

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

FORT GEORGE HERALD

transportation companies make South Fort George headquarters.

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SOUTH FORT GEORGE, B. C., SATURDAY, JUNE 29, 1912.

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Trip to the End of Steel

On a trip to the end of steel the atmosphere is surcharged with the spirit of the pioneer and explorer, even over the firm and solid roadbed that is guaranteed by governmental inspection and endorsed by a well patronized and scheduled train service. Along the line of the Grand Trunk Pacific are the skeletons of the abandoned camps that have served their temporary purpose. The frame work that supported the tented roofs of the shanties is turning gray in the varied climatic changes. More primitive roof of boughs and thatch have fallen in. The variety of forms in log construction suggest almost a desire for originality for its own sake, and rarely there is even a trace of the magic impulse of art—the expression of man's joy in his work. Couches of poles and heaps of empty cans remain. Discarded boots and clothing lie where they

were thrown. Broken shovels and the varied remains of worn-out construction machinery are seen at intervals. The carcass of a horse that had served his purpose in the great forward march lies in the firm ice, and the crows take alarm at the approaching train. On a rounded ledge a lettered stone in a small enclosure of wood work, its careful finish showing in contrast with the universal crudeness, tells that the work of construction which draws material from the whole civilized world must also take its toll of human life. After leaving Fitzhugh travel westward is by construction train, with the slow caution essential on an unfinished track and the uncertainties and delays unavoidable in the shipping of large quantities of construction material and equally large numbers of workmen.

There is a familiar joke about

the three gangs on railway construction, the one gang going in, the one at work and the one coming out. Like all jokes, it has a measure of truth, and this is discernible on the construction train. A better mail service, with a good distribution of newspapers as well as letters, beyond end of steel would help to avert a homesickness and other forms of discontent, but the railway builder is necessarily a bird of passage. The one cent per mile in and four cents per mile out make a strong contrast, but even that does not counteract the tendency toward rotation. In the Yellowhead Pass one hears the story of Jasper, the Scandinavian pioneer, whose yellow hair excited the wonder of the Indians and gave the pass its name. He has given his name to the extensive park reservation, maintained and well guarded by the Dominion government.

A short distance from where the Fraser again narrows to the

river is the present end of steel twenty-nine miles on the British Columbia side of the divide. There are said to be 4,000 men on ahead, grading, timbering, tunnelling and preparing for the rails. All their supplies and implements must go in over the tote road. Great piles of baled hay are in waiting. Horses are sheltered in low roofed stables. Endless piles of ties emit the pleasant odors of spruce and pine. The store houses and other buildings of the contractors make an irregular village of log walls and tents. Another independent village has grown up a mile away, with Chinese laundries, restaurants, barber shops, general stores and pool rooms. Here is one of the three hospitals maintained by the contractors, well equipped and with two resident physicians. The workmen are assessed one dollar a month for hospital privileges, and that entitles them to attendance when sick or injured. In the hospitals, as out on the

road, almost all the nations of Europe are represented, but British Columbia does not allow Asia a representation in railway construction. From a few miles along the tote road Mount Robson comes into view. It is the highest and most impressive peak in the Canadian Rockies, its 13,700 feet being sustained by majestic contour and proportions. Near Tete Jaune Cache, which will be the next end of steel, some fifty miles farther on, the contractors are building two stern wheel steamers. With these they intend to navigate and carry supplies on the river for 320 miles to Fort George, where they will leave the Fraser and build toward the valley of the Skeena, which they follow to the Pacific at Prince Rupert. The distance to Fort George by rail will be about 210 miles. The right of way of the Canadian Northern necessarily follows close to the line of the Grand Trunk Pacific through the Yellowhead Pass.—S. T. Wood, in Toronto Globe.

WILL USE BLOODHOUNDS IN HUNT FOR OUTLAWS

A large number of the special constables connected with the hunt of the outlaws, Moses Paul and Paul Spintlam, have been called in and paid off. Six of the Indian trackers, among whom was the Indian who tracked Bill Miner after the hold up on the C.P.R. at Ducks, have been sent back to Kamloops. Some seventy men were engaged in the hunt at one time and the indications appear that the police are cutting down expenses, and will resort to bloodhounds in future in tracing the two men. The outlaws were tracked to the Big Slide on the Fraser river, but from there all signs were obliterated. Both outlaws carried boots with them, and it is believed that on arrival at the Big Slide they substituted these for their moccasins, which must have worn out. All the bridges crossing the Fraser river below and above Lillooet have been guarded night and day, and all the canoes in that vicinity have been taken possession of by the police, in order to confine the men to the southern side of the Fraser. The road from Lytton through to Clinton has been policed by automobiles, making runs on the slightest possible rumors of the appearance of the men in the neighborhood. The latest report has it that they were seen not far north of Bridge river, probably with the idea of crossing the Fraser at a convenient point. The Bridge is a very mountainous country, abounding in game, and a good many believe they are making their camping ground there. The Indians have many friends in that section, know the country like a book—where they have been on many a hunting expedition—and if taken in that section it will be a stand for life, in which it will be hard to hazard a guess as to the number that will be toppled over by the fugitives. They are both good shots and appear to have ammunition to burn.

Mr. J. A. Heaman, Grand Trunk divisional engineer, whose territory is embraced in the railway work between Fitzhugh, Alta., and the Bulkley valley, arrived in town this week. The bridge site across the Fraser at this point is being looked over. Mr. Heaman will make South Fort George his headquarters during progress of work along the Fraser.

Survey of Indian Reserve

Topographers for the survey of the Indian reservation arrived on Thursday and are camped at the north-east end of the reserve. The party is in charge of Mr. Gill, and comprises 20 men who

will spend the entire summer in the work of laying out the future city.

Four scow loads of supplies accompanied the party down the river.

Mr. Gill is delighted with the country, and says the trip down the river

—320 miles—was a "drifting holiday," marred only by the thrilling experience of a man at the sweeps falling overboard, and a snap-shot taken while the man was riding the big oar previous to his rescue.

Minister Ross Visits District--Is Banqueted

The ministerial party, composed of Minister of Lands Ross, W. C. Ross, J. A. Fraser, M. P. P., and R. E. Benedict, head forester of the department, arrived in South Fort George on Wednesday, after a 1500-mile trip from Victoria to Edmonton and thence down the Fraser by canoe to the Big Canyon where Contractor S. Lund intercepted the government officials and conveyed the remainder of the way in his launch.

The party registered at the Northern. Figuratively speaking the party received a "baptism of fire," as they entered the upper reaches of the Fraser, and were treated to the same cordiality for a distance of 150 miles, until the Big Canyon was reached.

J. A. Fraser was pleased with the voyage, and said no more opportune time could have been selected by the minister for a study of forest fire ravages in the interior of the province. The 12-day trip W. R. Ross has completed to the centre of British Columbia has been a revelation, and is the first of the kind ever undertaken by a British Columbia minister. Entering this district through a neighboring province's door is an apt illustration of the need of more railway construction in the interior of the province, and the present visit may result in strengthening argument at the next provincial

election to further aid the continuation of the Pacific Great Eastern railway into the Peace river by way of Giscomb Portage and the Crooked River, a route possessing no great engineering difficulties, since the Hudson's Bay Co. freighted in supplies by boats to their posts in the Northwest by this avenue during the Riel rebellion.

An inspection of the government offices was made the day following and the minister was warm in his compliments of the site selected for the location of the buildings, on the Fraser, adjoining the old historic Hudson's Bay Fort, and within the entwining folds of the Union Jack that has stood sentinel at the confluence of the two rivers for over one hundred years. It would have been an act of perfidy to have located them in the bush. And it is not likely that they will be far removed from their present location when enlarged and reconstructed.

On Friday night a banquet was tendered the visitors by the citizens of South Fort George in the McGaghran-Thorne hall and very numerous attended. All interests were represented, from the humble-premptor to the G. T. P. topographer. A. G. Hamilton was chairman. The toasts ran the gamut from "Our Richard" to "New Cariboo," and the evening made an instructive

and pleasant one for the visitors.

Replying to the toast to the Provincial Government W. R. Ross, said a desire to become better acquainted with Northern B. C. had led up to his making the present trip, and from the evidences of energy on all sides he was of opinion that northern B. C. was destined to be one of the best and most extensive agricultural areas of the province, once railroad development is completed. The Grand Trunk Railway was putting forth every effort to push their railroad work, and the activity seen on all sides up the Fraser is warrant for the belief the road will be completed earlier than most people imagine. Northern Cariboo was not a large contributor to the treasury, though the demands exacted from the government are enormous. This will, however, change.

Mr. Ross then touched on his department "as the only one in Canada that has not succumbed to pernicious influences," and he was going to try and keep it at that high standard.

Sir Richard McBride was eulogized for his constructive statesmanship in placing the province on a sound financial basis. When he took office his native province was in debt. Today there is a surplus of eight million dollars.

No reference was made to the proposed changes in the land act, or the forestry regulations.

The party left for the south Saturday. Hammond's employees tendered the visitors a banquet Thursday. All the employees were present.

Head of the B. C. Express Co. in the District

Like all new craft, the modern built boat of the B. X. company, "The Express," has had an unavoidable delay in inaugurating the service between this point and the Cache. On her trial trip ten days ago several minor details in the working of her machinery was discovered, rendering necessary to send to the coast for substitute parts.

Speaking about the boat Mr. Chas. Miller, president of the company, who is now in the district, on his annual trip of inspection, and who will proceed to the headwaters of the Fraser on the new boat, says no item of expense has been spared in making the boat one of the finest of its kind in the world. In proportion to the sister boat, the "Express" is shorter and of less

breadth, but in point of propelling power is stronger. Another feature possessed by the new craft, lacking in the "B. X.," is the facility in starting and stopping the boat instanter, a feature due to the engine installed.

Mr. Miller sees a great future for this end of Cariboo, and especially South Fort George, a section that will become alive with workshops once the city on the reserve is under way.

"The offices and headquarters of the company will never be removed from the foot of Fourth street," continued Mr. Miller. "It is a site made by nature for a steamboat landing, and I can't see where an improvement in site could be effected. Once Fourth street is opened up through the Hudson's Bay prop-

erty to the reserve, and the ravine filled in, the offices will only be about ten minutes distant from the heart of the city. In the meantime several improvements will be undertaken in the vicinity of the dock. A wharf will be built out and the bank and grounds adjoining the company's buildings will be levelled off."

Mr. Miller believes an appropriate name for the new city on the reserve would be "Nechaco." It is short, sweet and expressive, and furthermore will save to posterity a large measure of useless work that follows the use of such names as Prince George or Fort George.

A number of South Fort George business men will be guests of Mr. Miller on the maiden upriver trip of the new boat.

EXTRACTS FROM THE BRANCH LINE AGREEMENT

Extracts from the memorandum of agreement between the Province and Timothy Foley, Patrick Welch and John W. Stewart, in respect to the construction of the Pacific Great Eastern Railway company, which is only another name for the Transcontinental, say:

That telegraph lines shall be efficiently worked, both for railway and commercial purpose.

That workmen employed on the line of railway shall receive such rates of wages as currently paid to workmen and laborers engaged in similar occupation in the districts in which said line is being constructed.

Work to commence not later than the first day of July, 1912, and the line to be completed on the first day of July, 1915.

Where found necessary joint bridges shall be erected by the parties to the agreement. The cost of any bridge shall be divided between the government and the railway company, and the maintenance thereof fixed between the interested parties.

In regard to townsites the government agrees to convey to the company any vacant crown lands desired for the purpose of establishing divisional points or townsites along the line. So far as the acreage belonging to the government permits, these grants shall consist of one thousand two hundred and eighty acres at each divisional point, and six hundred and forty acres at each other townsite. The lands to be granted shall be administered under the terms of an appropriate agreement which will be entered into between the government and the company, which agreement shall provide that such of the said lands as are not required for the railway purposes of the company shall be administered by the company as townsites for the joint benefit of the government and the company, in the proportion of two-thirds to the company and one-third to the government; and that these townsites, apart from those required for the purpose of the company, shall be exempt from taxation until sold and occupied.

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.

"In my experience as a builder of railways I have had occasion to visit many parts of Canada, the United States and South America, but in no town or city have I met with the hearty hospitality and good-fellowship accorded me by the people of South Fort George. I came down the river expecting to find a hamlet of shacks, but found a vigorous young city throbbing with metropolitan life."—Mr. S. Lund, of the Lund-Rogers Co.

Mr. Lund is a far-seeing man—a business man. When he selected South Fort George as the base for his operations on the Fraser he was working along the lines of less resistance. He chose this point because the advantage of being on the water front far outbalanced any others put forward by rival townsites. Like the Hudson's Bay factors who, by the way, have had the faculty of selecting spots that have grown into cities, Mr. Lund saw at a glance the possibilities held out by this town as the key centre of the northern district, and accordingly embraced them, by purchasing one of the best corners in town.

Northern British Columbia needs roads.

No section of the province stands in greater need of inter-sectional communication than we do. The advent of the Transcontinental through the northern part of the province, thereby opening to settlement vast areas or lands hitherto of little value, carries with it a moral obligation on the part of the provincial government to see that pre-emptors and others whose fortunes have located them not on the line of railway, are provided with roads and access to their properties.

And roads that are existent should be made to conform to methods demanded by modern locomotion, by having engineers reconstruct and alter the grades that exist in these hurriedly-built roads of the past. What is known as the Blackwater road is a concrete example of a poor road, and the term flatters it, for it is nothing better than a trail. In laying out the road three years ago the contractor followed the lines of less walking resistance and took as his guiding lines the posts of the telegraph line from Quesnel to Blackwater. The grades still remain.

Hon. Price Ellison, minister of Finance and Agriculture of British Columbia, has accepted an invitation to address the great International Dry Farming Congress in Lethbridge, Alberta, October 21-26th, and he has notified the officers of the organization that he is making every effort to have one of the largest exhibits of fruits ever gathered in British Columbia to display. It is proposed to take this display to the great land shows in Chicago and New York after the Dry-Farmed Products Exposition at Lethbridge.

A number of building contractors have signified their intention of making Saturday a half-holiday, thus inaugurating a custom that is fast becoming a fixed feature on the American continent and elsewhere in the civilized world. The average man who works for wages in this toilsome

and troublous universe, has little else but work to his credit at the end of life. The tendency at the present time is toward a shortening of the hours of labor, and it is a contention upheld by a wide circle of economists, that it will help to allay, if not entirely eradicate, the universal discontent existent among wage-workers the world over. A short-houred community is always prosperous. It is energetic and full of life, buoyant and elastic, responsive and ready to meet all demands made upon it.

The dullard, the haggard, is a derelict of long hours, and no place for such is to be found in the broad expanse of the Last Great West.

THE HERALD does not print flapdoodle—nine-tenths whappoo and one-tenth wind—for distant lot-holders. We may be poor, but we are not decoys for widows and orphans.

THE WESTERN MAN

British Columbia is full of people who have got rich quick. Their fortunes smell of the forest, the sea, the mine. They stand for courage hard work and brains. They are the kind of fortunes few begrudge because they have been in a large sense earned and are the reward of daring. Millionaires of this breed are democratic—they are good fellows even if some of them do eat with their knife. The real estate millionaire is more like the eastern variety—his riches represent manipulation and are the subject of envy and sharp criticism as all riches are which reap where they do not sow, says H. F. G. in Toronto Star.

Speaking broadly, the same kind of man succeeds in the west he does it quicker because men are scarcer and there are not so many of them to go after the same opportunity. The successful westerner is the man who keeps his eyes open and can turn his hand to anything. I have in mind a budding millionaire who who was a bank clerk down east. Since coming west he has been assignee, newspaper editor, produce buyer and seller, rancher, miner, and real estate operator. He always has a lot of irons in the fire at the same time. In running over his story he complained that his ledger for that day showed only five hundred dollars profit. In was a dull day, so he said. Ten years ago he was working for \$1,500 a year and he is only 37 years old now.

PRE-EMPTION RECORDS

April	-	-	35
May	-	-	94
June (to 23)	-	-	73

This is not a bad record for a country that has been libelled fore and aft, coupled with the further fact that it is next to impossible to secure the desired information relative to what lands are open and unblanketed, without the locator going to considerable expense in time and money.

In the province of Alberta the government provides an automobile, a locator and furnishes a dainty lunch with which to tempt settlers and homesteaders in search of land.

In this province it is different. The seeker after land must do his own hunting. If he has fifty dollars he can hire a professional land locator, who will place him on land. But lunch is not included in this figure.

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.

Robert Spinks
 Painting and Paperhanging

South Fort George : B.C.

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. jnl20

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

Fort George Drug Co. Prescriptions a Specialty

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CANCELLATION OF RESERVE

Notice is hereby given that the reserve existing on crownlands 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, in so far as the same relates to the lands surveyed as Lots 6251, 6252, 6253, 6254, 6255, 6256, 6257, 6258, 6259, 6260, 6261, 6262, 6263, 6264, 6265, 6266, 6267, 6268, 6269, 6270, 6271, 6272, 6273, 6274, 6275, 6276, 6277, 6278, 6279, 6280, 6281, 6282, 6283, 6284, 6285, 6286, 6287, 6288, 6289, 6290, 6291, 6292, 6293, 6294, 6295, 6301, 6305, 6300, 6299, 6303, 6304, 6307, 6308, 6309 and 6306, all in the Cariboo District.

ROBERT A. RENWICK,
Deputy Minister of Lands.
Lands Department,
Victoria, C.C., 12th June, 1912. Jun22cep14

WEST LAKE ITEMS

Trout fishing is fine at West Lake.

Lewis Kindred is planning a large house, and rumor has it that he is about to be married.

G. W. Jackson has his 4-room house nearly completed. George believes in being up-to-date in everything. He has a sail boat that holds 16 people.

Richard Jordan killed an eagle Sunday afternoon that measured 7 feet from tip to tip.

The pre-emptors around West Lake have the laugh on James Fife, who does not appear to know the difference between a cow moose and a horse. James saw something swimming across the south end of the lake on Sunday week. He rushed into the cabin, grabbed his rifle and ran through the woods to where it was going to land. He remembers seeing it come ashore, shake its head and flap its ears several times and then disappear in the brush. James still thinks it was a horse.

Max Bourgo goes to town today for supplies. He says the cost of living is going up, as it takes twice as much to grub him this summer than it did last year.

George Thomolson is still on the Fraser, locating timber land for surveyors. He is interested in the Yellowhead Pass Lumber Co. William West and James Fife have the finest gardens in this part of the country. Rain is very badly needed.

There are four boats on the lake at present and Dick Jordan says he is going to have one just as soon as he can get the lumber ready.

Caterpillars have arrived. In fact they have been here for some time. They are eating the foliage off all the trees. They do not appear to show any partiality. It looks very much as if Wm. Gaskill had deserted us. We would like very much to see him and family at his pre-emption. His garden needs his attention very much.

G. H. Jackson located a young man from town on a pre-emption one mile south of the inlet recently. His land joins Mr. Marshall's.

The Cerman living across the lake from Mr. West's is the happiest man man on the lake these days. In the morning he can be heard damning the mosquitos and at night singing like a lark.

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 undeveloped. 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 licensed 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 initiative. 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

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 particularly, 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 12 1/2 cts. per lb. The winter rate 20 cts. The summer freight rate is cents, and the winter rate 16 cents 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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Office and Store Fixtures.
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The Time The Place The Store

WITH SPRING everyone wants something NEW. Try this store for the best the market affords. We are showing a particularly nice line of

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If your storekeeper has not got it, try Quesnel's leading merchant

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MAIL ORDERS RECEIVE PROMPT ATTENTION.

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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.

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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

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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.

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Hotel Northern

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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.**

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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

The new pool-room of Messrs. Burch & Clarke, on Second street, is now open to the public. On Monday evening a dance was given in the spacious hall above marking the opening, and as is usually the case here, the dance was a success. The building, which is two-story, facing Second, has a depth of 64 feet and a frontage of 30. The pool-room dimensions are 23x48 feet, and provided with four new American tables. An English table will be added shortly. The front is divided by a barber shop and cigar store, both of which are attractively finished. The hall above has been taken by the Oddfellows, where regular meetings will be held. Those attending the dance were Mr. and Mrs. Wright, Mr. and Mrs. Tiemeyer, Mr. and Mrs. Forrest, Mr. and Mrs. McGaughey, Mesdames McLaughlin, Bodeker, Norwald, A. Johnson, McInnis, Senior, Misses Yazah and Brucker; Messrs. W. F. Cook, N. Montgomery, T. Chetwynd, Dr. Lazier, G. Hamilton, W. Adams, D. Crowell, J. McLean, J. R. Campbell, W. S. Rowatt, M. Clarke, W. Blair, W. Ewing, H. W. Jermyn, F. Hoffercamp, Capt. Brown, C. Pinker, Van Buskirk, H. Hancock, J. Bronger, J. Flynn, S. Perkins, M. Wiggins, H. Jones, W. Thorne, J. Monroe, J. McGaghran, F. O'Flaherty and R. Peden. Messrs. Senior and Alexander furnished the music.

By the "B.X." on Monday the following were passengers: H. Thorsong, S. A. Ledger, A. C. Blair, J. P. Hedley, R. Tothill, R. Laberee, A. Goodman, W. F. Ring, S. Mything, Chas. Taylor, Mrs. Manahan, and family, P. J. Cole, R. R. Andrews, Wm. Henderson and Mrs. Ledger.

W. Luke is in Calgary.

The Grand Trunk Pacific Railway have placed an offer with the Canadian Locomotive Works, Kingston, Ont., for fifteen locomotives.

Col. Griffith and Slim Miller, the old-time ranchers of the Mud valley, were in town Wednesday sufficiently long to lay in a stock of insect powder and then depart for their pre-emptions. All their garden truck has succumbed to the ravages of bugs and the only explanation vouched for this is the extreme dryness, superinduced by the numerous forest fires. This is Miller's seventh year in the district and the first experience of the kind.

Post-office Inspector Fletcher was in Hazelton on the 16th on a tour of inspection and was on his way to Burns Lake to look over the possibilities of giving a weekly mail service from Aldermere to that point. Mr. Fletcher should extend it to cover the entire radius of construction of the Transcontinental from Hazelton to the Cache. Letters from South Fort George to the Clearwater, a distance slightly over 200 miles, in order to receive rapid transit, are addressed by way of Fitzhugh, Alta. The latter route passing out by Ashcroft, thence to Edmonton and Fitzhugh, and down the Fraser to its destination, covers something close to two thousand miles. The only reason such conditions exist is purely owing to the lack of information being placed in the hands of the inspector. A trip as suggested would be very acceptable to this end of the district. And we believe it would not prove abortive.

The Bishop of New Westminster will arrive here next Friday.

Cariboo Lodge, No. 65, I.O.O.F., will hold their half-yearly installation meeting next Wednesday evening, to be followed by a banquet in the Burch & Clarke hall, Second Street. Visiting brethren are cordially invited.

R. M. Phillips, of Winnipeg, owner of lot 17, blk. 1, in the Permanent Securities (originally Bird) addition, is building a cabin on his grounds.

Bronger & Flynn have plans out for a 9-roomed house for Russell Peden, on Rose street, opposite the Northern Co.'s warehouses. The dimensions of the building will be 45x32 and cost \$8000.

Al. Johnson has returned from the Coast.

J. B. Daniell is due here Monday.

Farmers at this season of the year should watch for the appearance of cut-worms, and should lose no time in ridding their fields of this pest immediately upon their appearance. The following remedy is recommended by several agricultural departments:
- Bran, 100 pounds.
- Potatoes green, dry, 1 pound.
- Sugar, 2 to 3 pounds.
Mix thoroughly and drapen slightly with water and spread over the section where the worms appear.

THE CLUB POOL ROOM

THIRD AND HAMILTON STS. DAVIS & FORREST, Props.

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Four pool tables
Splendid environments

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July 1st - 1912

Horse Races, Foot Races,
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\$1500 IN PRIZES

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Manufacturers of High-Grade Confectionery

ICE CREAM and all kinds of SOFT DRINKS

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Fresh Meats Beef, Mutton and Veal

Seed Potatoes - \$5.00 per 100 lbs.

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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.

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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.

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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

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