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. 16. SOUTH FORT GEORGE, B. C., APRIL 20, 1912. $3 PER ANNUM.

SIXTEEN HUNDRED DIE IN WRECK OF "TITANIC"

Awful Catastrope on Maiden Voyage ot Mammoth Ocean Liner When an Iceberg Is Struck Off Newfoundland Banks--Charles M. Hays, President of Grand Trunk Pacific, Among the Lost.

New York, April 15.—(Special to the Herald.)—While sailing at a speed of 23 knots the White Star liner "Titanic," on her maiden voyage from Liverpool to New York, ran into an iceberg off the banks of Newfoundland. The accident occurred at 2 o'clock Sunday morning at at 4:20 a. m. she sank.

Sixteen hundred souls perished with her. About 700 were saved. Among those lost were John Jacob Astor, Chas. M. Hays, president of the Grand Trunk Pacific Railway company; Wm. T. Stead, Mr. McCaffery, of the Royal Bank, Vancouver, M. Guggenheim, and many other notable personages.

When Captain Smith realized there was no hope for his vessel he blew his brains out with a revolver while standing on the bridge. The chief engineer and some other officers followed his example.

Four minutes after the vessel struck the electric lights failed. Hundreds rushed from their staterooms, clad only in night attire and the panic that ensued defies description. Only twenty lifeboats were on board. Scores of passengers, when all hope of rescue was abandoned, threw themselves into the sea rather than go down with the foundering ship.

The steamer "Tahita" responded to the wireless call for help and picked up the survivors. Most of the women were saved, though many preferred to die with their husbands. Many heroic acts are reported.

The British and American governments will hold an investigation. The property loss is $20,000,000.

BUILDINGS NOW BEING MULTIPLIED

There has been no cessation in the building activity inaugurated here a few weeks ago, and the Herald finds it a somewhat dazing commission to keep pace in recording the new structures begun. At least a dozen new buildings are now under construction and every carpenter in town is at work. Contractors have, in several instances, been compelled to send to the slumbrous Nechaco townsites for workmen in order to complete their contracts in specified time.

Perhaps the most important public work yet undertaken has been the building of a half-mile of plank sidewalks, completed today by Contractor Hilbert. Commencing at the corner of Third and Hamilton, a three-foot plank walk has been laid down Third to Laselle, west to Fourth, and down Fourth to the B.X. wharf. As Second street has a four-foot walk the full length of the street it will be seen that the business streets are fairly well served, though at the present rate of the town's growth additional walks will be required very soon.

NEW BUILDINGS.

M. C. Wiggins and N. H. Wesley have awarded the contract for a two-story building, 28x22, on the lot adjoining the Bank of British North America. This property, an inside lot, was purchased this week from L. G. MacHaffie for $1500 cash. Less than two years ago Mr. MacHaffie bought it for $400. Adjoining lots are held at $1800.

H. W. Gross and F. McArthur are clearing lots on Laselle avenue and will commence the erection of residences next week.

Wm. Rowat has material on the ground for a bungalow on Fourth street.

Bronger & Flynn have the contract for a frame barn, 24x40, with large loft. Accommodation will be provided for 16 horses.

SUMMER HAS CAME AND THE ICE HAS WENT

The Fraser river is running free and unfettered past town, though large floes of ice still find lodgment on the banks. The upper river and tributaries are said to have broken up several days ago. All that is required is a slight raise in the flow to send the remaining ice oceanwards. If the report can be verified that the lower canyon is free of ice, the navigation season is close at hand.

Jno. C. Kelly, the jeweller, is now ready for business in his newly fitted up store on Second street, and reports business as highly satisfactory. If your watch needs attention Mr. Kelly guarantees to cure its ills.

Frank Carpenter, for several years joy dispenser at the Occidental, Quesnel, arrived last Satnrday to take charge of the wet goods department of Hotel Northern. Frank has the disposition of an angel, the smile of a cherub and his preseription for "that tired feeling" has won him a host of friends throughout Cariboo.

CITY AND DISTRICT

Several settlers will commence planting early next week. Plowing has already been done in some sections.

The Walker brothers, who were here last year as representatives of the North Coast Land Co., were returning passengers on the last stage.

W. F. Cooke, who left last week on a business trip to Quesnel, is now a patient in the Quesnel hospital, suffering from a badly strained leg, sustained in a fall.

Cariboo Lodge No. 65 I.O.O.F. will attend divine service in Knox Presbyterian church on Sunday evening, April 28th, the anniversary of the establishment of the society in America.

Reports from lower Cariboo are to the effect that scores of wagons and outfits are on their way to Fort George. The immigrants are travelling in a leisure-manner and enjoying the scenery en route. There are also a number coming in afoot.

Divisional Engineer VanArsdol, of the G.T.P., has wired Surveyor F. P. Burden to complete the tying-in of section lines on the right-of-way near the mouth of Mud river. This leads to the conclusion that clearing gangs will arrive from the west soon.

The first annual Easter vestry meeting of St. Stephen's church was held on Tuesday with Rev. R. H. Isaac Williams in the chair. It was decided not to elect churchwardens, and that the council already appointed should continue in office.

The first overland schooner of the season arrived last Thursday bringing three Californians on the lookout for land. Their outfit, including plow, seed, tools and provisions had been purchased in Ashcroft. They are the advance guard of several families who will arrive later providing suitable locations can be found.

Two young men, recent arrivals, are erecting dairy buildings near the meadows on the Indian reserve. When the buildings are completed they intend bringing in a herd of dairy cows and selling real milk to the citizens. In all the wide land surrounding Fort George there is only one lonely cow, and she is numbered in the dry column. Pastoral pictures without "the" cow in the background have no market value here.

FORT GEORGE MEADOW LAND.

CONTRACTORS' FLEET NOW AWAITS THE OPENING OF RIVER

Vancouver.—Capt. S. P. Johnson, commodore of the sternwheel fleet of Messrs. Foley, Welch & Stewart, railway contractors, has returned from Tete Jaune Cache, head of navigation on the south fork of the Fraser River where the company during the past winter built two new steamboats, the Conveyer and the Operator. He inspected the craft and found that they are well adapted for freighting outfits and supplies along the grade. The Conveyer was completed a few weeks ago and was launched last week. The other boat will take the water next week. The vessels are each 140 feet long with engines capable of developing 600 horsepower.

Captain Johnson dispatched a gang of twenty men to clear out boulders and other obstructions in the channel near the mouth of Goat River. Other points will also be improved. The steamers will ply all summer between Tete Jaune Cache and Fort George. Captain Johnson confirmed previous reports about the rapid manner in which construction of the Grand Trunk Pacific is being rushed.

Captain Jackson of the steamer Omenica, who has spent the winter here, and crew, have left for Prince Rupert to get ready for the opening of navigation on the Skeena River. He will only operate this season from the site of the G. T. P. bridge to Hazelton, a distance of eighteen miles. He expects the river will be open at least a week earlier than last year when boats began running about the last week in April.

Captain Shannon has been transferred from the Skeena to the South Fork Fraser River service to be established this spring by Messrs. Foley, Welch & Stewart. He will command the stern-wheeler Conveyer, recently launched at Tete Jaune Cache, where he arrived a few days ago. Captain Myers, another oldtime skipper on the Skeena, will command the new boat, the Operator, now nearing completion at the same place. He has left for Tete Jaune Cache.

PACIFIC GREAT EASTERN COMPANY FORMED

Victoria.—The Pacific Great Eastern Railway company, formed for the purpose of constructing a line from Vancouver to Fort George, has been organized here with Mr. J. W. Stewart as president. Other officers' names are: Timothy Foley, first vice-president; Patrick Welch, second vice-president and general manager; D'Arcy Tate, third vice-president and general counsel; Donald McLeod, Vernon Smith, directors, and R. D. Thomas, secretary.

The company, under its charter, must construct 175 miles of railroad between July, 1912, and July 1913, and is allowen three years to complete the entire line between Vancouver and Fort George.

GOVERNMENT WILL INSTALL TELEGRAPH SYSTEM HERE

A government telegraph line to South Fort George, connecting at Blackwater with the Vancouver-Yukon system, is one of the probabilities of the near future.

Mr. J. A. Thorne, construction superintendent of government lines, arrived here Sunday evening from Blackwater after maka thorough inspection of the country to be covered by the projected line. He was also commissioned to inspect the telephone line of the Fort George & Alberta Telephone Co., whose wire between here and Blackwater overs the route over which the government proposes to stretch its telegraph system.

The local company has offered to sell its long-distance system to the government, and providing the parties can agree on the price it will be converted into a modern telegraph system without unnecessary delay. In the event of failing to agree on terms with the local company, Mr. Thorne gave it as his opinion that the government would at once proceed to build a new line from Blackwater here. This could be accomplished in record time, as there is a suppiy of government wire and material at Stewart Lake sufficient to complete the line, and which could be floated down river to this point on barges at little cost.

The telegraph will probably be extended westward to Fraser Lake, connecting there with the telephone line to be built north to Stewart Lake, particulars of which were given in last week's Herald.

ROAD-BUILDING TO START ON MONDAY

Mr. Malcolm McNevin, government road superintendent, came in from Quesnel on Monday and is now organizing his forces preparatory to taking up active road construction next week. Gov-overnment appropriations for this season's road-making total $109,000 for this district. Mr. McNevin is as yet unable to state the exact apportionment for each proposed road, but believes the appropriation will be sufficient to highways begun last year, besides opening up a number of new roads for the settlers.

Work will be resumed Monday on the Mud river and Blackwater roads. Forty men will be started at once on this work and this number will be increased as the season advances.

Two government teams arrived yesterday from Quesnel bringing tools, fodder and supplies.

PRESBYTERIAN DIVINES COMING

Rev. G. A. Wilson, superintendent of Presbyterian missions for British Columbia and the Yukon, who visited this district two years ago, will be here again in June. He will likely be accompanied by Rev. Dr. A. S. Grant, general superintendent of missions for Canada. They will come in from Edmonton and probably remain here several days.

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.

CLEAN UP!

The season has now sufficiently advanced to discover the necessity of cleaning up the town. During the winter months there is always an accumulation of garbage and refuse which, on the approach of spring, gives the town an untidy appearance. As we have no municipal organization, we have no other recourse than to depend on the individual efforts of the citizens to maintain the streets, lanes and back yards of the town in a tidy and respectable manner.

The work of burning up rubbish and litter can be carried out as well—and with more safety—now, than later, as there is less danger of fire spreading while there is yet much dampness in the ground. It cannot now be more than two weeks till steamboats begin their regular calls, both from the upper and lower river, and a clean and orderly town will impress the new arrivals with a fair idea of the taste and character of our citizens.

As the town grows, reasons multiply why we should be incorporated, but while awaiting that state we hope the citizens, by co-operative effort, will endeavor to improve the sanitary conditions of the present by promoting cleanliness.

AN EXPERIMENTAL FARM.

The establishment of an experimental farm in this district was projected by the late Liberal administration, and an official of the department of agriculture was commissioned to investigate conditions and report on the most suitable site. The visit of that official, however, to these parts was not made, as at the time the conditions of travel made the trip unnecessarily long, and before further action was taken in the matter a change took place in government. We are rather inclined to believe that by the change our chances to have an experimental farm established here have been enhanced, inasmuch as we have for our representative the Minister of Agriculture.

The great advantages of such institutions are so apparent that they need not be recounted here. For our purpose it will suffice to observe that the agricultural areas being opened to settlement by railroad construction in the Fraser and Nechaco valleys are the most extensive and important of the interior. The agricultural development of these valleys has been retarded by the difficulties of transportation, which will soon have passed away. Farmers, too, have been unwilling to accept chances in the cultivation of any crop the return for which was not assured, and have so far contented themselves with the cultivation of the hardier roots and cereals. It readily appears that a great and beneficial purpose would be served by an experimental farm in this district. The result of a few years' experiments would be sufficient to enlighten the public in regard to the varieties of crops best suited to the soil and climatic conditions, and would relieve settlers of expensive and often discouraging experiences.

THE UP-RIVER ROUTE.

The great question at present agitating the minds of merchants and prospective business men of this district is: How soon shall we be able to receive goods by the Edmonton-Tete Jaune Cache route? Just on the verge of the opening of navigation and with the thorough practicability of the upper route yet to be established, the question must for the present remain unanswered.

No reliance should be placed in the boomster stories now being circulated that the railway company will be ready to handle Fort George freight when the steel is laid to the Cache in June. As a matter of fact the railway company is not a party in the matter, nor will they be until the division contract is government-inspected and formally handed over by the contractors, and until that time the full traffic responsibility rests with the contractors. It must also be understood that the contractors are awaiting the opportunity of forwarding thousands of tons of construction material and supplies by rail and river to the numerous camps between the Cache and this point, and it remains to be proved that they will be able to handle independent cargo in addition so early in the season.

The B. C. Express Co., the only steamboat concern in the field for business on the upper route, do not propose making trips to the Cache until mid-June or later, meanwhile confining their activities to the lower river.

We believe the opportunity will be accorded us this year of escaping the exorbitant freight toll of the ancient Cariboo road, but we do not hesitate to state that it will be considerably later in the season than June.

NEW CHINA WILL EMBRACE SOCIALISM

"I have finished the political revolution and now will commence the greatest social revolution in the world's history," said Dr. Sun Yat Sen, the ex-president of China, in an interview at Shanghai.

"The abdication of the Manchus is the only means to greater development, and the future policy of the republic will be in the direction of Socialism. I am an ardent follower of Henry George, whose ideas are practicable on the virgin soil of China as compared with their impracticability in Europe or the United States, where money is controlled by the capitalists."

Dr. Sun said he had the full consent of the government to start his propoganda immediately whereby the railways, mines and similar industries would be controlled by the government. The single tax system and, as far as possible, free trade will be adopted.

Six thousand men will be required on the prairie sections of the Grand Trunk Pacific railway during the coming summer, was the statement made by E. J. Chamberlain, vice-president and general manager, on his return from the west. These men will be engaged in the completing of grade work started last year and the laying of steel on 610 miles of line which has been awaiting the arrival of steel to be completed. Part of the extensive program of the year will be the building of stations and this work will be as heavy as last year.

The Swedish government has introduced a bill into parliament extending to women the parliamentary franchise and the right to stand for election to parliament on the same condition as men.

CHURCH SERVICES.

ST. STEPHEN'S—Services next Sunday: 3 p. m., Children's Service; 7.30, Evensong and Sermon.

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

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GOLD FROM STATES

Washington, D.C.—The sum of $125,000,000 was taken to Canada by 125,000 Americans who were attracted to various provinces of the Dominion by lands that were procured practically for the making. Iowa and other states of the northwest declined in population or failed to show normal increases in the decade between 1900 and 1910. Western members contend that this condition of affairs is directly traceable to the more liberal laws governing the disposal of the public domain in the Dominion. While the population of the northwest is decreasing, or failing to increase, the population of Canada is increasing at the rate of 1000 a day. Canada is drawing on this country to increase her population and the farming regions of the border states are yearly losing thousands of citizens who are attracted to the provinces by lands given in patent to settlers at low prices and on terms that are favorable otherwise.

This, in brief, was the argument that was used in behalf of a bill passed by the House, governing the disposal of the public domain in the United States. The measure, which has passed the senate, will soon be submitted to the president for approval. It was framed by western members and is destined to check the flow of emigration from the United States to Canada.

The bill in a large measure is patterned after the land laws of Canada. In the first place it reduces the residence required on the American homestead from five to three years. Second, it permits an entryman and his family to be absent from a homestead for five months during each year of the residence period.

TO DAWSON CITY BY AIR ROUTE

Vancouver to Dawson by airship. Such is the proposition just developed in the Yukon capital. In order to still further bring the Yukon before the notice of the world as something more than a mere gold-producing area, plans are being made for an aviation meeting to be held in the summer.

It is in this connection that the idea originated to secure a first-class aviator to make the flight from Vancouver to the Golden North. It is considered that good advertising for Vancouver's wonderful scenic route through the inland sea to Skagway and over the Chilkoot mountains to Dawwould result. The trip could be made without difficulty and would bring fame to the first man accomplishing it.

The proposal to hold an aviation meet in the summer has been put into concrete form by negotiations with Farnum Fish and other famous aviators to go to Dawson for a series of flights, if satisfactory arrangements can be made. The Dawson board of trade has the matter in hand.

HAZELTON NEWS

(Omineca Miner.)

Captain Bonser, who will run the steamer Inlander from the end of steel to Hazelton, is now in Prince Rupert and preparing his boat for the first trip.

Mr. Kergan, of Stewart, was here several days inquiring as to the navigation facilities. It is his intention to put on power boats and large scows to handle the contractors' freight and camp supplies along Burns and Decker lakes are open. All boats will do an enormous business owing to the fact that the wagon road will not be completed to Burns Lake until midsummer and all supplies must come down the lake.

He looks forward to a very busy season. Bob Gerow's boat will be here in the course of a few days and will be ready when the

elton and is building a roadhouse at Long Siding, east of here. He has let a contract for several thousand feet of lumber to be whipsawed which only costs ten dollars more than Hazelton prices. For the present Mr. Sheehan has erected a large tent and will furnish the travelling public with meals and beds at reasonable rates.

To Travellers and Shippers!

The Steamer "CHILCOTIN" is ready to launch on the opening of the river. She will be manned by the same careful and courteous crew as before.

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WILL PURCHASE HOWE SOUND LINE

Victoria, April 8.—No time is being lost by the Pacific Great Eastern, the lately chartered British Columbia railway company, connecting by modern car ferry from Victoria to Vancouver and by rail from that city to Fort George in getting down to work. Already an army of scouts are in the field making surveys for the line, while in the city of Victoria, which is to be the headquarters of the company, as exacted by the charter, is Mr. D'Arcy Tate, arranging the details in connection with the opening of the offices and the appointment of a staff.

On being interviewed Mr. Tate, who, by the way, is vice-president and solicitor of the company, stated that while things in connection with the new line were necessarily in a somewhat nebulous condition, he was confident that before many weeks were over the people of the province would see the project taken firmly in hand.

In reply to a question regarding the purchase of the Howe Sound and Pemberton Valley Railway, Mr. Tate stated that one of the first things which the new company would do would be to take over that line for the purpose of utilizing it in its main scheme for the connection of the north and south.

Mr. Tate is intensely optimistic about the prospects of the new road, and he thinks that before many weeks have passed actual construction work will be commenced. Preliminary arrangements are even now being made for the location of camps along the prospective route, and everything is being gotten into shape for an early start upon the line. Naturally, in view of the unfinished condition of the surveys and the uncompleted nature of the negotiations for the purchase of the line referred to. Mr. Tate is somewhat reticent about making a bald statement of progress, but he went so far as to indicate his belief that, once the report of the scouts was returned to him, there would be absolutely no delay in getting to work.

PROVINCIAL AND GENERAL NEWS

High grade bituminous coal is reported to have been discovered within 30 miles of Vancouver and a strong company has been formed to develop the property.

Premier McBride has replied to an invitation recently extended him through Mr. William Manson, M. P. P.-elect, that he hopes to be able to visit Prince Rupert and other parts of the north during the early summer. He will then take up with the municipal authorities the question of the desired sale by the government of its central Prince Rupert holdings.

The Winnipeg police were surprised recently when in walked a Galician farmer leading a man by a rope attached around his neck and his hands tied behind his back. The farmer said he had caught the man robbing his house at midnight and had bound him and then drove him fourteen miles, like a head of stock through the slush and mud into Winnipeg to lay a charge. The police let him go free.

A statement issued by the Canadian department of immigration announces that the spring rush of United States citizens to the Dominion is of greater volume than ever before. The goverment officials say that a large part of the increase is coming from the states of Oklahoma aud Missouri, which have already sent many settlers to Canada. It is expected that immigration from the United States this season will be 40,000 greater than last year, when 136,000 Americans came to the Canadian west.

Delegates from the I. W. W. organization on the prairies are en route across the Rockies through Yellowhead Pass to carry disaffection among the men employed on Grand Trunk Pacific construction, according to advices received from Edmonton by railway contractors whose headquarters are in Vancouver. It is declared that organized efforts are being directed by the I. W. W. leaders at Edmonton toward stopping work on the entire stretch of the G. T. P., both in British Columbia and on the prairies. It is expected by contractors that within the next few days word will be received

that the trouble has spread to other parts of the province. The men are willing to work.

Captain Scott's vessel, the Terra Nova, which carried the British expedition to the Antarctic, has arrived in New Zealand, reporting that Scott in another year and continue his work. On January 3rd he had reached within 150 miles of the pole.

A local option campaign is being launched in Toronto.

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