South Fort George will be the centre of railway construction activity this season.

FORT GEORGE HERALD

All river and road transportation companies make South Fort George headquarters.

VOL. 3, NO. 28. SOUTH FORT GEORGE, B. C., SATURDAY, JULY 13, 1912. $3 PER ANNUM

G. T. P. PROGRESS

Mr. E. J. Chamberlin, president of the Grand Trunk Pacific and Grand Trunk Railways, will start, accompanied by the chief engineer, on an official tour of the system, going to Chicago and on to Winnipeg. The president will then proceed over the Grand Trunk Pacific as far as the end of the track, away up in the rockies, leaving the inspection of the Pacific coast section to later in the season.

During an interview Mr. Chamberlin made the following announcements:

Unless labor difficulties prevent it the Grand Trunk Pacific's rails will be laid from Fort William to Prince Rupert by the end of next year. One year later a friendly company will have completed the Vancouver branch from Fort George down the Fraser to British Columbia's present chief seaport, while Mr. J. D. McArthur, at the head of another friendly company, will have reached the Peace River country, about 350 miles from Edmonton, Alberta.

One year after Montreal and Prince Rupert are united by the Grand Trunk Pacific Company's rails, or as soon as conditions for carrying through freight are perfected, a Grand Trunk Pacific steamship service will be established between Prince Rupert and a port in the Orient.

President Chamberlin says that ship masters assure him that sailing from Prince Rupert about two days will be saved against the Vancouver route.

With these important announcements, the president of the G. T. P. said that the elevator facilities would be especially perfected by the time the road is completed between the two oceans. For instance, they have elevator accommodation at Fort William at the present time for 3,500,000 bushels, and this would be increased to six million bushels by fall.

This led Mr. Chamberlin to make an estimate of the amount of grain they would probably haul out of the prairie country this year.

"The country served by our railway system," he said, "is comparatively new, but it is increasing by leaps and bounds, and against 18,000,000 bushels brought out last year he believed that the figure this year would be nearer thirty millions.

"I think it will be fair to state," he added, "that ninety per cent of the land along our main line from fifty miles east of the city of Winnipeg to the foothills of the Rockies is good wheat-growing soil, and when we say that this strip is twenty miles on each side of the railway, one may form some idea of the future of the West and especially as to the traffic producing qualities of the territory along the Grand Trunk Pacific for a good deal over a thousand miles.

Speaking of the crop, Mr. Chamberlin said that, although he had not received late intelligence, he was convinced that with good weather conditions, the crop for 1912 should reach at least 250,000,000 bushels. As a matter of fact, the crop last year did not fall much short of the figure just given. He hoped that last year's weather experiences would not be repeated in the western provinces. The weather alone and not the railways was the cause of the undue quantity of wheat left in the country.

Mr. Chamberlin said he had been following the cement controversy and he claimed that the blame could not be laid on the back of the railways. As a matter of fact the Grand Trunk Pacific had plenty of cars, and he thought the C. P. R. and the Canadian Northern could say the same thing, the trouble being the lack of vessel accommodation on the lakes. This, he repeated, was the trouble all through.

Mr. Chamberlin has just received news from the west which leads him to speak in the most optimistic manner as to the completion of the main line to Prince Rupert. Every section is now under contract, and unless undue labor conditions prevail, Montreal and Prince Rapert will be linked up by the rails of the Grand Trunk Pacific Railway by the close of next year, and the Stewart Company, a friendly concern, will have the Vancouver branch finished a year later.

Mr. Chamberlin referred to the railway being built into the Grand Prairie or Peace River country, 350 miles from Edmonton, saying that although he had never been up there he had discussed the question with many people, who declared that it is really as good a wheat country as the province of Saskatchewan, while some say that it is really superior. In any case, the railway when completed would have one of the finest traffic producing countries in the world to draw its revenues from.

The president was also in a very optimistic vein while discussing the coal areas being opened up by branches now being built and almost completed by the railway, over which he presides. The Yellow Head or the O'Brien property is now shipping; the Jasper Park Company will be shipping in the near future; the Pacific Pass Company the 15th of next month, and the fourth, or the Mountain Pass Company about November. All these mines have been developed by the construction of the Grand Trunk Pacific, and the several properties contain billions of tons of the best coal. One of the spurs is forty miles long, and the others less but all are situated some distance west of Edmonton and are now about connected with the markets of the world and will enter into the coal consumption of western Canada.

Mr. Chamberlin is of the opinion that the Grand Trunk Pacific has been exceedingly fortunate in securing the services of Mr. Donaldson as vice-president and general manager West of the great lakes. "He does not make much noise," said the president, "but is a very able man and I think he will make a record amongst the big railway men who have been operating in the west." Later on, said Mr. Chamberlin, as the railway grows, another manager will be appointed down here as well as for the Atlantic division, but at present he would look after matters himself.

In conclusion, Mr. Chamberlin stated that the company had asked tenders for a new hotel which they will build on a beautiful locality in the city of Edmonton, overlooking the river Saskatchewan, along which a beautiful terrace would be constructed. He expected that work would be started this month, although the question of material has to be decided upon. The new hotel to be erected by the G. T. P. in the Alberta capital will have three hundred rooms.

TAKES BIG LOAD.

The Steamer Chilcotin, owned by the Fort George Lumber and Trading Company Ltd:, left for the Grand canyon late last week to bring down a load of contractor's supplies. The Chilcotin loaded ninety tons of freight for contractor Collander at the mouth of Willow River, and brought the load through Giscombe Rapids without mishap. This is the largest load that has yet been handled on the down river run.

The Chilcotin was built by N. S. Clark for the defunct Fort George Lumber and Navigation Company, which was taken over by the present strong concern, which is owned by the J. D. McArthur Construction Company, of Winnipeg. Although faulty construction has detracted from the speed qualities of the Chilcotin, the vessel has been performing a steady and reliable service, having South Fort George as its headquarters. The Chilcotin is the longest vessel on the lower run, and can handle a very large cargo. Captain Foster, her commander, is an old-timer on the Fraser River.

ANOTHER TOWNSITE WAR.

It appears probable that another deplorable townsite war is to be launched upon the public, the scene of battle, this time, being Fraser Lake.

At Fraser Lake there are two townsites, one of which goes to press bearing the name "Fort Fraser", the other "Fraser Lake." The former sub-division is located at a bend in the Nechaco River near the outlet of a short natural canal that discharges the waters of Fraser Lake into the Nechaco River. The lake lies a few hundred yards to the west. This townsite is of considerable area. It is being sold by a Vancouver firm called the Dominion Stock and Bond Corporation, with offices in the Winch Building, Vancouver. We know of land that immediately borders their townsite, that was offered a few weeks ago for $100 an acre and not sold. The Dominion Stock and Bond Corporation is undoubtedly an influential concern. At least one cabinet minister in Victoria is interested in its flotations. and in Vancouver some prominent business men and members of the legal profession are engrossed in the concern's operations. There has been considerable controversy over the matter of a station location on the townsite, and the railway commission dealt with the matter by stating that in the event of the G. T. P. not providing a station, when the time came the commission would see what might be done to help matters.

Some miles to the west on the south shore of Fraser Lake the townsite of "Fraser Lake" looms up. This townsite was placed on the market by the Winnipeg realty firm of McMillan & Vollans. The Grand Trunk Pacific Railway have accepted this location as their official townsite, and a communication to this effect, signed by G. U. Ryley, Land Commissioner for the G. T. P. Railway Company, is embodied in the advertising of the selling agents. In Vancouver and Victoria the property is being handled by the British American Trust Company.

Very little development work has been done by either of the promoting concerns so far, but we note that on the Grand Trunk Pacific site five per cent of the aggregated lot sales is being donated by the company for townsite improvements under the direction of the first Board of Trade formed there.

It has now been found necessary to locate a government office somewhere in the Fraser Lake country, and a contractor leaves here on Monday to commence the erection of these buildings on the townsite of Fort Fraser, the creation of the Dominion Stock and Bond Corporation, with which goes the goodwill, and presumably the influence of the cabinet minister before relerred to.

Apparently the official townsite of the Grand Trunk Pacific Railway has not got a look in. It rather reminds us of the scrap for the government buildings that took place here a year or so ago, when a scheming townsite promoter almost succeeded in landing the Fort George government offices away off in the woods to help out his promotion, and did in fact issue literature claiming the location of the buildings on his property in the brief space of time that elapsed before public indignation stopped the outrageous proceedings.

Not knowing the excat trend of development at Fraser Lake today we hesitate to condemn the government's action in the present instance but from a fair average knowledge of the situation the writer fails to appreciate the motives which have impelled the government in their choice of a location. As a matter of public policy it behooves the government to place the establishments of their district representatives at points convenient to the exigencies of the general trend of travel along natural routes. It would therefore appear feasible that the location of the offices at Fraser Lake should be at some point best calculated to be the centre of interest for the longest period, and what point can compare with the official townsite of the railroad company that is responsible by the development which is preceeding it, for the very conditions which render the establishment of a government agency in such a district necessary. Even if the offices to be immediately erected are of a purely temporary character this does not necessitate their location at a point the importance of which is of a purely speculative character.

It appears to us that every corporation and real estate concern that can take advantage of the incomplete state of the railroad company's organization in the new country that it is opening up, are doing so without regard for the effect that such a policy will have upon the luckless individuals who put their good money into the promoter's schemes, to be ultimately left to work out their own salvation. People investing in this country will do well to remember that money invested in concerns which are antagonistic to the G. T. P. is money invested with people who are juggling circumstances for the purpose of personal gain. These promoters are being crowded into a smaller compass every day as the end of steel advances from east and west, and the real, materalized creation of progress comes into its own.

INTO GRAND CANYON.

The steamer B. C. Express returned from her initial trip up river on Monday last, completing the two hundred mile journey and handling a large quantity of freight in two and a half days. The new steamboat negotiated the lower Grand Canyon without any difficulty. She steamed through the whirlpool and up into the lake that divides the canyon in two without the aid of any lines.

A considerable party of business men from this place made the trip to the canyon, and all express delight with the showing made by the latest addition to the river fleet. Mr. Charles Miller of Toronto, principal owner of the British Columbia Express Company was on board. Mr. Miller is very well pleassed with the new boat.

Considerable time was taken up on the journey in measuring the wood that has been cut for the company's boats between here and the canyon, or the boat would have made even better time. Arriving at the Grand Canyon the B. C. Express proceeded to load a cargo of supplies for a sub-contractor who is working at the mouth of Willow River. This load, which aggregated about sixty-five tons, was drawn from the great warehouses which the contractors have erected at the foot of the first or upper canyon. These warehouses are being filled with supplies brought down from the headquarters camp at Tete Jaune Cache by the contractors' steamboats the Distributor and Carrier. These boats do not attempt the navigation of the upper canyon, which has never yet been negotiated by a heavy tonnage steamboat. The freight is landed immediately above the canyon and is portaged round the bad water in waggons to the lake which divides the upper from the lower canyons. This portage road is about half a mile in length.

Manager West, of the British Columbia Express Company, states that the new boat will not run on any particular routes or schedule. She will engage in traffic on the river wherever circumstances justify. It is anticipated, however, that when through freight may be handled over the G. T. P. steel from Edmonton to Tete Jaune Cache, that the B. C. Express will run on a schedule that will give reliable through communication from the Albertan capital and this place.

The B. C. Express left here again on Tuesday bound for Grand Canyon where she will load contractor's supplies to be distributed at certain points along the Nechaco River, and she will endeavor to navigate the latter stream to Fraser Lake.

DISTRIBUTOR INJURED.

The steamer Distributor, owned by Foley Welch & Stewart, engaged in distributing contractor's supplies on the upper Fraser river, was disabled in the Goat river rapids last week, according to advices brought here by the steamer B. C. Express early in the week. It appears that the big freight boat struck a rock sideways whilst running the dangerous rapids below the mouth of Goat River, and punctured her hull. The hog chains, which support the frame of the stern-wheel vessel, parted at the impact, throwing the vessel out of her lines and practically breaking her back. In order to save the boat from total destruction the whole cargo was jettisoned. One hundred and twenty five tons of freight were thrown into the Fraser river. The horses which were on board were thrown overboard and compelled to swim ashore where they were looked after. A considerable portion of the freight floated down stream and was recovered at points below the scene of the accident, but all tools and heavy material was lost. After the Distributor was lightened she was manouvered out of her dangerous position by Captain Myers, and patched up temporarily, and was then able to proceed back to Tete Jaune Cache where Foley, Welch & Stewart have a force of ship carpenters in readiness for such contingencies.

The damage will be repaired in a few days at Tete Jaune Cache, and the boat will resume operations.

Contractor Collander, who will construct the grade through the Eagle Lake cut-off from the mouth of Willow River, received a shipment of 30 tons of steel rails which will be laid down for the "dinky" engines which will shortly be handling tiny trains of earth-laden cars on his contract. These rails came down river on the Steamer B. C. Express when that vessel ran the Giscombe rapids with a load of freight for the first time in the annals of steamboating on the upper Fraser, last Monday.

An Edmonton real estate operator who is visiting the city, is selling acreage across the Fraser river here to the people of Alberta for $350 an acre. The highest price yet paid for acreage was realized in the sale of several acres of Jas. Bird's land behind the Hudson Bay Company's property for $1500 an acre.

Every indication points to a very busy winter season this year. All the mercantile houses are ordering heavily. The contractors will have gangs working on the grade all the winter, and a lot of work will be done in preparation for the rush of construction work at its height next year.

Steamboat men tell us that the water is getting low in the Fraser River, but the recent rains will help to raise the level again.

The baseball match scheduled to take place this afternoon, being the second game in the series for the Carney Challenge cup, has been postponed indefenitely.

The Steamer B.C. Express returned to port just before going to press. She was unable to navigate the Nechaco River further than the White Mud Rapids, at this stage of the water.

FORT GEORGE HERALD

PUBLISHED BY THE
NORTHERN INTERIOR PRINTING CO. Ltd.
J. B. DANIELL, PRESIDENT

Devoted to the interests of Fort George and the entire Northern Interior.

J. B. DANIELL, Editor.

John A. Fraser, active member for Cariboo, is a martyr to the cause of liberty. He must have done something to offend the corrector of destinies who hovers in the shadow of the Fort George Tribune's brand new press, and censures the matter which passes beneath its cylinders. Perhaps he spat in the corrector's face—a thing any respectable man might do without outraging his own sense of decency—for the Nechaco townsite organ continues in a vain manner to try and impress its readers with an idea that John A. Fraser is a dolt and a laggard; a man to whom progress and prosperity are as gall and wormwood, for does he not turn aside from the blandishments of the great corrupt organization of which the Fort George Tribune is surely the voice.

The Tribune takes the attitude that by the visit of the Hon. W. R. Ross, Minister of Lands, to this district, the Fort George country reaches its emancipation from the wicked scheme of John Anderson Fraser to cloak the greatness of the Fort George country in a shroud of darkness. Why our active member should do this thing our contemporary does not venture to explain, but it makes fairly plain the fact that it, or its boss, is peeved with John Anderson Fraser, M. P. P. To whisper a homely truth into your ear, dear reader, and to use a popular expression, the Tribune is trying to "bull" Mr. Ross, but if it could exhibit near-human intelligence it would appreciate the fact that it was dealing with a very big and capable person when it fawns upon W. Roderick Ross—who, by the way, is a clever politician.

As for the effect of the reiterated abuse to which Mr. Fraser is subjected in the Fort George Tribune, he may shake hands with himself and murmer, sotto voce, "I AM PROUD OF MINE ENEMIES."

The law of compensation should be introduced for amendment. That cyclone that tore the heart out of Regina the other day, and littered the ruins of that fair city with bruised and mangled corpses, could have twisted itself into knots around nine-tenths of the Nechaco River townsites without killing anything bigger than a chipmonk.

The successful navigation of the Giscombe Rapids and grand canyon this week by the large steamboats, marks an epoch in the birth of the new transportation regime. For the first time in history a cargo of merchandise came alongside of the South Fort George dock this week bearing the marks of Edmonton shippers. True, the cargo was contractors supplies, shipped over steel that is exclusively for the use of the contractors, yet it foretells the route of the future.

There arrived on the boat this week a lady and her two daughters. Some unscrupulous real estate outfit in Vancouver had told them that Fort George was a city of several thousand people. It was their intention to start a boarding house there. The cruel deception of the cur who lied to them only became apparent after they had arrived here. They left on the next boat. This is the sort of incident that supplies the avid knockers along the Cariboo road with material.

We have received a sample of the produce of the Mud River valley. These samples consist of barley four feet in height, oats that would be a credit to any farm in the world, and other produce from the gardens. We know little of agriculture, but the samples brought in certainly compare favorably with anything we have ever seen.

The promoters of the Barkerville and Willow River Railroad expect to commence active work on the construction of their line early next year, according to latest reports.

GENERAL INFORMATION

There are a great number of townsite properties on the market in the land adjoining the Indian Reservation here. Most of the subdivided properties are owned, sold by or controlled by the Natural Resources Security Company, Limited, of Vancouver. Their properties comprise Lots 777, 1430, 936, 1429, 937, 938, 2608, 2610 and 2507. The South Fort George townsite, the business and residential centre of the district, is situated on Lots 933 and 934. The Hudson's Bay property and Lots 931 and 932, generally known as the "Bird Addition" are not as yet on the market. The area subdivided, and either owned or sold on the profit sharing plan by the Natural Resources Security Company Ltd., totals about 1800 acres. This concern has been responsible for such development as may be found today on a small portion of Lot 938, the smallest of their subdivisions. Their townsites are located on a high jack-pine flat. The soil is gravelly, and, generally speaking, will not produce domestic vegetation. There are no wells on the townsite, owing to its height, and water must be brought from the river. The South Fort George townsite is a very much smaller area. It totals about 150 acres, and is situated on the lower benches of the Fraser River, which is navigated by the largest steamboats throughout the open season. The Nechaco River townsites are not regular ports of call, as owing to the difficulty in navigating the Nechaco river except in high water the boats do not call there unless paid to do so. Lots in some sub-divisions of the Natural Resources Security Company Limited have not increased in value to any material degree during the past three years. Their initial sub-divisions are as yet quite indeveloped. South Fort George is a good live town. It has been largely built up and developed by the pioneer element, who settled on the site as soon as it was placed on the market. The Late John Houston, the veteran frontier newspaperman, established his paper at South Fort George in its earliest days. The town contains over two-thirds of the entire population of all the inhabited townsites. It has two banks, the Bank of British North America and the Trader's Bank of Canada, two sawmills, tin shop, three large general stores, a large theatre, a newspaper issued by the pioneer publishers of the Cariboo district, a licenced hotel, pool hall, bakers, confectioners, two churches, drug store and restaurants. It is the terminus of the British Columbia Express Company's mail steamboats and stage line. It is the headquarters of the Fort George Trading and Lumber Company's steamboat and sawmilling operations. The headquarters of the Northern Lumber Co. merchants and sawmill operators. It is close proximity to the Government buildings, and is situated in such manner that the main development of the Indian Reservation will benefit it more directly than any other sites. The railways that are to be built from the south must of necessity follow the Fraser River shoreline in order to secure a water grade, and will form a junction with the main line of the G. T. P. near the east end of the Indian Reserve. Acreage close to the South Fort George townsite is changing hands every day for large figures. The land comprising the South Fort George townsite, and all the Fraser River properties is of excellent quality, covered with a light growth of poplar with scattered firs.

The foregoing resume of the townsites here will give the reader some idea of the respective merits of both townsites. The Fort George Herald has no affiliations with either of the exploiting companies whose interests appear to be opposed. Those who have invested in South Fort George property, not too far back from the river, may rest assured that they have excellent value for the money they have invested, owing to the rapid growth of development created by independent initative. If they desire to sell they should list their properties with one of the local realty operators, who are constantly recording handsome profits for investors. Lots in the townsites of the Natural Resources Security Company depend for their value on their proximity to that portion of their property along the waterfront at which they are trying to centralize their development. At that point the townsite company is putting up a number of buildings, and are trying in every way to start a trend of development, having their business centre for its radiating point. This will hardly be accomplished to any satisfactory degree for the large majority on their sites, for a long time to come. We advise no one to purchase on the strength of their advertised statements. Intending investors in any sub-divisions here should bear in mind that the Grand Trunk Pacific Railway Company's townsite will add about one thousand acres more townsite property to the combined area offered for habitation. The market has been dangerously flooded already, and bearing this in mind the careful investor will not venture his funds in any townsite that can not actually claim the active and independent development that signifies the approval of the people on the ground. Unless they can invest in a townsite that is being developed and increased in value by independent enterprise, they had better await the sale of the G. T. P. property or buy in or near the business centre of the district.

Intending settlers can obtain 160 acres of land by pre-emption. There are large tracts of land open for alienation by pre-emption only, in this district. The land is capable of raising good crops of garden produce, hay, oats, and practically anything but fruit, which has not so far proved a success up here, should maintain that this district should not be regarded as a fruit growing country until that branch of culture has been properly tested. This is naturally a mixed farming country. Wild berries, however, are found throughout the whole northern interior country, as far north as the Peace River Plateaux. Wagon roads are being built into the surrounding country, and progress will be made on such public works, as future circumstances demand. The Fraser and Nechaco Rivers afford transportation to their tributary valleys, the Fraser particulary, being navigable for 160 miles south and 315 miles north of this point. We believe that the best way to secure a good pre-emption is by engaging the services of one of the reliable locators, who make a business of locating the settler. Some of these men have been in the district for a long time, and can save the land hunter time and cash by his experience. The Herald will be pleased to advise the settler regarding lands open for pre-emption and the best means of obtaining information thereof, on application.

Building materials are at hand in large quantities. The local mills have about three million feet of lumber in the yards, in preparation for the spring. Lumber costs from $35 to $75 a thousand feet. People intending building should consult by letter some of the local contractors, who, we are informed, will be pleased to furnish all information.

The fare into the country from the railway point, Ashcroft, fluctuates with the seasons. During the summer when navigation is open on the Fraser River, May 1st. to October 31st., the fare amounts to $45, and the expenses en route about $10. This is by automobile and steamboat. The winter fare, from November 1st. to March 31st. totals $62, with expenses of about $15. Travel in the winter is by sleigh. The express rate in the summer is 12½ cts. per lb. The winter rate 20cts. The summer Freight rate is 6cents, and the winter rate 11cents per lb.

The cost of living may be gaged by the following scale of prices now prevailing. This rate will be materially reduced when freight comes down the Fraser River from Tete Juane Cache, via the G. T. P. steel from Edmonton. This should transpire next summer: Flour 11 cts lb. Sugar 14 cts. lb. Ham 35 cts. lb. Bacon 40 cts. lb. Beans 15 cts lb. Rice 15 cts. lb. Dried fruits 25 cts lb. Overalls sell for $1.25 a pair. Meat 18 cts. lb. Meals in the hotels, however, cost but 50 cents each.

The banking interest charged here is ten per cent.

Employment in the past has been limited to survey work, building trades, (carpenters). loggers, steamboat crews, packers, canoe men, land and timber cruisers, laborers on government road work, and such work as has been done towards the development of townsite properties. Farm laborers are not in demand as yet. There is no railway work here up to the present, but during the next season and thereafter laborers may reach the grade from this place, that is, after next June or July. Wages range from $4 to $7 a day, according to the class of labor.

Prospectors will find practically a virgin field for their explorations The whole district has every indication of being highly mineralized.

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CANCELLATION OF RESERVE

Notice is hereby given that the reserve existing on crown lands in the vicinity of Stuart River, situated in the Cariboo district, notice of which, bearing date December 17th, 1908, was published in the British Columbia Gazette, dated December, 17th, 1908, is cancelled in so far as the same relates to the lands surveyed as Lots 1111, 1114, 5415, 5379, 5433, 5380, 5381, 5382, 5383, 5384, 5385, 5417, 5419, 5391, 5389, 5388, 5387, 5386, 5432, 5437, 5438, 5431, 5392, 5393, 5394, 5395, 5396, 5397, 5421, 5424, 5403, 5402, 5401, 5400, 5399, 5398, 5430, 5439, 5429, 5404, 5405, 5406, 5407, 5408, 5409, 5427, 5414, 5426, 5428, 5425, 5413, 5390 and 5412, all in the Cariboo District.

ROBERT A. RENWICK,
Deputy Minister of Lands.

Lands Department,
Victoria, B.C., 12th June, 1912.

CANCELLATION OF RESERVE

NOTICE IS HEREBY GIVEN that the reserve existing over Crown Lands in the vicinity of Stuart River, Cariboo, notice of which bearing date February 15th, 1910, was published in the British Columbia Gazette, February 17th, 1910, is cancelled, is so far as the same relates to the lands surveyed as Lots 6251, 6232, 6253, 6254, 6255, 6256, 6257, 6258, 6265, 6272, 6298, 6297, 6296, 6289, 6271, 6266, 6264, 6259, 6273, 6280, 6281, 6279, 6274, 6260, 6263, 6267, 6170, 6290, 6295, 6291, 6269, 6268, 6262, 6261, 6275, 6278, 6284, 6277, 6276, 6285, 6286, 6287, 6288, 6292, 6293, 6294, 6295a, 6301, 6905, 6300, 6299, 6903, 6904, 6907, 6908, 6908a and 6906, all in the Cariboo District.

ROBERT A. RENWICK,
Deputy Minister of Lands.

Lands Department,
Victoria, C.C., 12th June, 1912 jun22sep14

TENDERS

SEALED TENDERS addressed to the undersigned and marked on the envelope "Tender for Buildings, Fort George Reserve," will be received up to noon of Tuesday, July 2, 1912, for the erection of the following buildings for Indians on the under mentioned reserves:—

On Reserve No. 2, Fort George, B.C.
18 large dwellings for Indians.
6 small " "
1 Church.
1 Schoolhouse.

On Reserve No. 3, Fort George, B.C.
4 large dwellings for Indians.
6 small " "

On Reserve No. 4, Fort George B.C.
1 large dwelling for Indians.
2 small dwellings for Indians.

Plans and specifications may be seen at the offices of Mr. John F. Smith, Indian Agent, Kamloops; Mr. Peter Byrne, Indian Agent, New Westminster; Mr. Wm. McAllan, Indian Agent, Fraser Lake; Mr. A. M. Tyson, Inspector of Indian Agencies, Vancouver; Mr. W. E. Ditchburn, Inspector of Indian Agencies, Victoria: and the post offices at Ashcroft, Quesnel and Fort George.

Each tender must be accompanied by an accepted cheque on a chartered bank for ten per cent. of the amount of the tender, made payable to the order of the undersigned, which will be forfeited if the person or persons tendering decline to enter into a contract when called upon to do so, or fail to complete the work contracted for. If the tender be not accepted the cheque will be returned.

The lowest or any tender not necessarily accepted.

The unauthorized insertion of this advertisement in any newspaper will not be paid for.

J. D. McLEAN,
Asst. Deputy and Sec'y.
Department of Indian Affairs,
Ottawa, May 1. 1912. 41

IN THE MATTER of the Companies Act; and IN THE MATTER of Cooke, Peden & Company, Limited.

NOTICE IS HEREBY GIVEN that Cooke, Peden & Company, Limited, will at the expiration of one month from the first publication hereof apply to the Registrar of Companies for approval of change of name from Cooke, Peden & Company, Limited, to "The Northern Lumber & Mercantile Company, Limited."

Dated this 4th day of May, 1912.

E. J. AVISON,
Quesnel, B.C.
Solicitor for Cooke, Peden & Company, Limited.

FORT GEORGE LAND DISTRICT.
District of Cariboo.

TAKE notice that Arthur Charles Egbert McElroy, of South Fort George, B.C., manager, intends to apply for permission to purchase the following described lands:

Commencing at a post planted at the Northwest corner of Lot 4201 and marked C. McElroy's Northeast corner, thence south 10 chains, thence west 40 chains, thence north 80 chains more or less to the Nechaco River, thence following the said river southeasterly to the point of commencement and containing 140 acres more or less.

ARTHUR CHARLES EGBERT McELROY.
May 6th, 1912. jul20

CHURCH SERVICES.

ST. STEPHEN'S—Services next Sunday: 8.30, Matins and Litany; 9, Holy Eucharist (sung); 3 p. m., Children's Service; 7.30, Evensong and Sermon.

KNOX CHURCH—Services every Sunday evening at 7.30. C. M. Wright, Minister.

Publicity

Advertisers

THE HERALD is the recognized newspaper of the New Cariboo. The entire district is thoroughly covered and its influence extends far beyond the confines of the province. Its advertisers reap rich returns as a result of their investment in HERALD publicity, why not get on the bandwagon yourself?

Advertising Rates on Application

The Fort George Herald

South Fort George : British Columbia

Get Results

MAIL ORDERS

We do a large mail order business and guarantee satisfaction.

Our stock of general merchandise is large and up-to-date, which enables us to fill all orders quickly.

Give us a trial

John A. Fraser

Front Street Quesnel, B. C.

Prospective Builders

Are you aware that it takes less labor to build with OUR BONE DRY LUMBER, and that the result is permanent, weatherproof and saves repairs and fuel; also that the lumber costs no more than other lumber?

INVESTIGATE!

All Kinds of Lumber and Mouldings For Sale.

The Fort George Trading & Lumber Co., Ltd.

SOUTH FORT GEORGE, B.C. Phone 11. Chas. E. McELROY, Mgr.
Pioneers in Sawmilling and Steamboating on the Upper Fraser and Tributaries.

Our GUMLESS SPRUCE SIDING and V-JOINT will not warp, check nor shrink endways, and contains no gum to cause the paint to peel.

WESLEY & WIGGINS

REAL ESTATE AND INVESTMENTS

Farm Lands, Timber Lands, City Property, Garden Tracts.
Fire, Accident and Life Insurance.

TWO SECTIONS of choice land in the Salmon River Valley. Price, per acre - - - - - $12

575 ACRES of land suitable for subdividing. Only one mile from town. Price, per acre - - - $55

TEN-ACRE Garden Tract, close in, per acre - $150
Terms on this 1-4 cash, 6, 12, 18 months at 6 per cent.

HAMILTON AVE. - - - - SOUTH FORT GEORGE

Roberts, Jones & Willson

EDWARD ROBERTS, Notary Public. E. E. JONES. A. J. SELWYN-WILLSON, Auditor.

REAL ESTATE, INSURANCE AGENTS, AUCTIONEERS, VALUATORS and ACCOUNTANTS.

FOR SALE: Farm Lands. Garden Tracts. Timber Limits. Mineral Claims. Valuable town lots.

LIST YOUR PROPERTIES WITH US. References: The Trader's Bank of Canada, The Bank of Vancouver, Fort George, B. C.

TELEGRAPHIC ADDRESS "E R I N" FORT GEORGE, B. C.

Offices: Hamilton Avenue, South Fort George: Central Avenue, Fort George, B. C.

AMERICAN PLAN EXCELLENT CUISINE

Hotel Northern

Corner Hamilton & Third South Fort George, B.C.

The newest and most modern hotel in the northern interior

Rates $2.50 and $3
Monthly and weekly rates on application

Best of wines, liquors and cigars

Albert Johnson, Prop.

BRITISH COLUMBIA EXPRESS COMPANY

Send for a folder Send for a folder

OPERATING

Stages Autos Steamboats

From Ashcroft to Fort George, and all points in the northern interior of British Columbia, carrying the Royal Mail, passengers and fast freight.

The Palatial Steamer B.X. Awaits the Arrival of the Company's Stages

Freight consigned to steamer at Soda creek will be promptly forwarded.

Head Office: Ashcroft, B.C.

CITY AND DISTRICT

A settler named Robert Bishop arrived on the Steamer B. X. last Thursday, having made the trip in twelve days from Ashcroft, with his complete farming impedimenta. Mr. Bishop will settle on some of the Wright Investment Company's land in the beautiful Salmon River valley.

Mr. and Mrs. A. W. Healy, of Vancouver, were visitors here this week. Mr. Healy represents the firm of W. H. Malkin & Co., wholesale groceries, of Vancouver. Mr. and Mrs Healy at one time resided in Quesnel where Mr. Healy was manager of the James Reid Estate.

A garden party was given last week by Mrs. George McLaughlin at her home on Rose Avenue. A large number of ladies were present and a delightful afternoon was spent amid the perfume of the beautiful garden created by Mrs. McLaughlin's untiring energy.

Dan Brewster, a local contractor, has left for Fraser Lake with a party of men to commence the construction of the government buildings there. Mr. Brewster built the local government buildings.

A moving picture show was opened last week on Third Street by Messrs. Senior & McGaughey.

Harry Close is expected to return on Monday next from New York.

Progress on the new Hotel at the corner of Fourth Street and Hamilton Avenue is proceeding well. The large building will be ready for occupancy in a few weeks time.

N. H. Wesley, a local real estate man, sold a block of land in the West Lake country this week for a large sum.

The first annual high school entrance examination held in South Fort George took place on the 20th, 21st, and 22nd of June in the fire hall. The Rev C. M. Wright conducted the examination. The one successful pupil was Miss Hattie May McArthur, of this place, who won 697 points in an examination which only requires 550 to be successful. Miss McArthur is to be complemented upon attaining this result.

The Fort George and Alberta Telephone and Electric Company state that they intend to install a new switchboard system shortly which will give better facilities.

SHUFFLE IN COPS.

Provincial Constable McCauley, who has been stationed here for the past year, has received instructions from headquarters to proceed to Hazelton. His transfer is promotion in the service, which Mr. McCauley has undoubtedly earned. During his term here Constable McCauley has performed his duties conscientiously, and we regret to see him leave.

Constable McCauley's place here is to be filled by constable Granby late of Ashcroft, who arrived here on the last boat with Constable Higgenbottom, who will also be stationed here. During construction a number of officers will be required here, and better jail accommodation will be required than the two-by-four jailette which now serves to confine the wayward ones, and is generally filled by a few regular callers.

THE RIGHT INVESTMENT

Either from the settler's or from the investor's viewpoint our

Salmon River Land

Is the best in the district. Good soil—silt and black loam—open meadows, abundance of water. A large tract to select from. Come and see the land. It will stand inspection. Write us and get particulars. Special inducements to settlers.

THE WRIGHT INVESTMENT COMPANY LTD.

FARM LANDS CITY PROPERTY INSURANCE LOANS

VANCOUVER: 1110 Dominion Trust Bldg. Box 28, South Fort George, B.C.

McGAGHRAN & THORNE

Manufacturers of High-Grade Confectionery

ICE CREAM and all kinds of SOFT DRINKS

Catering **Tobaccos and Cigars**

FOURTH STREET - - SOUTH FORT GEORGE

Fresh Meats Beef, Mutton and Veal

Seed Potatoes - $5.00 per 100 lbs.

FRESH MEAT and RANCH EGGS our specialty.

The B.C. MEAT MARKET

FORT GEORGE AND SOUTH FORT GEORGE

Travellers and Shippers to Fort George and New British Columbia

Travel in comfort and safety via the **Steamer "Chilcotin"** the only oak-ribbed steamer on the route; and consign your goods to the care of the "Chilcotin" at Soda Creek, they will be carefully transported to their destination.

The Fort George Trading & Lumber Co., Ld.

The Pioneer Operators of Steamboats and Manufacturers of Lumber on the Upper Fraser and Tributaries.

The Auto Transit Company - - Agents at ASHCROFT, B.C.

Choicest Seasoned Lumber

We have specialized in the Lumber business, which means that we know this business thoroughly, and can give satisfaction by filling orders from a stock of the highest grades.

We Make a Specialty of Seasoned FIR Lumber of the Best Class

Get estimates from us on all kinds of Building Material.

Northern Lumber Co., Ltd.

Head Office and Yard, South Fort George. Branch Yard at Fort George.

THE CLUB POOL ROOM

THIRD AND HAMILTON STS.
DAVIS & FORREST, Props.

Smokers' supplies a specialty

Four pool tables
Splendid environments

Intend Building?

NOW is the time to build, whilst seasoned lumber is obtainable. Labor conditions are now in your favor. We contract to design and construct your building, guaranteeing satisfaction: Call or write us.

Bronger & Flynn

Builders and Contractors
SOUTH FORT GEORGE

I am prepared to Locate Pre-emptors

ON 160 ACRES OF

Good Government Land.

WRITE FOR INFORMATION TO

N. C. Jorgensen.

P. O. Box 21. South Fort George, B. C.

Fort George, B.C. F. P. Burden, Mgr. Victoria, B.C. F. C. Green, Mgr. Nelson, B.C., A. H. Green, Mgr.

Green Bros., Burden & Co.

Civil Engineers, Dominion & B. C. Land Surveyors

Surveys of Lands, Mines, Townsites, Timber Limits, Etc.

P. G. B. BODEKER
LAND TIMBER CRUISER
Pre-emptions Located.
SOUTH FORT GEORGE, B. C.
ESTIMATES SUBMITTED.

Watch Repairing Satisfaction guaranteed

C. H. DAVIE

Send articles by mail to Fort George, B.C.

The Little Nugget Cafe

The most modern and best-appointed cafe in Fort George.

FIRST-CLASS CUISINE

Meals - 50 Cents
Short Orders a Specialty

MRS. F. C. NAHRWALD, Proprietress
Cor. Hamilton and Third
SOUTH FORT GEORGE.

Fort George Drug Co. Prescriptions a Specialty

NEW BOOKS by the best authors. A large shipment just received

Toilet articals, Patent Medicines, Magazines, Books, Stationery, Toilet Articles, Druggists' Sundries

STOVES We HAVE THEM

ALL SIZES and PRICES.

WE wish to draw your particular attention to our stock of Men's Clothing and Furnishings. All our goods are especially adapted to the needs of this country.

General Merchandise

While we direct especial attention to our Clothing line, do not forget that we carry a complete stock of General Merchandise—Groceries, Provisions, Boots and Shoes, Hardware and Building Material.

We Can Supply All Your Wants at the Most Reasonable Prices

Close & Brown Co., Ltd.

GENERAL MERCHANTS

Lasalle and Second Street South Fort George, B.C.

1836 Assets Exceed Fifty Million Dollars 1912

The Bank of British North America

Your money is safer in the Bank than in your house or in your pocket. It is not tied up. You can get it out at any time without delay. NOTES discounted. Local and Foreign Drafts bought and sold. COLLECTIONS made promptly. Money Orders issued.

FORT GEORGE BRANCH: J. MUNRO, ACTING MANAGER

The Average Deposit of the Canadian People is $122.00 per Person

Saving money can be made a habit. A portion of your weekly or monthly wage deposited regularly in a savings account will soon bring you up to the average, and you will be surprised how rapidly $2 deposited weekly will amount to enough to make a substantial payment on your home.

CAPITAL AND SURPLUS, $6,800,000 TOTAL ASSETS, $52,000,000

THE TRADERS BANK

H. C. SEAMAN Manager - - - - South Fort George

THE BANK OF VANCOUVER

Head Office: VANCOUVER, B. C.
CAPITAL AUTHORIZED - - $2,000,000

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L. W. SHATFORD Esq., M. L. A. Vice-Pres. Merchant, Hedley, B. C.
HIS HONOR T. W. PATERSON, Lieutenant-Governor British Columbia.
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FORT GEORGE BRANCH—F. LIPSCOMB, Manager.

FARM LANDS IN CENTRAL BRITISH COLUMBIA.

Fort George District.
Nechaco Valley
Bulkley Valley
Skeena Valley

In every case our lands were carefully inspected by expert cruisers before we purchased

THE GRAND TRUNK PACIFIC RAILWAY will make all these districts accessible to all the world. Every rail laid adds to the value of the land

North Coast Land Co. Ltd.

General Offices: 619 to 624 Metropolitan Bldg., Vancouver, B.C
London Office: 6 Old Jewry.

PAID-UP CAPITAL, - - - $1,500,000.