seven—days a week, and still it has hardly been able to meet the demand for lumber. In the early days of the mill's operation, when as yet there was not a team of horses in Fort George, it was the usual daily spectacle to see citizens waiting for the night gang at the mill to quit work, and the day gang to come on. As soon as the crews were changed, the waiting customers bought up every board that had been sawn since sundown the previous day, and before eight o'clock struck there was nothing but an increasing pile of sawdust to denote the day's cut at the mill, the citizens having carried away all the boards on their backs to their new buildings.

With increased equipment at the mill, such conditions are now a thing of the past, but that the demand for lumber still taxes the mill's capacity is attested by the small size of the lumber piles surrounding it.



SIX MILE MEADOW—SOUTHWEST OF FORT GEORGE. A SAMPLE OF THE FERTILE NATURAL FIELDS OCCURRING AT INTERVALS THROUGHOUT CENTRAL BRITISH COLUMBIA

Six Mile Meadow, Fort George

THE accompanying illustration gives an excellent idea of the rich open land that at intervals occurs throughout Central British Columbia. While the greater proportion of the country is covered with timber, of light or denser growth, here and there the eye is delighted with spacious open meadows, that form fine natural fields. The luxuriance of the vegetation in these meadows always causes wonder and surprise when first seen by visitors unaccustomed to the fertility of soil and rapidity of growth in British Columbia's rich interior. It is no uncommon sight to see the native grasses growing to the height of a pony's back, or even higher. These grasses and native vines are the finest of feed for cattle and horses, which in a short time become rolling fat when left to rustle for themselves in these natural pastures.

When plowed and put under cultivation these open meadows make the very best of farming land, and the crops, either of hay, roots or grain, are remarkable both for yield and quality. Potatoes usually run about 300 bushels to the acre. George Ovaska, three-quarters of a mile west from Fort George, raised 15,000 lbs. on 3½ acres. A quarter of an acre of turnips produced 4,000 lbs. The ordinary yield of timothy hay is three tons to the acre. James Shepherd, of the Kersley Ranch, last year grew 250 tons of timothy on less than 70 acres, and up to the coming of the railroads timothy has been selling at from $65 to $85 a ton. In most countries oats are sold by the bushel, but the absence of transportation facilities up to the present in the Fort George country has made horse feed so valuable that it has been sold by the pound. The average yield of oats is from 3,000 to 3,200 pounds to the acre. One of the grain ranches last season raised 160,000 lbs. of oats. They were sold at 7 cents per pound, which seems a fairly good revenue for any farmer.

The yields quoted above are averages, and do not represent particularly skilled cultivation or favorable natural conditions. They serve to indicate the average production of the agricultural district of Fort George.

A fact thoroughly understood by the British Columbian should never be lost sight of by those thinking of investing in lands in the interior—only a small proportion of the land is of the open meadow land, such as that shown on the opposite page. Most of it is timbered, either lightly or heavily, though through some of this bush fires have run, making clearing a comparatively easy and inexpensive matter. As is natural, too, in a hilly country, there is a proportion of gravelly ridges. The intending purchaser of interior farming lands had, therefore, better assure himself that he is buying from reliable description if he is unable personally to inspect the property.

The particular meadow illustrated opposite is six miles southwest of Fort George on the new Mud River road. The cattle to be seen grazing thereon are part of the Pioneer Dairy herd, which supplies Fort George residents with fresh butter, milk and cream.

A WHEAT STUBBLE FIELD IN THE UPPER FRASER VALLEY

Wheat Field, Upper Fraser, Near Quesnel

THE field illustrated opposite is typical of the cleared and cultivated bench land along the banks of the Upper Fraser. It is a portion of the Australian Ranch, and last year yielded a magnificent crop of wheat. The figure on the right is J. M. Yorston, the owner of this splendid farm, and that on the left Mr. W. A. Ryer, a visiting investor from Spokane.

The land usually rises from the Fraser in a series of steps or benches. The soil is a deep vegetable loam, in some cases black, in others a rich chocolate color. Frequently it is covered with a natural growth of cottonwood or spruce (in this country an indication of rich soil), but when this light timber is cleared the older farmers unite in testifying that the very best of crops grow with minimum cultivation.

Farther north, in the more immediate vicinity of Fort George, there are much larger areas of good agricultural land than surrounds any other embryo city on the G. T. P. line in Central British Columbia. The prevailing popular impression, that the country surrounding Fort George is mostly mountainous, affording little opportunity for the farmer, has been almost altogether dispelled as the result of investigation. The Nechaco, Fraser, Mud, Willow, Stuart, and Salmon River Valleys each contain hundreds of thousands of acres of the very best of farm land, and their settlement and cultivation are all of the greatest importance from an agricultural point of view.

Of course Central British Columbia is not prairie land, and in the hilly districts the percentage of waste land, for farming purposes, is fairly high, but the country is so enormous in extent that the prospective farmer has abundant room to pick and choose. The regular, natural phenomena of the country are observed in the Fort George district, limiting the cultivable land to the valleys of the rivers and lakes and the benches above. The good land is not in continuous blocks, as in the prairie country, but in small areas interspersed between ridges of gravelly soil supporting a growth of small timber. The fertile areas are extremely productive. The river bottoms are usually deep loam, rich from age after age of deposit from the streams. On the bench lands the soil is usually a whitish silt, with clay subsoil. This, too, is a very productive soil.

Much of the good agricultural land must be cleared. Although many large meadows have been cleared by fire, yet in the main the settler must expect to cut a crop of cottonwood and brush before beginning to raise potatoes and oats. The clearing is very light, as a rule mostly second growth.

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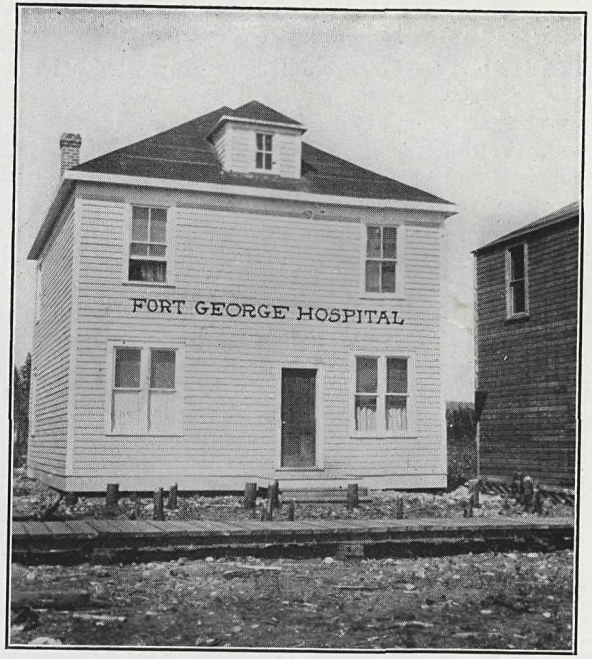
THE B. C. EXPRESS COMPANY'S STEAMER B.X. AT SIXTH AVENUE DOCK, FORT GEORGE



CENTRAL BRITISH COLUMBIA'S PIONEER INSTITUTION FOR THE RELIEF OF THE SICK AND SUFFERING —THE FORT GEORGE HOSPITAL

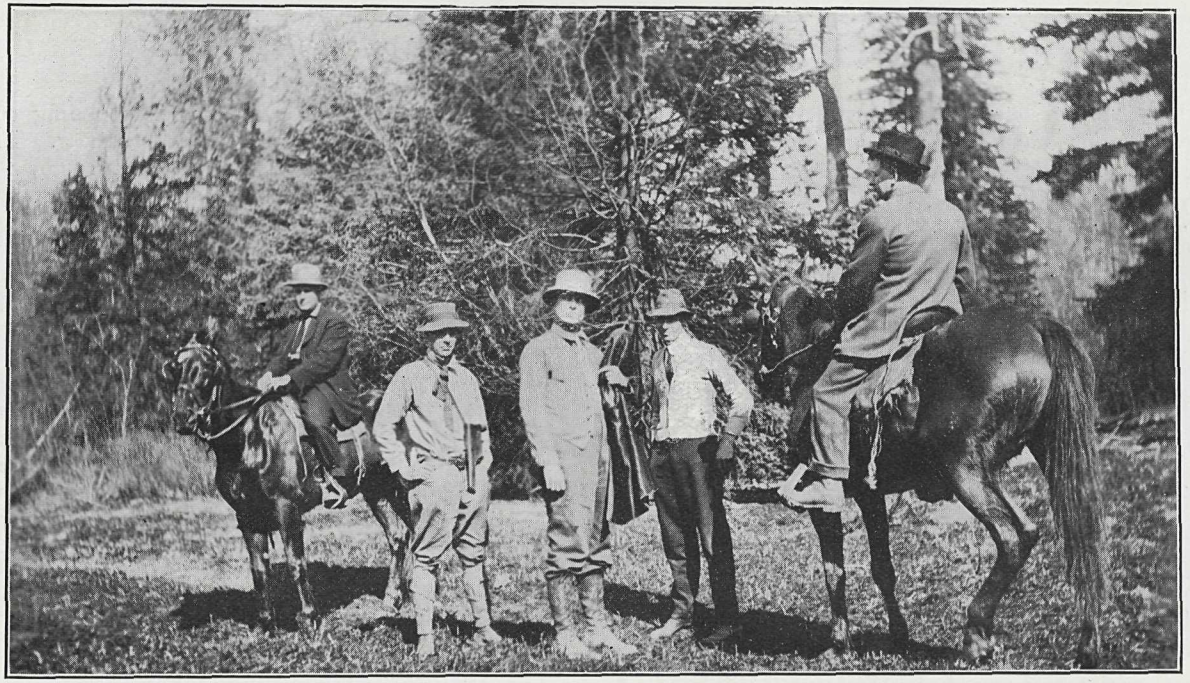
The General Hospital, Fort George

DOUBTLESS to one who instinctively compares this unpretentious and inexpensive building with the massive and extensive piles devoted to the care of the sick in big cities, this illustration will be regarded with patronizing tolerance. But to him who regards it in its proper light, few illustrations in this Album are more significant or pleasing. It indicates that Fort George citizens are not absorbed in the merely material side of city building to the exclusion of those agencies that brighten life and relieve suffering. The spirit of the Fort Georgians is well illustrated by the three first public buildings planned for the future city—a school, a church and a hospital. An excellent school has been for months in operation, there are now several churches, and until larger quarters are needed and the whole of the necessary funds secured, the eight-roomed residence shown in this picture is the General Hospital. Dr. Cecil Swenerton is in charge, and his present staff consists of one nurse of the Victorian Order.

The benefits that the establishment of this hospital have yielded to Fort George and the surrounding country can best be left to the imagination of the reader. The risks of travel and work in a new country are well known—accidents with explosives, by axe cuts, by falling trees, by wrenches or falls. In any case of surgical emergency, until a few months ago, the victim of accident had to be taken to Quesnel. Today he finds every attention and comfort at Fort George. Already a number of major surgical operations have been performed here, and beyond question several lives have been saved because of its establishment. Under these circumstances the pride with which every Fort Georgian points to the Hospital is easily understood, and in fact represents some of the most praiseworthy instincts that animate humanity.

The building herewith shown will ere long be succeeded by one more in keeping with Fort George's accomplishment in other directions. A fund of $15,000 has already been subscribed for permanent quarters for the Hospital. What other town of equal age can point to such a record?

The upper picture shows the B.X. steamer at the Sixth Avenue dock, on the Nechaco.



SPYING OUT THE NATURAL WEALTH OF A RICH NEW LAND—A PARTY OF FORT GEORGE PROSPECTORS

Prospectors in the Fort George Country

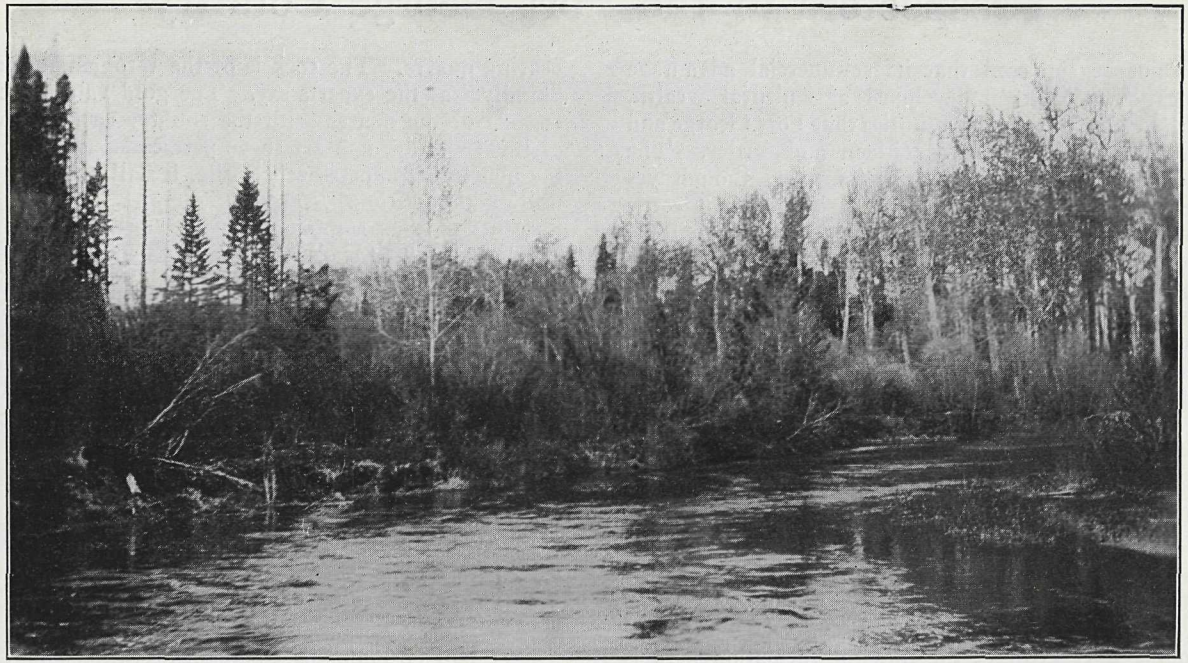
IT must not be supposed that its commercial advantage of location, and its undeveloped agricultural wealth, constitute the whole of the opportunities that Fort George and its surrounding district offer the citizen and settler. The mineral resources of the region are immense, though yet unestimated, and the timber wealth of the Fort George district, as of almost all parts of British Columbia, will be one of the permanent and profitable aids in upbuilding the future city.

Less than a year ago a prospector named Clarke was scrambling around the hills west of the townsite, when he fell over the edge of a small ridge and sprained his ankle. In his fall Clarke dislodged some pieces of rock, and, while lying on the ground waiting for the pain to subside, he examined the specimens. They were manifestly mineralized, and as soon as possible Clarke located some claims at the spot and started development work. This was the beginning of Fort George's mining industry. Many claims are now located.

According to mining authorities who have carefully examined the district and have bonded a large number of claims around Fort George, the mineral formation here is remarkable, and very rich. It is practically a mass of gold-bearing quartz. The rock is of the Uronian formation, and "kindly," as the experts say. The gold values occur on the contact of the quartz with the country rock. A whole hill of this substance appears to be permeated with mineral. As the quartz decomposes very easily, it will probably be a free-milling proposition. Assays of samples vary in value from 80 cents to $824 a ton. With adequate railway transportation assured in a short time, and abundance of ore, which seems also to be assured, these mines should furnish a very large payroll, and assist materially in building up the city.

Coal has been discovered about eight miles west of Fort George, on the Nechaco River, and, now that the country is every month becoming more accessible by means of roads, other and equally important mineral discoveries are certain.

There is a great deal of timber in the rivers tributary to Fort George, and some day lumbering, already in its early stages of development, will become as elsewhere in British Columbia, a very important industry. On the Willow River there are large areas of fir and spruce, while cedar, a rare wood in that district, grows with great abundance. The Upper Fraser is also well timbered, while on the Nechaco, west of Fort George, are large bodies of splendid fir. This timber will no doubt be freighted or rafted down the rivers and manufactured at Fort George.



DRAINING A RICH AGRICULTURAL REGION—THE CHILACO OR MUD RIVER

The Chilaco or Mud River, West of Fort George

NO district tributary to Fort George offers finer agricultural opportunities than that drained by the Chilaco or, as it is as yet more generally known, the Mud River. It drains a region of rich and very deep loam soil, and the subsoil is of such a formation that all vegetation grown thereon is given all necessary moisture from below by means of natural sub-irrigation. In the region there are already more than twenty developed ranches, and the inrush of settlement to fill up this splendid farming section has, during the present season, been very great. This movement has been materially assisted by improvement by the Government of the Mud River Road, one of the best in the whole district.

The largest ranch is owned by Messrs. Cunningham & Cutler, and is 1,200 acres in extent. The crops grown as yet are almost wholly of the kind needed for local use—hay, oats and potatoes—the yields and the prices realized being both large.

The Chilaco is a beautiful stream, not turbid with mud as its common name would indicate, but clear and abounding with excellent trout. The name, Mud River, was given the stream because of a misapprehension on the part of the early settlers of the meaning of the Indian word, Chilaco. It is used to signify "a beaver track," or "track on white mud." The Chilaco abounds in beavers, as well as trout, and the early settlers, mistranslating the Indian word, gave the river an English name that suggested the opposite of its real characteristics.

At this junction of the Chilaco and the Nechaco is located one of the permanent headquarters of the contractors for construction of the Grand Trunk Pacific between Fort George and Fraser Lake. It is also possible that the Pacific & Great Eastern, the line between Vancouver and Fort George subsidized by the British Columbia Government, will come into Fort George by way of the valley of the Chilaco, paralleling from that point, for the last few miles of its route, the main line of the Grand Trunk Pacific.

MODERN MEANS OF LOCOMOTION AT FORT GEORGE—THE FIRST AUTOMOBILE

Fort George's First Auto

IN a country without railways or roads, and with many intersecting hills and rapid streams, and of which much is covered with timber, the circumstances of the case confine means of locomotion to one's feet. Until recently this was the case in the Fort George country. The prospector or pre-emptor packed his blanket and personal camp-kit on his back, and started off into the unknown, climbing toilfully over "windfalls" or making slow progress along the edges of lakes and streams. It was natural that settlement under these circumstances should proceed but slowly, and that good roads were the boon for which the pioneers prayed most fervently.

The Provincial Government has set itself vigorously to work to meet this necessity of every new district, and within the past year has undertaken a comprehensive system of road-building, with Fort George as its centre. The progress made can be judged by the fact that towards the end of May a party of business men inspecting Fort George brought up a big Winton automobile on the Steamer B.X. and used it to make business excursions to points in which they were interested, and for going about town.

This was the first automobile that had ever been north of Quesnel, and on its arrival was surveyed with wonder by the Indians. At the first explosion of the engine's exhaust on being "cranked-up," most of them "took to the tall timber." Their curiosity soon overcame their fear, however, and their delight was unbounded when the much-amused and picturesquely-profane chauffeur took parties of dusky braves and squaws on the first "Seeing Fort George" auto tour.

The extent to which autos are used in these portions of British Columbia, where the roads are good, would surprise persons not familiar with the facts. On the historic Cariboo road there are twenty automobiles in regular passenger service, and the excellence of the road can be judged from the fact that the run from Ashcroft to Quesnel (220 miles) has on several occasions been made between daylight and dark. This road has been extended to Fort George, but is at the present time (July, 1912) hardly in condition for automobiles, though wagons have used it for some time. In a few months, however, the honk of the swift and silent car will be heard as it rushes through primeval forest wildernesses, hitherto penetrated only by the prospector and the pack-pony.

This interior trip will be one of the greatest attractions Canada can offer to the holidaying motorist. Tourists will come one way across the continent by the G. T. P. or the Canadian Northern and connect up with the C. P. R. by the 320-mile motor trip from Fort George to Ashcroft or other points in Southern British Columbia, with magnificent scenery every mile of the route and abundance of human and historic interest to brighten the whole journey.

The party in Fort George's first auto were "Joy" Reynolds, of the B.X. Company, chauffeur; G. J. Hammond and T. H. Brown, of the Natural Resources Security Company; J. Hill Marsh, of Liverpool, England; W. A. Ryer, of Spokane, and F. E. Ryer, of Seattle.

HOLIDAY SPORTS AT FORT GEORGE—CROWD WATCHING THE TRAP-SHOOTING TOURNEY

Watching the Empire Day Sports

THE anniversary of the birth of "Victoria the Good" has always been loyally observed in Canada, and after her death was still celebrated as "Empire Day"—the great Imperial holiday both of the Mother Country and the Over-Seas Dominions. The citizens of Fort George determined this year to be fully abreast of older towns in evidencing their loyalty and their ability to organize a patriotic demonstration. For that day—the first of the year—the sound of the hammer was not heard. Settlers and pre-emptors for many miles around came in to participate in the day's festivities. Tennis and trap shooting tourneys attracted many competitors and provoked general interest, some keen contests taking place in both of these branches of sport. Some remarkable trick and fancy shooting by a visiting professional moved the votaries of the traps to admiration, the interest in the exhibition being manifest by the crowd visible in the opposite picture. Lovers of the American national game had an opportunity to become wildly excited at a baseball match between Fort George and its southern suburb, in which, after several innings of delirious uncertainty, victory finally perched upon the banners of the visitors. Dancing and more domestic amusements rounded out a thoroughly enjoyable day, and fittingly concluded the first formal celebration of a national holiday observed at Fort George.

AN IMPORTANT NEED OF CENTRAL BRITISH COLUMBIA, NOW BEING RAPIDLY SUPPLIED—GOOD ROADS. THE NEW GOVERNMENT ROAD TO THE CHILACO RIVER COUNTRY

On the New Road from Fort George to Mud River

IN British Columbia, owing to topography and physical conditions, transportation must precede settlement. In this respect this province differs from Alberta and Saskatchewan, where the settler could ride or drive over the great grassy plains hundreds of miles from highway or railroad. But in British Columbia, with its lofty mountains, its swift and dangerous rivers, and its dense timber, practically nothing in the way of settlement can be accomplished until means of access to the Province's many rich districts have been provided. The building of roads and bridges to open up new districts for settlement has been recognized by successive provincial governments as one of its chief duties, and much has already been accomplished in this direction. Some of the roads on Vancouver Island, and the historic Cariboo Road (until the completion of the Grand Trunk Pacific the only means of access to the Fort George country) are splendid examples of the government's roadbuilding energy.

The opposite illustration is a sample of the work the authorities are doing in the new sections of the Province. It shows the road from Fort George to the Mud River. Part of the way it goes through open meadow land, thence through light timber and, towards the Mud River (where the picture was taken), through timber of a heavier character.

This road was originally cut by settlers, and was improved by the government. It is well engineered throughout, the local material making excellent highways. Autos travel over it at good speeds.

The effects of a good road in opening up and developing a district is well illustrated by this Mud River road. No sooner was it completed than all the choice farming land within a reasonable distance on either hand was at once preempted. As the road building programme in the vicinity of Fort George is more fully carried out, other districts equally productive will be made tributary to the town, and attract thousands of additional settlers, for whom Fort George will be both the marketing and distributing centre.

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Postscript---Concerning Ourselves

TO those who have studied the pictures given in this Album of Fort George views, and who have read the descriptive letter-press, a few words concerning the corporation responsible for its publication will perhaps be of interest.

The sphere of action of the Natural Resources Security Company, Limited, is correctly and explicitly indicated by its name. It was organized to develop and bring to the attention of people of large or small capital the investment opportunities offered by the natural resources of British Columbia—resources in which no province in the Dominion or no state of the Union is richer, nor than which no money laid out for profit offers surer, safer or more profitable returns. Agricultural lands in large or small tracts, timber lands and mineral claims, waterpowers—in these and kindred properties, where the money of the investor is secured by properly authenticated physical values, the Natural Resources Security Company, Limited, has dealt for years, with increasing success to itself and profit to its clients.

The outstanding achievement of the Company, however, and the one by which it is best known throughout Canada, the United States and Great Britain, is in connection with Fort George. It has made the name of the future city a household word wherever newspapers are read and the English tongue spoken. In the language of the street it has "put Fort George on the map." A careful and comprehensive study of all the facts and conditions three years ago absolutely convinced its senior officers that at this point would arise one of the great cities of British Columbia. This belief they backed with all the resources at their command, and to convince others as to the soundness of their judgment they bent their whole business energy. A publicity and agency organization was created perhaps unrivalled except by governments or the great railroads. The criticism of the uninformed and the opposition of the jealous were alike overborne, and today the faith of the Company in Fort George and its future is not only completely vindicated, but has become almost universal. Hundreds of men and women who at this Company's suggestion purchased property in Fort George have ample financial reason to congratulate themselves on their action. Their confidence in the Company, and the investments it recommends, is not by any means the least of the satisfactions that the events of the past two years have brought to the Company's management, and at least equals their gratification in finding that their faith in Fort George was built on a sure foundation.

Fort George and Central British Columbia today offer to investors as good opportunities as ever. The coming of the railways will open up districts rich in farm lands, in timber and in minerals. In order to keep in closest touch with these opportunities, it is the intention of the Natural Resources Security Company, Limited, to transfer its head office from Vancouver to Fort George, on September 1, 1912. Its removal to the commercial centre of the district with which it has for years been exclusively and successfully identified will enable it to advance still more satisfactorily the interests of the city whose future it foresaw, and which it has already done so much to realize. In addition, the more direct and intimate knowledge of local development and investment opportunities it will gain by the transfer will enable it to serve its friends with still greater success than in the past.

The company takes this opportunity of thanking its patrons and friends for their loyalty and confidence, which it will be its aim to deserve in continued and even increased measure.

Natural Resources Security Company, Limited

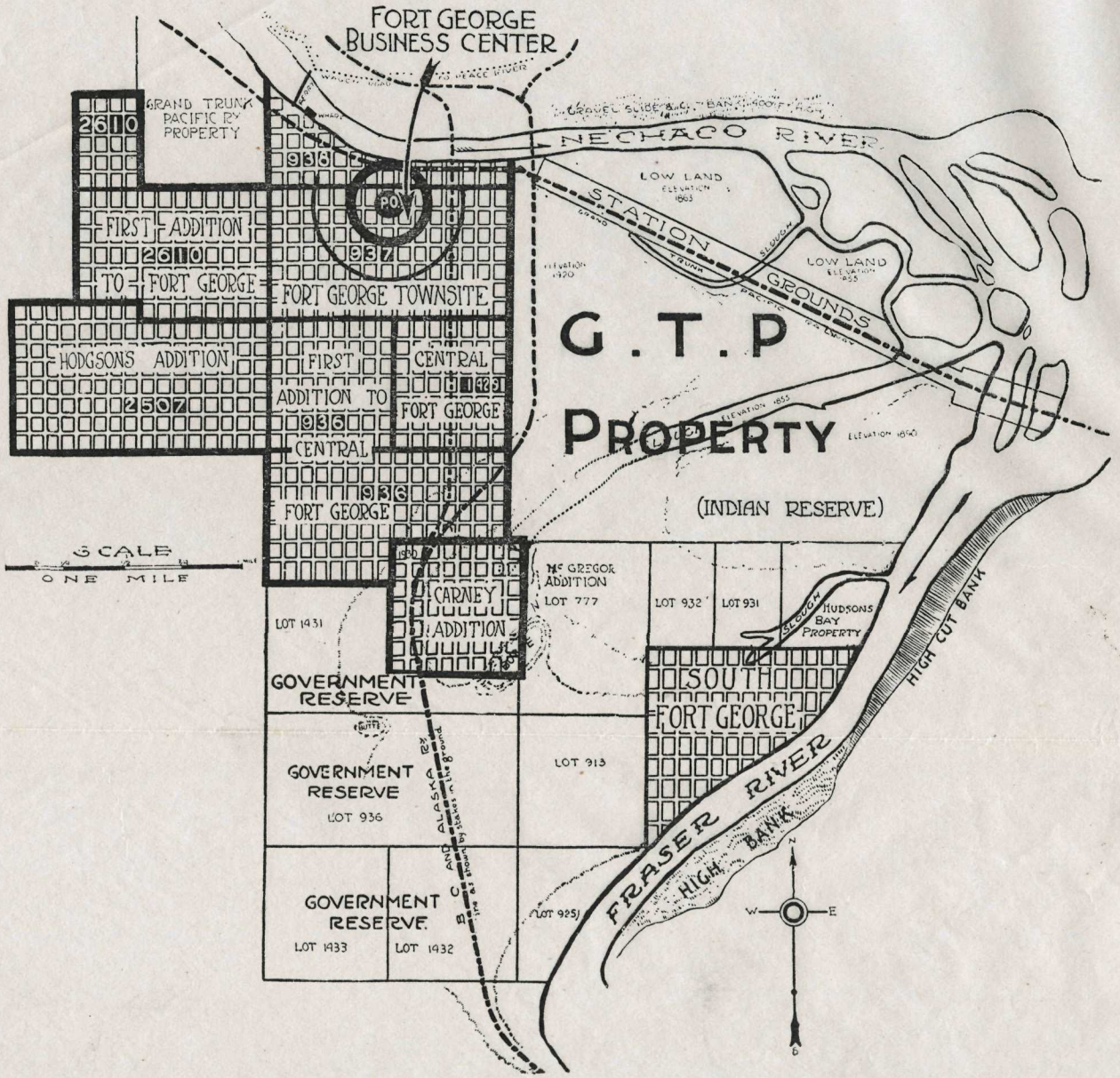
G. J. HAMMOND, *President*

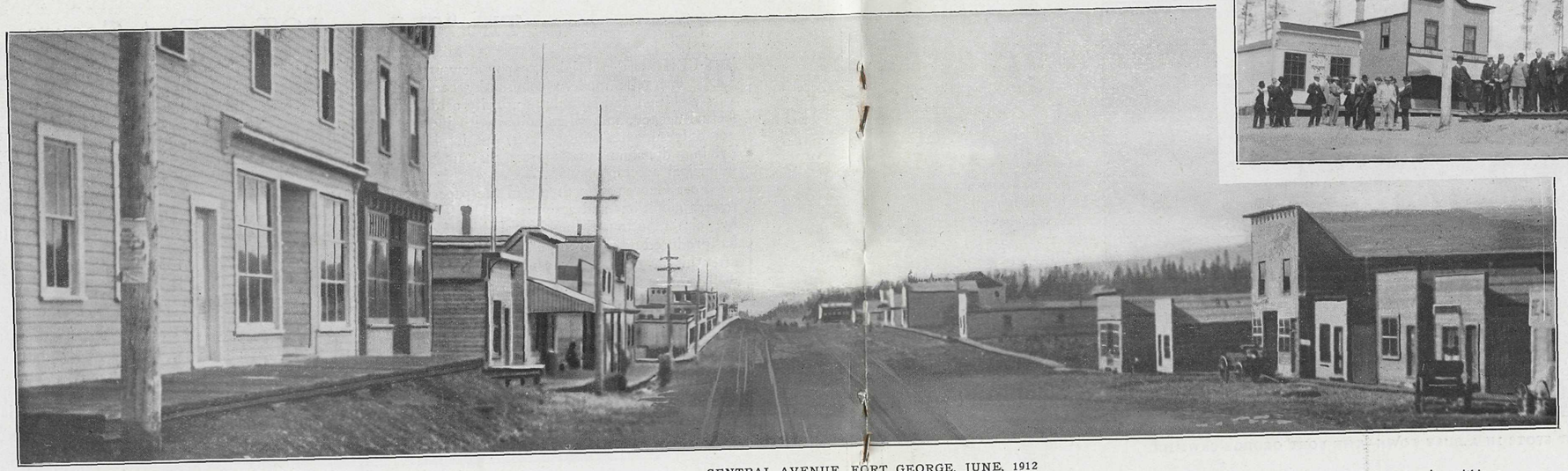
Head Office: 606-615 Bower Building, Vancouver, B. C.

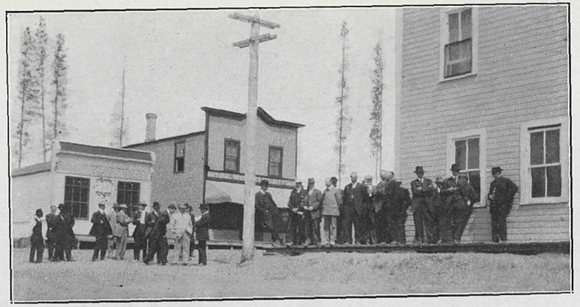
After September 1st, 1912, FORT GEORGE, B. C.

THE TOWNSITE OF FORT GEORGE

Showing also South Fort George, and, drawn to accurate scale, the distance of the latter place from the Grand Trunk Pacific







CENTRAL AVENUE, FORT GEORGE, JUNE, 1912

Many additional residences and business premises have been erected since this picture was taken. Sidewalks, telephones and water service testify to the remarkable progress made by the young city within a period of two years. The smaller picture is a view looking northeast from Central Avenue, across Hammond Street