

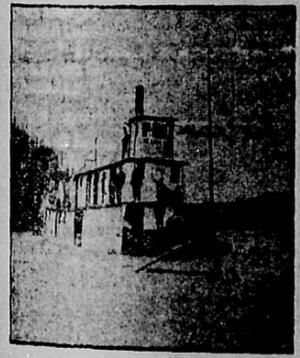
CHILCO CREW WILL GET WAGES

Judge Decides That Workmen Are Entitled to Money Due Them Before Other Claims Against Defunct Company Are Paid—Complicated Features of the Case.

People of South Fort George will long remember the disaster that overtook the staunch little steamer Chilco in the spring of 1911, when, after having been salvaged from a position of very great danger she became unmanageable owing to the blowing out of boiler tubes and drifting into the ice-jammed Cottonwood Canyon, was completely wrecked within twenty miles of her destination where repairs were to have been made.

A sequel to the wreck of the Chilco was inscribed on the record of Mr. Justice Clement's court in Vancouver last week, when the judge handed down a decision that the liens had been transferred to the purchase money of the boat, and as a result, the seamen, who hold liens for wages totalling \$3500, will all get their money as a first charge on the estate of the Fort George Lumber and Navigation Company.

The company went into liquidation last spring. The liquidator, unaware of the seamen's claims, negotiated a sale of the assets to Messrs. McLennan and Adamson for \$65,000. The steamer Chilco was caught in the ice at the time, and a further sale of the vessel was made for \$5000, the purchasers taking the risk of getting her



THE ILL-FATED STEAMER, CHILCO.

out safe in the open season. At the time the Trader's Bank held a mortgage of \$10,000 on the vessel, and they agreed with the liquidator to accept the \$5000 cash payment, and come in for the remaining \$5000 as ordinary unsecured creditors.

Later it was found that the wages of the seamen were unpaid and formed a lien against the vessel, and when the vessel was smashed to pieces in the salvage operations, the registrar in his report found that the liens had perished with her. From this decision Mr. B. F. Wintemute, for the seamen, appealed, and a lengthy argument ensued before Mr. Justice Clement.

Mr. R. L. Reid, K. C., for the Traders' Bank, maintained that the \$5000 received was all due to the bank, and that the liens could not be charged against it. The liens, he insisted, could only be against the boat, and not against the purchase money received.

"Surely that is playing fast and loose with the poor wage-earner?" said Mr. Justice Clement. "The liquidator is an officer of the court and must look to honest principles more than to strict legal principles."

"It is just as honest for the Trader's Bank to get their money as it is for the seamen. They are entitled to it," said Mr. Reid.

"No, the seamen come first. They have a claim for their work," said his Lordship.

"But suppose," argued Mr. Reid, "that we had taken this boat under our mortgage, and she had been lost in the ice while under our ownership,

then they would have lost their leans. If the bank had not taken the matter up these men would have had no claim at all. As it is we lost our chance of saving the boat when he parted with it for the \$5000."

After further argument his Lordship decided that the seamen are to get their wages out of the \$5000 now held by the liquidator for the sale of the boat.

"I think the Traders Bank may be entitled, however under the circumstances, to have the \$5000 made up out of the estate before any division is made, and I will adjourn the case for a week to allow the preferred and general creditors to oppose the application," said his Lordship.

GUN-A-NOOT WAS ABOUT TO SURRENDER

Simon Gun-a-Noot, the Indian outlaw, who for years has successfully defied the police in Northern British Columbia, recently considered the question of giving himself up. Curiously enough the question of voluntarily handing himself over to the authorities was put up to Simon Gun-a-Noot not more than a fortnight ago, says a recent press despatch from Hazelton.

Rev. William Lee, a Methodist missionary at Kispiox, which is only twelve miles from Hazelton, assists the Indians under his charge in handling the business affairs of their saw mill, which is a co-operative concern with many native shareholders. Two weeks ago a strange Indian of fine physique and able to speak perfect English, called on him asking him for the return of certain money he had invested in the enterprise years ago.

"But who are you? I never saw you before," said Mr. Lee to his caller. After a moment's hesitation the newcomer said that he was Simon Gun-a-noot and the missionary found his name among the names of the shareholders. The business matter having been attended to Mr. Lee advised the Indian to give himself up.

"But the white man would no take into consideration that I killed those two men because they had abused my wife," argued the native.

Mr. Lee, however, suggested that if Simon voluntarily handed himself over to the police, the facts which led up to the tragedy would undoubtedly have weight with a jury, and he might be sentenced only to a few years in the penitentiary.

"But I don't want to go to New Westminister. I hear it rains a great deal there," replied Simon, who, however, agreed to think over what the missionary had told him.

Later in the day Simon again called on Mr. Lee, and told him that after thinking it over and talking with his friends he had decided not to give himself up. He said his friends believed that a white man's jury would not pay enough attention to what led to the murder—because he declared, white men did not care what was done to Indian women.

Mr. Lee told a friend later that Simon was armed with three revolvers—one on each hip and one in a holster in the centre of his belt. Simon is known as probably the surest shot and the best hunter in the north. He was always looked on as a model Indian until the day after having previously warned two white men to leave his wife alone, he returned from the hunt to find his wife debauched and the two whites holding a drunken celebration in his home.

THE CARNIVAL

The Masquerade Ice Carnival, held on the rink last night, was a big success. The illumination of the rink by the hundreds of Chinese lanterns was most successful, and the scene presented was as ideal as the weather for the event. The motley throng was a large one, and the brilliant spectacle was watched by a large gathering of spectators. The orchestra played from the platform, by a calcium flare, and the ice was crowded with maskers. The following characters were represented: Leslie Woods, Happy Hooligan; Mrs. Armstrong, Folly; Miss Armstrong, Riding Hood; Mr. Armstrong, Canadian Snowshoer; Jack Armstrong, Day and Night; Frank West, Yachtsman; Albert Yarzeau, Ontario Snowshoer; F. J. Smith, Paper Factory; Miss Stillingfleet, Hockey Girl; Miss Mary Swenson, Country Girl; Miss Pearce, Suffragette; Pete Cameron, Cowboy; Terry Johnson, Day and Night; Jack Johnson, do; John Bronger, Sixty-below-zero; J. Kinghorn, a Mexican Cowboy; George Hamilton P. G. E. Engineer; George Henry, Sailor Boy; Alec Moffat, Irishman; Jack Flynn, Coon; Miss Cameron, Clown; F. Richmond, Tennis player; Chas. McElroy, Uncle Sam; Mrs. Burden, Cowgirl; Archie Crozier, Dutch Girl; John Daniell, Suffragette; Frk. Brady, Central Hockey Player; Bud Gross, Yachtsman, and numerous others. The prizes were awarded as follows: Mrs. Armstrong, best dressed lady; Mr. McElroy, best dressed gentleman; Miss Pierce, most original lady; Mr. John Bronger, most original gentleman; Terry Johnson captured the prize as best dressed boy, and Norah Armstrong as best dressed girl. The management announce that another Carnival will be held, on a more elaborate scale, about March 1st.

HOCKEY GAMES

The third game in the hockey series for the Northern Lumber and Mercantile Company's cup, played last Sunday afternoon, resulted in a win for the Central boys with a score of Central Fort George 4 to South Fort George's three goals. The game was undoubtedly the best of the series from a spectator's standpoint, and the excitement amongst the rooters was at a high pitch throughout. The Central boys played excellent combination at times, a system of play which the home team would do well to practice more. As individual players the local team will average higher than their opponents, and it is noticeable that the individual play is strong enough to largely eliminate combination work from the game on both sides, but it would appear that better hockey would materialize if the teams tried to feature combination. In future years, we predict that Prince George will boast a hockey team that will occupy a proud position among the great leagues. Here, in this land of long winters the great Canadian winter game will undoubtedly find many great exponents, and the ice problem will always be solved without the aid of ammonia or compressed air.

Sunday's game, as a victory for the Central boys, comes as a boon to the fans and lovers of the sport, as it lengthens the series, and the victory of the opposing team was not begrudged by any. The games now stand South Fort George 2, Central Fort George 1. Three games won by either side complete the series. In last Sunday's game the work was fast and furious throughout.

FREIGHT REDUCED \$69 A TON

CONSTRUCTION BEING RUSHED ON P. G. E.

Grading operations along the route of the Pacific Great Eastern Railway are being rushed at a rapid rate, according to Mr. E. W. Bubb, a pioneer rancher of Pemberton Meadows, reported in the Vancouver Province.

Mr. Bubb made his way to the coast via Lillooet and Lytton, owing to the at present unfavorable state of the trail to Newport. He stated that subcontractors have now moved in their outfits, have established camps and are busy south from Lillooet to a point two miles north of Summit Lake divide. A few weeks will see the work covered south as far as a point on Pemberton Portage, six miles from Pemberton Meadows.

The greatest activity prevails along the north shore of Anderson and Seaton Lakes where eight construction camps, employing about 600 men, are located. The work in many places along that portion of the route is exceedingly heavy and a good many tunnels, most of them through bluffs overhanging the lakes, will have to be driven. The construction base and headquarters' camp is at Lillooet which the visitor described as having doubled its population and is being a very lively town since the advent of the railway people.

Scores of individuals are coming in daily looking for business locations or for investments in fruit and agricultural lands. He stated that several hundred teams are employed freighting outfits and supplies from Lytton station on the main line of the C. P. R.

Mr. Bubb added that the white settlers along Pemberton Portage, in Pemberton Meadows and in Lillooet river beyond, are elated at the prospects of securing cheap transportation facilities within the next two years. Although the region in question in one of the garden spots of the province, farmers have had no inducements to extend their operations; the advent of the railway, however, will effect a profound change, giving these pioneers access to the coast markets. Each settler simply grows enough for his own needs. There are several herds of cattle in the valley but few animals are driven out to the coast owing to the losses incurred by accidents on the narrow trail.

Mr. Bubb stated that the region around Pemberton Meadows including the Lillooet river valley comprises over 40,000 acres equally well adapted for general farming and fruit growing. He is confident that it will have several thousand settlers within the next four years. Experiments in fruit growing, of apples, peaches, and smaller fruits have been very successful and next summer will see several new orchards come into bearing.

Mr. J. Royayne, who owns over 60 head of cattle, has a record of raising red Fyfe wheat averaging 100 bushels to the acre. The climate is mild without extremes in temperature. Mr. Bubb stated that the same conditions extended to the upper end of the valley, a distance of forty miles and there is a good wagon road for nearly all the distance.

Before he left for Vancouver, he stated, the settlers were advised that the provincial government had agreed to advance a loan of \$30,000, to be used in widening the entrance to Lillooet Lake and thereby reclaim

Representative of Eastern Manufacturing Concern Quotes Figures in Proof of Reductions in Freight Tariff Over New Route.

T. George Hall, representing the McClary Manufacturing Co. was a business visitor to town this week. He is taking orders for delivery from the factory of the firm in London, Ont. For the first time in history these orders will be delivered to this territory by way of the G. T. P., instead of via the C. P. R., and the old Cariboo road. The saving will be large through this system. In the past the eastern freight had to be delivered in Vancouver and then shipped back to Ashcroft over the C. P. R. this cost \$1.85 per 100lbs to Vancouver, and 95-cents return freight from Vancouver, a total of \$2.80 per 100lbs for delivery in Ashcroft. To this is added the excessive rate of 4 cents per pound for the wagon haul over the Cariboo road, and 2 cents a pound for the steamer freight from the foot of navigation to this place, making a total of freight from London, Ont., an example from which the rates from other eastern points may be easily calculated, of \$8.80 a hundred.

Under the new shipping route the freight will be delivered at the end of steel from London, Ont., for \$1.85 per 100lbs; the same rate that is charged for delivery into Vancouver, but minus the 95-cent per 100lb charge for shipping back to Ashcroft. From the end of steel freight will be delivered here for 3½ cents a pound, making a total of \$5.35 for delivery here, as against the \$8.80 rate of old.

The McClary company will ship in carloads direct to the end of steel. Their first shipment for the orders just taken, will leave London on March the twentieth.

TRAINS NOW RUN TO NEW HAZELTON

Superintendent Meehan, of the Grand Trunk Pacific, has received permission from the Railway Commissioners to operate a train service as far as New Hazelton. In consequence both the passenger and freight service are now extended from South Hazelton to New Hazelton. As New Hazelton is rapidly developing into a thriving town the inauguration of the freight and passenger service to that point will be a convenience not only to the residents of that place but to the merchants and wholesale houses of Prince Rupert, who are doing a thriving business with all the interior towns. This also marks another step in the advancement of the G. T. P. in British Columbia.

Some progress was made this week towards the promised match between the heavy-weights. Sheridan and Savoy The boxers got together this week and came to terms that are agreeable to each of them, and it would appear that they will really meet in the near future.

about 10,000 acres of land that are now submerged every year by the summer floods. It has been arranged that the loan will be repaid in the form of an annual tax. Assistance is also expected from the Dominion government as about 000 acres on the Indian reserve at Pemberton Meadows will be redeemed by the carrying out of the proposed improvement.

The Cariboo country, of which the Fort George district is a part, is a district approximated in the old government bulletins as an area of ninety million acres. It is the oldest developed district of the province, and until the pioneers from Fort Garry made their famous transcontinental trip, and with the Californians discovered the marvellous gold-fields of Barkerville, many years ago, very little was ever heard of British Columbia, then a great raw wilderness. Finally came government and development, and the building of the famous Cariboo road to the diggings by a genius named Gus Wright. And then later came the Canadian Pacific and other railways in the southern part of the province as its feeders. And so through all the subsequent years of progress the southern portion of British Columbia had all the best of it. The C.P.R. developed the land as the irrigation of the desert will turn its burning sands into green fields; and meanwhile the great northern and central portion of the province drew what succor it could from Gus Wright's Cariboo road, and waited for the time to come when it would be shackled with steel bands to the world outside.

And now OUR TIME HAS COME. The vaster portion of the province is coming into its own. For the first time in history New Cariboo may look upon the Cariboo road as a country lane and turn its gaze to the east, where the Yellowhead Pass, that route of the Hudson Bay company's leather brigade, will belch forth the produce of the world's markets on twin steel rails to the head of a river that flows past our doors.

In reply to a delegation from North Vancouver the other day, Sir Richard McBride said that the Pacific Great Eastern railway would be running its trains into North Vancouver inside two years and a half, and that it was never the intention to make Newport a terminus of the line. Hon. Thos. Taylor, the Minister of Public Works, added that there was a marked discrepancy between the figures submitted by the company and the West Vancouver engineers with respect to the cost of the right of way through that municipality and that on December 5th he had been asked for a further delay. This does not look as if the section of the line between Newport and Vancouver was not to be built. However, the advertising of Newport as the coming terminus in the local press goes merrily on. Five days after the statement of the premier, a well-known real estate firm published the following: "We believe that Newport will be the shipping terminus of the Pacific Great Eastern and Grand Trunk railways. We believe the shops and terminals of the Pacific Great Eastern will be there. We know that the Pacific Great Eastern railway has acquired practically all the waterfrontage at Newport and we know that officials of the P.G.E. and G.T.P. have invested heavily in Newport."

The McBride government has created a number of government jobs since its accession to power. It would be a good idea if it ap-

pointed a Government Supervisor of Newspaper Advertising in order to protect investors, especially those at a distance. There are enough inaccuracies and exaggerations in a month's real estate advertisements on the Pacific coast to make the lamented Baron Munchausen turn over in his grave and wish he had lived in the present day. —Toronto Saturday Night.

The first session of British Columbia's fourteenth parliament, which opened in Victoria on the 16th inst, is not expected to last longer than five weeks, the legislative program being less extensive than in several previous years, and being generally regarded as noncontentious in its character. Railway legislation, which has been the feature of the government's progressive agenda during late years, promises to be distinctly limited in volume and chiefly in connection with necessary and satisfactory expansion of construction policies already decided and sealed with the approval of the electorate.

The outstanding feature of public legislation may be looked for in a bill to amend the Revenue Act, abolish the so-called "poll tax," and generally to provide for a more just and equitable distribution of the burden of taxation, in accordance with the recommendations of the Taxation Commission.

AN INDIAN LEGEND.

(Contributed by an Old-Timer.)

Possibly everyone in the world does not know why crows are black, or why the bark of the cottonwood trees and balsam trees are scored and cut as though with a knife. Well, a long time ago, when the Fraser river ran two ways for the convenience of the red man, there lived in a squalid Indian tepee a baby who cried all the time. Its parents aggravated, one night threw the child in front of the fire and left it there. The brown baby lay and cried, until it thought it saw, coming towards it through the gloom, a favorite Indian delicacy, the first layer of fat on the beaver spread out like a dried salmon. The child rushed toward it, but behold it was a huge owl, who, taking the child in its ear, flew away. The child's father started a frantic search for it in the morning, asking all the birds and animals he met for information. Finally a crow said "You paint me the color I like and I will find you the child." The Indian tried all the colors procurable from the herbs and berries of the hills but none suited the crow, and finally enraged he covered the bird with charcoal. The crow was delighted, and led the way to the owl's nest where the happy Siwash found the child safe. Next day while the Indian family were camped besides a swift flowing stream, the owl appeared on the other side demanding the child. They bid him wait while they made a bridge for him to cross on, for it is not safe for an owl to fly by day, so they made a bridge out of a piece of wild rhubarb, shaving it in the middle so that when the owl reached the weak place he fell through and was drowned, but was caught by a big salmon weir below. The old women of the camp hurriedly skinned it and proceeded to dry it to make a dress out of, but it fell in the fire and was burned. Then everything in the forest laughed except the balsams and the cottonwoods. The old women became enraged and rubbed hot ashes on the balsams causing the blisters you see today, and slashed the cottonwoods with a knife, and this accounts for the gashes in its bark.

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 Chancery Chambers, Langley Street, VICTORIA, B.C., P.O. Box 152, Phone 684.
 McGregor Building, Third Street, SOUTH FORT GEORGE, B. C.

To Outsiders
 Reliable information given on anything in Fort George district. Property looked after. Real estate reference A1.

R. SPINKS
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The Northern Lumber & Mercantile Company, Limited
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NOTICE! To Railway Contractors and Men

We have extraordinary low values to offer in:

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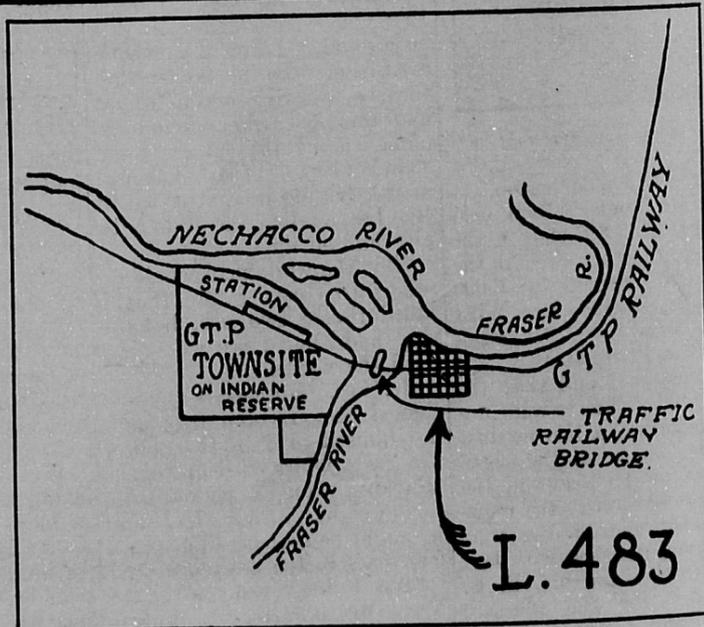
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As usual our Lumber Yards are complete in Dry Lumber Our logging crews are now busily engaged in preparation for next season's cut of the most superior Fir and Spruce in this district.

Oats for Sale, 10c per lb. Operators of Str. "Quesnel"

Northern Lumber & Mercantile Company, Limited
 SECOND STREET South Fort George

Close-in Acreage



The accompanying plan shows accurately the position of Lot 483 to the Grand Trunk Pacific Townsite.

A Subdivision Showing Promise of Quick Profit at Prices Within the Reach of All

LOT 483, situated at the eastern end of the projected railway and traffic bridge and within one mile of the Fort George G. T. P. depot and terminal yards.

It is the choicest property in the district and the best buy on the market today. Then why buy 25-foot lots when you can get 1 1-2 acres for half the price and within closer radius of the G.T.P. depot.

For Information Apply to Owners: Box 1, South Fort George, B.C.

INFORMATION

Correspondence regarding Investments in this section will be dealt with in these columns.

I have a lot in Fort George, Lot 9, Block 10, D.L. 937-8. Is it in Fort George on the main street? Will the railway come to Fort George or will they start a new townsite. What is my lot worth; how far from town will they lay out the townsite; what is my lot worth; what cash could it be sold for, or will it be best to hold it to grow up in money.—H. J. V., Hooper, Neb.

Your lot is located two blocks west of the street on which the Natural Resources Security Co., promoters of the townsite, have concentrated their development work. I should not think that there is any development work, other than slashed streets, within half a mile of it. The Grand Trunk Pacific will pass through the townsite about three-quarters of a mile from your lot. Can not state value of your lot; it is worth what you can get for it. The townsite concern behind the flotation of townsites above mentioned has a very complete organization for the creation of fictitious values at long range; would advise you to list it with some of their realty firms; you can ascertain the names of these by addressing their local paper. The Grand Trunk Pacific Railway have nothing in common with the Natural Resources people. The railway company fought an application made by these people for special privileges from the Railway Commission. The G. T. P. is floating a magnificent townsite on the Indian Reserve, a tract of 1800 acres. They will call it "Prince George." Your question as to holding the lot to "grow up in money" is a comfortable idea, but I would advise you to unload before the G.T.P. townsite is on the market, as I imagine that events will transpire about that time which will not improve the value of your property.

Could you tell me if the Permanent Securities, Ltd., and Northern Development Co., Ltd., have offices in South Fort George? About how long will it be until the Grand Trunk gets into Fort George? Is there a Board of Trade at South Fort George as yet?—W. A. C., Moose Jaw, Sask.

The Permanent Securities Co. have offices at Edmonton, Moose Jaw, Regina, Saskatoon and Winnipeg, with a head office in Calgary. They have no office here. The head office of the Northern Development Co. is in Vancouver, but they have a representative here. The G.T.P. will not get here before the spring of 1915. There is a Board of Trade here.

I am thinking of locating at Fort George during the coming summer and would be obliged for some information. What chance would I have in getting work? What are rents; what do goods cost as compared with Vancouver; are there any openings for a lady shorthand typist? I am a married man and have been engaged for the past four years in the real estate business. I also know something of the jewellery business, but I am not particular as to what work I take so long as I could get employment of some description.—C. P. D., Kerrisdale P.O., Vancouver.

There is plenty of work for any able-bodied man here, and this condition will be augmented from now on. Cottages rent for about \$20 a month, offices for \$30. Living expenses are about the same as Vancouver, with an addition of 7 cents a pound freight on all commodities. Material manufactured in the country comes higher owing to the forthcoming regime of shipping goods by Edmonton will cut down the high cost of living very materially, and with the arrival of the G.T.P., of course, the cost of living will compare favorably with any other centre. A lady stenographer should be able to make a good living here from next summer on. If you are a real estate man and a jeweller you should be able to rustle a fortune or two here.

Just recently I bought three lots in Willow City from the Grand Trunk. Can I have your confidential opinion on this townsite? How about the other townsite near by called Willow City?—H. C. K., Butler, Pa.

Willow River, a Grand Trunk townsite, is at present undeveloped, but large preparations are under way for active progress in the spring. The streets are being cleared. The local manager of the Transcontinental Townsite Company informs us that a hotel, sawmill, etc., will be built in the spring, and that he is constantly receiving requests for information from business men intending to operate on the townsite after the opening of navigation. He also states that a postoffice

there in the spring. The whole of the site is excellent land. The other townsite floated by the Pacific Bond & Land Corporation, is on the Fraser river. It claims to have land reserved for a projected railway called the Pacific & Hudson Bay, of which we have heard very little. The two sites are about three miles apart. The former, being a G. T. P. townsite, will, of course, have the benefit of that company's backing and will have their station grounds thereon. Can not venture an opinion at this time as to the value of your property.

I am writing you for a little information regarding the future of South Fort George. I am owner of four lots in Block 14, Lots 5, 6, 7, 8 in 925. I paid \$250 a lot, and I often wonder if they will ever be worth that figure. I hear the town will boom once the railroad gets in, but my lots may be a mile or so from the town proper. If you could give me your opinion of these lots I would be very grateful indeed, for there are plenty of people here in Winnipeg owners of Fort George property. I have a clear title to my lots so I should not worry, but I think it seems a big price for lots in a place where the road is not in yet. How far would I be from where the town is now. I suppose there is no demand for lots there now. I would sell for what I paid for them. I don't think I am a great way from the river. Are the lots timbered, hilly, stony or level? About what size is South Fort George today and do you think it will ever amount to what they say it will; if not there will be a great many people stung.—H. D., Winnipeg.

Four lots in 825, or Fort George Centre as it is called, may reach a decent valuation when the Pacific Great Eastern is built into Prince George, the future name of the G. T. P. townsite here, as we believe that the riverfront of the town along the Fraser riverfront will be of considerable area. The townsite is all level and commands a good view; the soil is unproductive. If you paid \$1000 for four lots you paid a good price. Up here we pay banks 10 per cent. interest. If this applies to where you are, your investment covers \$100 a year in interest, and under present circumstances can not say that your lots are increasing that much in value, as the townsite area is constantly growing. Lot 925 is separated from South Fort George, the real town, by a narrow subdivision sold by the Walsh Land Co., of your city.

THE R. N. W. M. P.

The report of the Northwest Mounted Police for the year 1912 shows the strength of the force to be 654 officers and men. Eleven divisional posts and detachments have been maintained. During the year 13,391 cases were entered by the police. These cases included thirty murders. Commissioner Perry advises that substantial increases be made to the force, which has increased duties to perform owing to the opening up of new territory.

Robert Spinks Painting and Paperhanging

South Fort George : B. C.

Occidental Hotel QUESNEL B.C.

Most modern up-to-date hotel in the interior of British Columbia.
New four-storey building. Accommodation for 120 guests
All outside rooms—large, well-lighted and ventilated.
Steam heated.

RATES \$2.00 PER DAY UP

Weekly and monthly rates on application

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ST. STEPHEN'S CHURCH—Every Sunday—Sunday School, 3 p. m.; Evensong and Sermon, 7:30 p. m. Rev. R. H. Isaac Williams, M. A., Vicar, the Parsonage.

KNOX CHURCH—Services every Sunday at 3:30 during winter. Sunday-school at 2:30. C. M. Wright, Minister.

Fresh Meats Beef Mutton and Veal

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THE B. C. MEAT MARKET
FORT GEORGE AND SOUTH FORT GEORGE

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

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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
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SOUTH FORT GEORGE.

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DAVIS & FORREST, Props.

Smokers' supplies a specialty

Four pool tables
Splendid environments

Advertise in The Herald

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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

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.. FINE CONFECTIONERY ..

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Best of wines, liquors and cigars

Albert Johnson, Prop.

I. A. White left Wednesday morning for a load of freight at Quesnel.

James Moffat, an old-timer in the saw mills here, arrived from the south on the last stage.

Mr. J. O. Williamson and his bride are expected in town this week accompanied by Mr. Neville Montgomery.

A concert is being arranged, to take place in the Fort George Theatre shortly. Kerr's orchestra will be in attendance.

Mr. Charles Brown, of the mercantile firm of Close & Brown, left New York recently on his return journey to this place.

The Bank of British North America, this week added to the personnel of its local staff Mr. McIntosh, from the Vancouver branch, ledger-keeper.

There will be a hockey game on the local rink tomorrow afternoon between the ambitious class "b" teams of South Fort George and Fort George.

The saw mill at Quesnel is now cutting lumber for the repairs to the steamboat fleet. There are on the Quesnel ways the Steamboats "B. X.," "B. C. Express," and "Chilcotin."

An up-to-date millinery and fancy-goods store will be opened on Hamilton Avenue, opposite the Empress hotel, by Mrs. W. F. Matheson, who contemplates carrying a full stock of ladies wear.

Amputation of both feet above the ankles was found necessary in the case of Fred Parent, the young man at Carey's camp, who lost his way and was terribly frozen during the recent cold snap. Dr. Smith, of the G. T. P. hospital at Willow River performed the operation.

In the police court this week a sneak thief was sentenced by Justices of the Peace A. K. Bouchier and S. Perkins to 30 days, under suspended sentence. Two boot-leggers, who have been operating in Kullander's Camp No. 2, will come before the Justices this afternoon. Both have pleaded guilty.

Russell Peden and Sam McGoffin left this week for Mile 53 B. C., the end-of-steel on the eastern construction of the G. T. P. There is great activity up river now. Over one thousand teams are freighting supplies for construction south from the end of the line. If the ice holds good Burns & Jordan will move two big steam-shovels down stream for work west of here immediately.

W. F. Cooke, who returned from a business visit to Quesnel this week, in connection with his company's affairs, tells us that there will be little likelihood of a match between the local and the Quesnel hockey teams, owing to pressure of business there making it next to impossible for the team to leave there for the long trip to this place.

George Allan's challenge to box any 140lb man in the province has been accepted by Jack Davies, late of Sheffield, Eng., and a newcomer to the district. The bout will be staged in the Fort George theatre on the evening of February 8th. Ten rounds is the distance they are billed to go, the agreement calling for Marquis of Queensbury rules with clean breaks. Professor Billy Morris has charge of the arrangements, which is sufficient guarantee of a good evening's sport. Two four-round preliminaries will precede the main event.

NOTICE!

Henry Annonson announces that a public meeting will be held in the Fire Hall on Monday evening, January 27th., for the purpose of introducing his platform of principles, relative to the matter of Municipal Incorporation. He will announce a ticket, as a presumptive candidate for the Mayoralty.

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Also 2 1-2 acre Garden Tracts close in.

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F. W. CRAWFORD

SOUTH FORT GEORGE, BRITISH COLUMBIA or address

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