

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. 31.

SOUTH FORT GEORGE, B. C., SATURDAY, AUGUST 3, 1912.

\$3 PER ANNUM

TRANCONTINENTAL WILL BE IN OPERATION BY MIDDLE OF 1914

Collingwood Schreiber, of Ottawa, general consulting engineer of the Dominion Government and chief government engineer of the G. T. P., reached Vancouver recently. He has just completed an inspection of the line as far as a point on the south fork of the Fraser, forty miles west of railhead at Tete Jaune Cache, which is 56 miles beyond the summit of Yellowhead Pass.

"I have every confidence that the main line of the G. T. P. to Prince Rupert will be finished and in operation before the end of 1914. I think it will be ready before that period, but it will take some time to get the roadbed in shape for traffic," said Mr. Schreiber.

The crop outlook on the prairies is excellent. I did not see any trace of yellow in the vast regions traversed and the production, in the event of no unfavorable conditions intervening will be the greatest in the history of Canada.

"I look for the time not distant when the Chinese and other Oriental peoples will be large consumers of our wheat and oatmeal products. It is all a matter of education."

WESTERN END PROGRESS.

According to a despatch from Prince Rupert, the steel on the western end of the G. T. P. is now laid to mile 171, says General Superintendent Mehan, and the work on a small wooden trestle bridge at that point is about completed. After this bridge is crossed the next big work is the bridge at Seely Gulch, and beyond the route is comparatively easy to Hazelton, and beyond Hazelton to Aldermere there are three single span steel bridges, but these should not long delay the entry of trains to Aldermere.

Mr. Mehan says there is a noticeable improvement in the demeanor of the Indians. Where formerly a suspicion characterized their attitude, that is now giving way to the acceptance of the coming of the white man and his disturbing devices as a matter of course, and he does not anticipate any prolonged subsistence of the agitation over the land.

ANOTHER TOWNSITE.

The latest townsite production in these parts is "Willow City." This is a townsite located on the east bank of the Fraser, at the mouth of the Willow River, about 25 miles upstream. This tract has been subdivided into about 2500 lots. The British Columbia government have selected their quarter of the townsite. There is about 1 1/2 miles of waterfrontage on the site, which stretches back from the river for some distance. The land is owned by a Victoria syndicate, and is being sold by the Pacific Bond and Land Corporation, of Vancouver, of which S. R. MacClinton is general manager.

The promoters claim that this will be the point where the railroads bound to the Peace River will branch off from the main line of the Grand Trunk Pacific, which bisects the townsite, and they also claim that the Hudson Bay Pacific Railway has reserved land in the townsite for terminal facilities.

BUYING RIGHT-OF-WAY.

W. Bourchier, who is purchasing right-of-way for the Grand Trunk Pacific, arrived in the city this week from the end of steel. Mr. Bourchier came down the Fraser on a scow with his brother, Mr. A. K. Bourchier of this place, who left here last September to establish a store at Tete Jaune Cache. Mr. Bourchier has been a resident of the city of Edmonton for many years. He bought

right-of-way for the G. T. P. between Saskatoon and the Albertan capital and is now performing the same commission between Edmonton and Hazelton. He will proceed westward from here over the route of construction. Remarking on the journey down the Fraser Mr. Bourchier said he had seldom experienced a more pleasant trip. Drifting down the 300 miles of river that stretches between here, he stated, one passes slowly through a beautiful realm of territory which could not be seen under more favorable circumstances for observation than off the deck of a drifting scow.

AN INCENDIARY BLAZE.

A fire, apparently of incendiary origin, was discovered by the occupants of a house on the outskirts of town early last Friday morning. Three women were asleep in the house when the smoke from a fire that had been started in a cellar entrance awoke one of them and an alarm was raised. Had the fire gained a few minutes more headway it would have been impossible to save the house. The alarm was given in town and the fire bell rung. Fire Chief Campbell loaded the apparatus on a rig, and our miniature fire brigade was rushed to the scene of the blaze, which they speedily extinguished. Investigations after the fire was under control, indicated strongly that the fire was the work of an incendiary. It is understood that the man who committed the dastardly crime left fairly plain clues, and arrests are expected to follow the investigations of the officers.

DESERTING THE CACHE AS A BUSINESS POINT

Amongst those who came down river from Tete Jaune Cache this week, were Mr. and Mrs. A. K. Bourchier, who left here last September with a scow load of merchandise to open a store at the head of navigation. Mr. Bourchier, after a successful season at the Cache, has returned to this place which will be his future headquarters.

"Construction" he said "has now passed through the little settlement at Tete Jaune Cache, and the thriving construction camp of a few weeks ago is one of the many derelicts left in the trail of Foley, Welch and Stewart's great track laying machine the Pioneer. Now the activity at the Cache, or Mile 53, is limited to the trans-shipment of the construction material from the steel which has just crept through the Yellowhead pass, into Foley Welch & Stewart's big steamboats. Huge quantities of supplies are also stored in the warehouses at that point. There warehouses are 600 feet in length, and docks have been built on the river side of them whilst the railway runs behind. Foley, Welch & Stewart have their headquarters at Mile 53, and their large office force will probably be located there until construction in the upper Fraser country is entirely completed."

Mr. Bourchier holds a commission as a Justice of the Peace, and his duties under this commission were by no means light at Tete Jaune Cache. There has been considerable

through Alberta.

There are only two policemen at the Cache to act as guardians of the peace in a mob of some three thousand men of all nations. A lot of these men are criminals by instinct, and under the circumstances it appears to be more by good luck than good administration that the government has avoided a large calendar of crime from the remote construction camps of the upper Fraser valley.

Mr. Bourchier came down the river on one of his scows. In the Grand Canyon a man named Barnett, who was handling the heavy steering sweep, was thrown overboard when the sweep struck a rock. Barnett took the oar with him, clinging to it in the water where he was reached by a line and hauled on board again.

With a partner Mr. Bourchier is building a heavy duty gasoline boat at Tete Jaune Cache which will be operated by him on the navigable rivers. He leaves on the next up-river trip of the steamer Chilcotin to bring his boat down.

Construction work is being pushed with all possible speed on the haute Fraser, and with the exception of some difficulty that is being encountered in the driving of a long dirt tunnel near the Goat river, progress is as satisfactory as could possibly be expected under present conditions. The tunnel above referred to, where engineering difficulties have been encountered, is situated at a point where the exact location of the road has been a matter of opposing opinions in the engineering staff, the location necessitating it being chosen owing to the shortening of the line by some two miles. Sium, or quicksand was struck after the tunnel had been driven a few hundred feet, and it is possible that the ground will have to be frozen and the tunnel lined with a concrete wall before the work can be completed there.

PLEASED WITH PROSPECTS.

C. L. Holden, of Chicago, a prominent Illinois hotel man, was amongst the arrivals on the last boat. Mr. Holden's visit was for the purpose of sizing up the situation here, with the intention of investing in real estate here in the near future. Mr. Holden, like many others from distant places, imagined from reading the advertisements of townsite promoters, that there was only one "Fort George", and that place was located up the Nechaco River. Finding his mistake after being landed on the gravel patch up the little river which was cited to him on the Steamer B. X. whilst en route as the genuine Fort George, he came hot-foot down to this place from where he might properly fulfil the object of his journey by looking over the Indian Reserve, the Hudson Bay land and this townsite, which in his opinion will be the town of the future, along the Fraser. Mr. Holden thinks it is premature as yet to make any statement regarding his future plans as regards Fort George, but he intimated that when circumstances justified he would invest in this locality. Mr. Holden praises the beauty of the Indian Reserve that is being laid out for the G. T. P. townsite, and stated that in his opinion this place would form a valuable continuation of that site.

A Firemen's Ball is to be held in the Fort George Theatre next Friday evening at 8.30. The proceeds of the dance are to be devoted to defraying expenses, and anything over this will go towards liquidating the liabilities of the brigade. Tickets are for sale at all business houses for \$1.50.

Divisional Engineer George, who is in charge of construction between Firzhugh and the Bulkley summit, arrived here last night from the head of navigation accompanied by Mr. Lowe, one of the government engineers.

30 TONS OF DYNAMITE TO BE USED IN CLEARING OBSTRUCTIONS IN RIVER

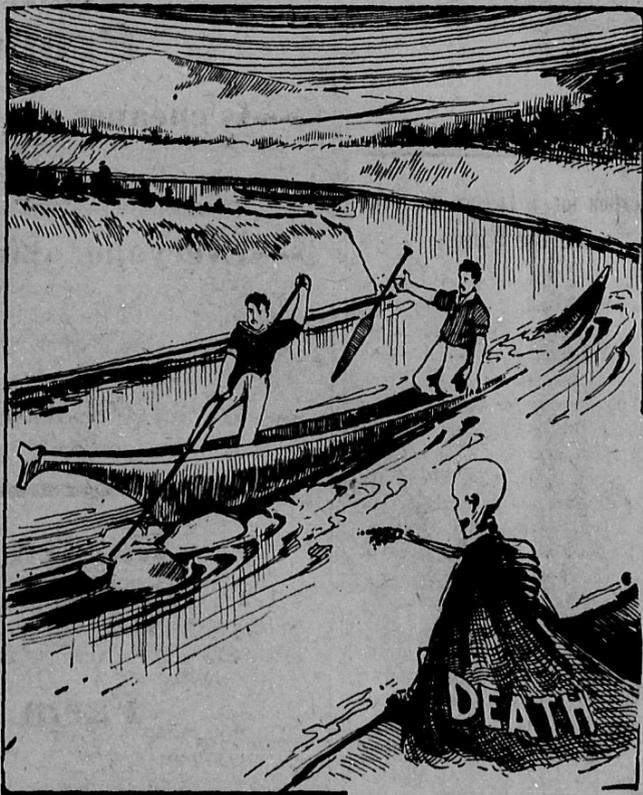
The work of clearing the obstructions to navigation out of the Fraser River will commence as soon as the stage of water permits. This is very welcome information in this district where for years the safety of lives and property has constantly been menaced by the dangerous rocks in the fairway of the canyon channels. The steamer Chilcotin loaded thirty tons of dynamite at the Grand Canyon this week which will be used in blowing out the canyons and rapids this winter. About 500 cases of this will be used in the Giscomb Rapids, about 30 miles above here, one of the most dangerous points for steamboat navigation on the river. A huge consignment will be used in blowing out the many rapids on the Nechaco river, which will be cleared to permit their navigation by large steamboats. This work is being undertaken by the railway contractors, who have an arrangement with the federal government for the carrying out of the work. For years the government at Ottawa have spent small appropriations on cleaning up the river, but the work has been ineffectually performed, and in some instances, notably when the district was represented by a supporter of the late Laurier government, the expenditures on the Fraser were often made the excuse for the expenditure of moneys among the gang whose activities for the cause entitled them to participate in the benefits of the "patronage." This sort of work did not result in the cleaning up of the river, and in many instances the appropriations were squandered without material results. This was particularly evident in the Cottonwood Canyon, 20 miles north of Quesnel, where an expenditure of about \$20,000 was made in 1908, with the net result of a trail round the rock walls of the canyon, which eat up most of the money and was of very little use, and a few rocks blown from the channel.

Some good work has been done on the river, however, but the expenditures have never been large enough at any one time to properly undertake the work of clearing out the obstructions in the dangerous places. Representations have repeatedly been made to the government with a view to having the work properly undertaken in anticipation of the time when it would be absolutely necessary, but until the present time no move has been made by the department of public works at Ottawa to this end.

There are three points on the upper Fraser River, above here, which are particularly dangerous to navigation. These points are the Giscomb Rapids a stretch of nearly seven miles of bad water about 20 miles up stream; the Grand Canyon, 100 miles north-east of here, and the Goat River Rapids, about 200 miles north-east. At all of these points it is absolutely necessary to successful and safe navigation, that dynamite should be freely used by experienced rock men in removing rocks from the steamboat channel. This work will be undertaken by expert rock men as soon as possible.

The value of the steamboats running on the upper Fraser river now approximates \$350,000,000. This valuation is being augmented all the time by the construction of new craft. Add to this the hundreds of lives that are endangered in these steamboats, in smaller power craft, and even in canoes and on rafts, and taking into consideration the roll of drowned during the past season, and it will be apparent that the government at Ottawa have not undertaken to discharge this vast obligation to the northern interior of British Columbia any too soon.

OH! YOU FOOLS!



The loss of life by drowning in the waters of the Upper Fraser this summer has been appalling. Next year it will be worse. It is time the authorities took steps to cope with the situation.

EXCURSION.

The steamer B. C. Express has been chartered by the South Fort George baseball club to run an excursion to the Nechaco river townsite tomorrow for the ball players and the fans of this place, who play tomorrow against the Nechaco men on the latter team's ground. The ball club trusts that everyone will take their excursion boat. The fare is seventy-five cents for the round trip. The game is called for four-thirty, and the excursion boat will leave here about three.

I. L. Peden, a brother of Mr. Russell Peden of the Northern Lumber Company here came down river from Tete Jaune Cache this week. Mr. Peden intends to locate here.

illicit liquor traffic in that section, by bootleggers who have been supplied from Edmonton. Mr. Bourchier states that he has been sending down on an average of ten prisoners a week to Kamloops Penitentiary. These prisoners were sent by way of Edmonton, through Alberta, down to the C. P. R. at Calgary, and back west to Kamloops. This trip takes seven days. On account of the Fraser river not being fit for safe navigation the steamboats on the upper river are only making such trips to distribute material along the line of construction, as are absolutely necessary, therefore a lot of traffic that was intended for the rapid and comfortable down river trip from the head of navigation, was returned

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 North-
ern Interior.

J. B. DANIELL, Editor.

The fact that the Dominion government have at last sanctioned the clearing out of the upper Fraser river, to render that great stretch of navigable waterway fit for safe navigation, is not a matter upon which we hasten to commend them. This work should have been undertaken two years ago, and had it been done at that time steam-shovels now marooned at Tete Jaune Cache would be tearing a two-thirds of one per cent. grade through this section for the Grand Trunk Pacific Railway. Martin Burrell, member for Yale-Cariboo, who is now Minister of Agriculture, has not distinguished himself by assisting in the development of this section. Perhaps he thinks that because we don't grow peaches up here the country is no good. Mr. Burrell has only once visited the huge section of his constituency lying north of the Canadian Pacific Railway in Cariboo, and that was in 1908, when he defeated Duncan Ross, the Liberal representative. We never had very much confidence in Duncan Ross, but we want to say that in our estimation he would have made a better representative for this section of country than the present incumbent, in these stirring times. There are but two matters which the Dominion government have the administration of that affect the welfare of new countries such as this, inland waterways or navigable rivers and government telegraphs. In both of these the new section of Cariboo has been slighted. It is up to Mr. Burrell to visit this section and find out a few things that are transpiring here.

The vacant-minded lad who spills his whimperings over the editorial columns of the Fort George Tribune has struck his metre at last. In his latest effort he spreads himself on an allegory—using his stockyard experience to supply him with his simile—A PIG. There is a place in the Bible, which we have read, by the way, which describes an act of the Saviour's. Finding a man possessed of a devil he cast forth the evil spirit into a herd of swine, which ran violently down a steep place into the sea. History repeats itself and its local application admirably fits the characters portrayed in the Good Book—the devil on deck, the herd of swine and the steep place. The whole bunch are headed for destruction, but take our tip and watch the devil make his get-away, whist the swine run hither and thither, seeking a way out of the mire he has made them stir up.

HOTEL ADDITION.

Work is actively proceeding on the construction of a 30 room addition to the Northern Hotel, on Hamilton Avenue. Albert Johnson, the enterprising proprietor of the Northern intends to make the new addition the most modern structure by construction and equipment, in this section of B. C. The walls inside the building are to be of lath and a modern sanitary system is being installed throughout the house. A basement extends under the entire building in which a modern heating plant will be installed. It will be remembered that the first hotel built here by Mr. Johnson, the old Northern, which stood at the foot of Fourth St. ect., was demolished by

fire, and to guard against similar danger Mr. Johnson is erecting a large water tower which is f.d by a gasoline pump already installed.

The new addition will add thirty rooms to the accommodation of the town. Messrs Bronger & Fynn, the contractors for the building, state that the work will be completed in about a month from date.

THE HOUSTON MEMORIAL.

J. W. Holmes, J. A. Irving and J. J. Malone composed a delegation to the council asking for support for the Houston memorial to be built in Nelson in honor of the late John Houston, first mayor of that city. The delegation stated that it was proposed to build a drinking fountain and monument at Vernon and Ward streets, to cost in the neighborhood of \$18,000. Of this amount they have already collected \$600, all but \$150 of which was subscribed by people outside of Nelson. They required \$1,200 more and suggested that the city contribute at least \$500, or such sum as they found it impossible to collect in the city.

Mayor Annable appointed Ald. Gleazer as council representative to act upon the Houston memorial committee. The contribution was left for the present.

Amongst the recent arrivals in town are Mr. Wm. Livingstone and his son, bridge contractors from the Boundary district of the province. Mr. Livingstone came to Fort George to look over the situation, and perhaps to locate hereabouts. After looking over the townsites from the vantage point of the Nechaco river jack-pine townsite, they came down to the real city that is growing up on the banks of the Fraser here and purchased a lot, and are now engaged in building a residence upon it. Both father and son are well satisfied at the prospects of our embryo city, and have decided to locate here.

Wm. Burnet, foreman for Contractor Sam McGoffin, was in town this week on business.

THE NEW G.T.P. HEAD

(From Saturday Evening Post.)

Any railroad president will tell you he has hardest job in the world—tell you tearfully and with an amplitude of detail that resembles a cost per-ton-per-mile sheet on a shipment of prunes from Los Gatos to Pottagumpus—and most of them have. A railroad president is forever scared two ways: he is scared of the men who work for him and he is scared of the men he works. His job is to get dividends for stock-holders and his dividend getters are the men who operate his road. Unless the dividend getters help him get dividends he gets it where the society queen wears the imitation-pearl dog-collar.

The lot of a railroad president is not a happy one. Should you, by any chance, attend a meeting of these distinguished gentlemen you will find them holding a grand lodge of sorrow always. No railroad president is ever cheerful. Always, no matter what is showing in the financial reports, he wails because some other road took some freight away from him; and always he finds in whatever administration is in power a direct assault on vested rights, which usually resolves itself into a bitter complaint that a state or a Government body has refused to let him hike his rates a few points above what the traffic will bear. "Why," he sobs, "cannot the Government let the poor, struggling railroads alone?" And the inquiry is generally incited by a recent experience before his board of directors, who have inquired, in a somewhat insistent and penetrating manner, how it is his receipts have fallen off while his expenses have increased—and does he think they put their money into his stocks for the fun of putting it in?

If it were not for the men that work for him and the men for whom he works the railroad president would have a heap of fun traveling around in a luxurious private car and making speeches before boards of trade and commercial congresses. As it is it is positively pathetic to

hear a railroad president plead that his stockholders should be allowed to make seven per cent on a capitalization of a few hundred millions more than the property is worth. Still, one must not blame the railroad president, because behind him is that fearful ogre, the board of directors—that bunch of fearful ogres to be exact—yelling for dividends. He has a perfect right to be scared. However, few of them voluntarily resign.

Having thus set forth some of the pleasures of the life of a railroad president who operates a road in this country, and some of the difficulties and hardships, let me direct your attention for a moment to a railroad president who may be said to have all the United States railroad presidents looking like idle sons of the very rich, when it comes to difficulties. I refer to the president of the Grand Trunk railroads—all of them; all of the trunks and the satchels and the suitcases embraced in that system which has several divisional names, including that of the Grand Trunk Pacific.

He has a three-cornered job and each corner is sharper than the others. First off, the Grand Trunk is Canada's very own. Also it is owned in England. Furthermore it serves six of these United States and is seeking an entrance to Boston. As Cy Warman says, it embraces the experience of being "damned Canadian" in New England and a "damned Yankee" in Canada.

Canada isn't very keen on the extension of her railroad systems into this country; nevertheless nearly one-third of the mileage of the Canadian Pacific is in the United States; and the Grand Trunk operates five thousand miles in this country, while the Canadian Northern has a line to Deluth.

They used to say of Charles M. Hays, the president of the Grand Trunk, who went down on the Titanic, that he was the one railroad man on the continent who could choose his job; and the task of selecting his successor had about as many difficulties as the successor will have. So, when they came to pick the man to fill Hays' chair, the men who had the choice considered the list of "those mentioned" which includes eminent American managers, distinguished Canadians and various extinguished statesmen, and grabbed one man who didn't want it. That man was Edson J. Chamberlin, of the Grand Trunk Pacific, who had

(Continued on page 3.)

Application for a Licence to Take and Use Water

NOTICE is hereby given that I, Francis Hoffercamp, of South Fort George, B. C. will apply for a licence to take and use one cubic foot per second of water out of Tan Creek which flows in an easterly direction through P. R. 1243 and empties into Fraser River near middle of eastern boundary of P. R. 1243. The water will be diverted at its source in Lot 820 and will be used for irrigation purposes on the land described as Pre-emption Record No. 1243.

THIS NOTICE was posted on the ground on the 15th day of July 1912. The application will be filed in the office of the Water Recorder or with the Comptroller of Water Rights, Parliament Buildings, Victoria, B.C.
FRANCIS HOFFERCAMP.
Applicant.

LOST

A sorrel cayouse mare, from Six-Mile Lake, branded (X over A) on left shoulder.

Finder will be rewarded on returning to owner. WILLIAM P. FRASER,
South Fort George,
July 27, 1912.

LIQUOR ACT, 1910

(Section 35.)

NOTICE is hereby given that, on the 27th day of August next, application will be made to the Superintendent of Provincial Police for the grant of a licence for the sale of liquor by retail in and upon the premises known as the Empress Hotel, situate at South Fort George, B.C., upon the lands described as Lots 15 and 16, Block 10, D.L. 934. Dated this 27th day of July, 1912.

GEORGE WARCUP,
Applicant.

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2 1-2 acre Garden Tracts, close in, that can be bought on easy terms, that later will become residential property. Prices \$75 to \$125 an acre. \$50 down and \$15 a month.

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NORTHERN DEVELOPMENT

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SOLE AGENTS South Fort George Townsite
OWNERS South Fort George Gardens

headquarters at Winnipeg.

Chamberlin was born in the United States, as was Hays. So was Sir Thomas Shaughnessy, president of the Canadian Pacific, by the way. New Hampshire is Chamberlin's state, but he lived there only until he was twelve, when his father died and he went to live with his uncle at Bethel, in Vermont. So he really is a Vermonter; whereupon he takes Green Mountain rank with several other railroad presidents, including Strong who once headed the Santa Fe; Robinson of the Mexican National, and Mellen, of the New York, New Haven & Hartford.

Chamberlin's first railroad work was with the Central Vermont road, where Mullen also served his apprenticeship; he had various positions and showed much aptitude. Then J. B. Booth, the big lumberman, took note of him. Booth owned a wilderness in Canada, and wanted to make it less wild by cutting the timber from it. He hired Chamberlin to build a lumber line from Lake Champlain to Parry Sound on Georgian Bay. Chamberlin took the job. He went to the front and stayed there, sparing neither himself nor his men. He lived in that wilderness, out in the open, driving that road through until he completed the task. Then Booth named his road the Canadian Atlantic and Chamberlin became general manager.

The Canadian Atlantic runs through Ottawa, and seven years ago the Grand Trunk took it over. Chamberlin resigned and went down to Mexico. His experience in building that lumber road had given him a taste for the work. One day he was talking with Frank W. Morse, then in the Grand Trunk Pacific, and Morse asked him what he had in mind.

"Nothing much," Chamberlin replied; "but what I'd like to do would be to build a transcontinental railroad."

Morse remembered that, and when Morse left the Grand Trunk Pacific to go to the Chicago & Alton he told President Hays he knew of a man who could push the Grand Trunk Pacific through.

"What's his name?" asked Hays. "Ed Chamberlin."

Hays was familiar with Chamberlin's record, and he wired to Mexico and asked Chamberlin to come up and see him. Chamberlin came up telling the folks in Mexico he would be back in two weeks. Two months later he appeared in Mexico in a Grand Trunk private car, gathered in his family, stowed away his pointer pups and left to take charge of the Grand Trunk Pacific. Before Chamberlin took hold the headquarters of the Grand Trunk Pacific had been in Montreal. Chamberlin moved them to Winnipeg, and he continued to live in Winnipeg until he was called to Montreal to succeed Hays.

Chamberlin is a big burly man, who is popular with railroad officials but who has had his differences with the railroad unions. He is an outdoor chap and a crack wing shot. He specializes in pointer dogs, has a number of fine ones, and is happiest when he is out in Saskatchewan with dog and gun, where the chickens are plentiful and the shooting is good. He began to save his money early and is rich.

The death of Charles M. Hays and the promotion of E. H. Fitzhugh to the presidency of the Central Vermont road, which is the name of the Grand Trunk's New England system, practically eliminated the Wabash crowd from the Grand Trunk in Canada—the Wabash crowd that took hold of the Grand Trunk when it was a single-track, third-rate, moribund affair, and expanded it, built it up and made it a big double-track system. They wanted to knight Hays but he refused. Hays remained a citizen of the United States until his death. Likely as not, one of these days King George will signify his willingness to tap E. J. Chamberlin on a broad shoulder with a sword and extend a cordial invitation to him to Rise, Sir Knight! Canadian railroad presidents usually have a chance to become knights. Likely as not, too, if E. J. Chamberlin accepts the title he will be the first knight who ever lived as a boy in Bethel, Vermont—which will be going some for Bethel.

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A.P. ANDERSON

BUILDER AND CONTRACTOR

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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. jml20

CHURCH SERVICES.

ST. STEPHEN'S CHURCH—1st, 3rd and 5th Sundays in month, Holy Communion, 8 a.m.; Evensong and Sermon, 7:30 p.m. Second and 4th Sundays in month, Matins, 10:30 a.m.; Holy Eucharist and Sermon, 11 a.m.—Rev. R. H. Isaac, Williams, Vicar.

KNOX CHURCH—Services every Sunday evening at 7:30. C. M. Wright, Minister.

METHODIST CHURCH—South Fort George—Service will be held every Sunday morning in the Maple Leaf Theatre at 11 o'clock. T. Griffiths, pastor.

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Contractors and Builders Hamilton and First streets



CANCELLATION OF RESERVE

Notice is hereby given that the reserve existing on crown lands in the vicinity of Stuart River, situated in the Cariboo district, notice of which, bearing date December 17th, 1908, was published in the British Columbia Gazette, dated December, 17th, 1908, is cancelled in so far as the same relates to the lands surveyed as Lots 1111, 1114, 5415, 5379, 5438, 5380, 5381, 5382, 5388, 5384, 5385, 5417, 5419, 5391, 5389, 5388, 5387, 5388, 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, 5428, 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, 6272, 6298, 6297, 6296, 6299, 6271, 6266, 6264, 6259, 6273, 6280, 6281, 6279, 6274, 6260, 6253, 6267, 6170, 6230, 6236, 6291, 6269, 6268, 6262, 6261, 6275, 6278, 6284, 6277, 6276, 6265, 6266, 6267, 6263, 6292, 6230, 6294, 6295a, 6301, 6305, 6300, 6299, 6303, 6304, 6307, 6308, 6306a and 6305, all in the Cariboo District.

ROBERT A. RENWICK, Deputy Minister of Lands.
Lands Department,
Victoria, C.C., 12th June, 1912 Jun22sep14

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,
Queens, B.C.
Solicitor for Cooke, Peden & Company, Limited.

MAIL ORDERS

We do a large mail order business and guarantee satisfaction.

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

Give us a trial

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Front Street Quesnel, B. C.

Prospective Builders

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

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All Kinds of Lumber and Mouldings For Sale.

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Pioneers in Sawmilling and Steamboating on the Upper Fraser and Tributaries.

Our GUMLESS SPRUCE SIDING and V-JOINT will not warp, check nor shrink erdways, 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 subdivision. 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.

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FOR SALE: Farm Lands, Garden Tracts, Timber Limits, Mineral Claims, Valuable town lots.
LIST YOUR PROPERTIES WITH US. References: The Trustee'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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FOURTH STREET SOUTH FORT GEORGE

LOCAL DISTRICT

Frank Moshier, a well known trader of Stuart Lake, arrived in town on Wednesday last on a business trip. Mr. Moshier states that crops in the Stuart Lake country are looking good, and that settlers in that section are prospering. The Stuart Lake country is a splendid territory, containing mineral, good land and a magnificent system of navigable waterways. With the advent of railroad transportation immediately to the south the rapid development of that section will follow as a matter of course. Already land values are on the rise, and some talk is heard of a townsite near the Hudson Bay land there.

Glowing reports are constantly reaching here of the newly located pre-emptions on the Fraser River above here. At Tonequah Creek, between the mouth of Bear River and the Grand Canyon, the pre-emptors are busily engaged in clearing land and getting their locations under cultivation. The upper Fraser river country is a perfect paradise for the settler. The land produces an abundance of crop when cleared, and transportation along the entire area of the valley will be a simple problem once the steel pushes down the located right-of-way towards this point.

Dr. Welch, the veteran dentist, who has been practicing every summer in the Cariboo district for many years past, has been in town for the past week. He will leave for the south again on the 10th.

John W. Smith of Denver, Colorado, and W. O. Larson, of Regina, Saskatchewan, were visitors here this week. Both are large realty owners looking for investments in this district.

Mrs. S. Lund, wife of Sten Lund, of the Lund Rogers Construction Co., of Minneapolis who have a large section of work on the G. T. P. up the Fraser, joined her husband at Mile 186 recently. Mr. Lund will reside here next winter.

Willis J. West, manager of the British Columbia Express Company arrived here on Thursday last from a trip over the wagon road between here and Quesnel. Al Young, the well known driver brought Mr. West in over the road. The object of this trip was to lay plans for the stabling of relay horses and the solving of the passenger accommodation problem between Quesnel and South Fort George, in view of the semi-weekly mail and passenger service that is to be in vogue this winter. Mr. West states that the road work this summer has vastly improved the route, especially at Blackwater, where the steep and dangerous grade into the valley from the south side has been abandoned for a well laid out descent which is now being built and which will be completed, together with other grade improvements, in time for the fall and winter traffic.

A Montreal press despatch of recent date announces that news was received there to the effect that the issue of bonds for the Pacific Great Eastern Railway were granted by the British Columbia Government.

This road is to be built in agreement with the G. T. P. to give connection between Vancouver and the G. T. P. at Fort George.

It is announced that before the autumn four thousand men will be at work on the line and that it will be completed in two years' time.

A. G. Hamilton purchased a gasoline boat this week for use between his ranch and this place.

Edward Seabach, of Sealach & Hubble, came into town for a brief visit this week. Giscombe Portage is the natural entrance to the Peace River country in B. C. Someday the government may realize this—when it is too late.

Several fishing parties have left town lately for Six Mile Lake. The sport is excellent, we are told, at that point.

Firemen's Ball on Thursday next.

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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All kinds of tin and sheet iron work done.

Camp stoves Hot air Furnaces, etc.

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Smokers' supplies a specialty

Four pool tables
Splendid environments

CARD OF THANKS.

Mrs. Irene Jordan begs to express her thanks for the prompt action of the South Fort George Fire Brigade at the event of the fire in her residence on Thursday last.

FOUND—Stray horse about one week ago. Grey and white face. No brands. Owner can have same by paying expenses.

GEORGE HAAS.

(For information see milkman in town.)
South Fort George, Aug. 3, 1912.

A PROMINENT VISITOR.



GEORGE JOHN HAMMOND.

Mr. Hammond, president of the Natural Resources Security Company Ltd., is paying a short visit to his townsite up the Nechaco. Mr. Hammond has probably sold more twenty five foot lots than any other man in the world. This picture was taken some years ago when Mr. Hammond was laying the foundation for one of his earlier fortunes. It is the only picture we have of him, however.

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.

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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.

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A careful man, with a systematic savings account, will in time of need receive greater consideration from his banker than the man who lives up to his income. If you have not already done so, open a systematic savings account with this Bank. \$10 deposited monthly will, at 3 per cent interest, compounded half-yearly, within 10 years amount to nearly \$1400.

CAPITAL AND SURPLUS \$6,650,000
TOTAL ASSETS \$50,000,000

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H. C. Seaman, Manager South Fort George, B.C.

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