

The season of navigation opens May 1st. Transportation will be procurable from Edmonton, Alberta to Ashcroft on the C. P. R.

FORT GEORGE HERALD

This trip will be unrivalled for its novelty, for the scenery en route, and for the comfort and speed in which such a journey may be made.

VOLUME 3, NO. 12

SOUTH FORT GEORGE, B. C. MARCH 30th, 1912.

\$3 PER ANNUM

Bustling Construction Camps Here Within Next Few Weeks

Thos. Moore, Wm. Hunt and Pat McCloskey arrived here on Tuesday having "mushed" over the pack trail from Hazelton, making the journey in twelve days. They are employees of the firm of Sheedy & Smith, who have the contract for clearing the right-of-way from Aldermere to Fort George. The right-of-way has been completed to Fraser Lake and within the next couple of weeks work will be commenced westward from this point to join up with the completed line from the Pacific. Mr. Sheedy, the active member of the firm, will arrive here within the next few days, coming over the road from Fraser Lake via Blackwater.

The new arrivals bring word that the grade has been extended far down the Bulkley valley and is now at a point near Burns Lake.

Steel from the west reached the Skeena river crossing two weeks ago. This information shows that the company has made rapid progress during the past two months and gained three weeks over the time in which it was expected to reach the Skeena.

It has also been learned that in seeking rock bottom for the piers of the bridge to cross the river into New Hazelton, the company struck rock thirty feet before they expected to, with the result that considerable time and the use of 10,000 barrels of cement was saved. The piers are now finished and in readiness for the steel construction.

Fine weather is given as the reason for the rapid construction being realized on the line. The weather during the past three months has been unusually mild along the line of the new railway to the steel-laying and practically all the snow is off the ground.

FORT GEORGE BRIDGE NEXT.

All the machinery and equipment for the building of bridge piers that was in use on the Skeena is being shipped to Tete Jaune Cache and will be brought here with the opening of navigation. Work will then be commenced on the five massive piers that are to span the Fraser at this point.

There are two surveyed lines crossing the Fraser from the Indian reserve here. One crosses by way of Observation island at the mouth of the Nechaco; the other is some distance south of this at a point just opposite the mission church. At the latter site the channel of the river narrows considerably, making the problem of bridge construction a simple one. By the latter line the approach to the right-of-way on the opposite shore allows an easy grade, and for these reasons the opinion is general that the southern site has been chosen by the railway contractors.

THE RACE IS KEEN FROM EASTERN END

From the east, railhead on the main line of the Grand Trunk

Pacific is now at a point 28 miles west of Yellowhead Pass.

Unusual activity prevails on the 25-mile gap separating it from Tete Jaune Cache. The contractors are anxious to have the track extended without delay to the latter place, which is the head of navigation on the Fraser and where they are constructing two stern-wheel steamboats to be used in distributing material and supplies for the section all the way from Tete Jaune Cache to Fort George.

With the object of finishing the gap before the spring freshets arrive, gangs are engaged day and night at construction work. The sight of carbide lights in the deep cuts filled with laborers presents a strange spectacle at night in that remote region. Five hundred teams are also engaged in hauling supplies over a sleigh road to Tete Jaune Cache which will be the base camp all next summer.

Early spring will see the grading outfits strung along the Fraser river all the way to Fort George.

HIGHLY ILLUMINATING

E. H. Molstead, president of the Fort George & Fraser Valley Land Co., Edmonton agents for the Hammond townsites, has the following brilliant idea in an interview with an Edmonton paper:

"Another factor that has cleared up the railroad situation is the recent decision of the railway commission at Ottawa to leave the location of the G.T.P. station with the Fort George board of trade. This will eliminate the pretensions of outside townsites."

Molstead is well known here and statements emanating from him generally need revising. The above statement by Molstead is not the result of error, but absolutely untrue.

CITY AND DISTRICT

Six passengers arrived on last evening's stage.

H. E. Cordingly, of Vancouver, was an arrival on last evening's stage. He takes the position of accountant for Kennedy, Blair & Co.

J. P. Enemark, of the B. C. Market, left on Sunday for Soda Creek to complete arrangements for shipment by first boat of live stock bought last fall for spring delivery.

On election day M. C. Wiggins presided as deputy returning officer, with William G. Fraser as poll clerk. The poll was held in the road superintendent's office on Second street.

Mr. Moore, official of the provincial land department, who spent a couple of weeks here investigating matters connected with pre-emption lands, left on Monday's stage for the coast.

Sleighing is now practically a thing of the past. In the open spaces not a vestige of snow remains. The past winter's snowfall was an unusually light one and an early breakup of the river ice is predicted.

H. Baker, freighter, arrived from Quesnel Monday with 4000 pounds of powder for road construction in this locality this season. The explosives are stored on the Collins Addition. Similar quantities have been forwarded to Nechaco and Fraser Lake.

J. B. Daniell, editor of The Herald, left Monday for Ashcroft and coast cities. Mr. Daniell, as is probably well known, is being sued by Geo. J. Hammond, president of the Natural Resources Security Co., for criminal libel in connection with statements made in this paper regarding Hammond's past career. The trial is set for the May assizes at Clinton.

I. A. White has acquired the interest of A. G. Hamilton in the livery business hitherto conducted by Hamilton & White and will carry on the business at the old stand on Second street. Mr. Hamilton goes to the farm across the Mechaco, to which place he has already forwarded farming implements, seed and equipment for the spring work. Not wishing to break off too suddenly with the busy affairs of city life, he promises his friends to come over and spend Dominion Day with them.

The Era of Expansion and Development Has Arrived

NEW SCHOOLHOUSE AN URGENT NECESSITY

During his recent visit here Mr. John A. Fraser was a visitor to the public school and made inquiries as to the number of pupils registered. He learned that at present there are more than 30 children of school age resident here, but that less than half that number are attending school owing to the crowded and unsanitary state of the schoolroom.

Mr. Fraser promised to urge the immediate construction of a commodious government school. The school trustees are also in communication with the department of education, so that the present state of affairs promises to be speedily remedied.

W. F. COOKE RETURNS

W. F. Cooke, of the Northern Lumber company, who has spent the past three months in the east, returned to South Fort George on last evening's stage. Mr. Cooke, like all who have visited outside points of late, predicts an enormous influx of people to this country this year. South Fort George still holds the palm as an investment proposition, he says, and the demand for residence and business property will be keen with the opening of navigation.

Mr. Cooke was the representative of the independent interests of this district at the recent sitting of the railway commission at Ottawa, and promises The Herald a full report of the proceedings at an early date.

The Bank of B.N.A. has opened a branch in Lillooet with Mr. Jas. Cran as manager, who is well known here.

CONSERVATIVES MAKE CLEAN SWEEP

Conservatives . . .	40
Liberals	0
Socialists	2

Thursday's provincial election resulted in a clean sweep for the McBride government. The complete returns show that out of a total of 42 seats the Conservatives won 40. Not a single Liberal is elected. Nanaimo and Newcastle, true to tradition, returned Socialist members. Brewster, the lone Liberal in the last parliament, went down to defeat in Victoria. The opposition is now composed of the two Socialists, Parker Williams, of Newcastle, and J. Place, of Nanaimo.

The Conservative candidates for this riding, Mr. Jno. A. Fraser and Dr. Callanan, were returned by good majorities. The result of the final count of ballots had not been received up to noon today, but it is believed Mr. Holt, the Liberal candidate, has lost his deposit.

Mr. Fraser heads the list of candidates by a large majority. Fort George townsite, on the Nechaco, was the only polling place to give the Liberal candidate a



JOHN A. FRASER, M.L.A.
Re-elected to the Provincial Legislature in Thursday's Election.

majority. Thus did Hammondville leap into fame in a day.

Here is the official count of ballots as received up to noon today. With Chilcotin, Beaver Pass, Stanley and Soda Creek yet to hear from, it is conceded

that the Conservative majority will be largely increased:

- Blackwater—Fraser 6, Callanan 2, Holt 1.
- South Fort George—Fraser 42, Callanan 25, Holt 21. (Four spoiled ballots.)
- Fort George—Holt 23, Fraser 19, Callanan 11.
- Quesnel—Fraser 80, Callanan 65, Holt 57.
- 150-Mile House—Fraser 27, Callanan 18, Holt 12.
- Horsefly—Fraser 11, Callanan 4, Holt 6.
- Fraser Lake—Fraser 18, Callanan 11, Holt 3.
- Quesnel Forks—Fraser 6, Callanan 5, Holt 1.
- Barkerville—Callanan 68, Fraser 18, Holt 11.

PROMISES REDISTRIBUTION

Premier McBride, in a telegram to a prominent Conservative of this district who urged upon the premier the need of more direct representation for Fort George, replied as follows:

Victoria, March 26, 1912.

Yours of 8th just received on my return to Victoria. Question of redistribution will be taken up at an early date. R. McBRIDE.

If any uncertainty really existed in the minds of the people as to the future of South Fort George and its prospects as the centre of the real activity that is due to commence with the opening of spring, that disbelief has been banished by the recent decision of the Dominion Railway Commission in refusing the application of a townsite exploiting outfit for the location of the railway station in proximity to their galaxy of subdivisions.

The clear Cariboo air in the vicinity of this metropolis is full of the quintessence of optimism and energy. Procrastination has been relegated to the distant past, and henceforth things are going to happen in quick succession in the capital of New Cariboo.

The reader may perhaps gather from the foregoing that South Fort George is approaching an era of expansion and development. This is correct. Present indications lead to the conclusion that more permanent and substantial buildings will be erected here the coming season than during the two year period since the birth of the town.

Following is a list of buildings arranged for during the past few days:

The Traders Bank, Hamilton avenue. Plans are now completed for a handsome 2-storey bank building 24x50. The upper floor will be finished for manager's quarters and the building and its appointments thoroughly modern. It will be furnace-heated.

Mr. Al. Johnson, proprietor of Hotel Northern, has completed plans for a large 30-room addition to his well-known hostelry.

Close & Brown will commence shortly on the construction of a California bungalow on Sixth St. This residence will be, without doubt, the finest in this section of country. The plans are the work of a celebrated architect.

Mr. Hilbert is constructing a two-story building on Hamilton avenue, a short distance west of Hotel Northern.

Messrs. Gross, McLean and Smith will build new residences, those of the two last named now being under way.

BOARD OF TRADE EXECUTIVE MEETING

The executive of the Board of held their regular meeting in the Frehall on Monday, J. R. Campbell presiding.

Ways and means were discussed as to the best method to raise the funds necessary for the construction of sidewalks on the principal streets, and the matter was finally left in the hands of a committee composed of Messrs. Wiggins, Seaman and the Secretary. Messrs. McLaughlin, Wiggins and the Secretary were appointed a publicity committee.

The necessity of hospital accommodation was discussed, but no definite action was taken in the matter.

THE ELECTIONS.

The result of Thursday's elections, in which the Conservative government was returned to power practically without opposition, means much to the province of British Columbia and to this district in particular. The stamp of unanimous approval has been placed on the progressive policy outlined by Premier McBride, the outstanding item of which is government aid for the immediate construction of a line of railway from Vancouver to Fort George. Thursday's sweeping victory has guaranteed the district of Fort George an early completion of this road to the trade centres of the coast.

Locally the election created considerable interest, though the return of the government candidates, Mr. John A. Fraser and Dr. Callanan, was conceded by all parties. The efforts of the supporters of the lone Liberal candidate, Mr. John Holt, were aimed chiefly in the saving of that gentleman's deposit, and this was accomplished by a narrow margin. Still, the showing made by Mr. Holt in a few polling places was surprising. Over on the Nechaco townships, out of a total of 42 votes, Holt received a majority of five. In every other polling place throughout Cariboo the government candidates were given a majority.

Dr. Callanan, evidently feeling certain of his return to the legislative halls, made no campaign whatever, and the larger vote polled by Mr. Fraser is explained by the vigorous campaign he waged from one end of the district to the other.

NEW CONDITIONS.

It is confidently expected that by diligent effort the Fort George-Stoney Creek road can be opened for traffic at the end of this season. In that event the Board of Trade would do well to remind the postoffice department that a mail service will be required between here, Fraser Lake and way points. The old routes and contracts for the delivery of mail in these parts much change on the advent of the G. T. P. railway, and it must be accepted as a fact that within twelve months we can obtain a better mail service over the railway, with stage or steamboat connections on the upper Fraser, than we can over the Cariboo road. The attention of the authorities, both federal and provincial, cannot be too persistently called to the impending changes affecting the interests of every resident of northern Cariboo, in order that every department of the public service may be prepared to handle with dispatch the increased volume of business thrust upon it by the inauguration of transportation facilities between this point and the east by way of the upper Fraser.

The resuscitation and complete rejuvenation of the Board of Trade is a source of satisfaction to the citizens of this thriving trade centre. The fact that the Board is taking up matters of supreme moment to the town and its welfare—hospital accommodation, and the need for more sidewalks—should arouse the interest and support of every resident

and property owner. South Fort George, as a town of permanency and a field for lucrative investment, has no peer in the New Cariboo.

The report circulated yesterday that late Liberal candidate Holt had been offered the position of townsite manager for George J. Hammond, is effectively contradicted by one in authority, who states that a brand new "tyee" from the Bower building is now en route to assume the foremanship. The perpetrators of this alleged joke on Mr. Holt owe the late Liberal candidate an abject apology.

It is now up to the Hammond townsite organ to claim credit for the defeat of the government candidates at the Hammondville poll. In last week's issue of the Tribune a deliberate attempt was made to discredit Mr. Fraser, the energetic member for this district. The attack was all the more surprising considering the fact that the townsite organ has received hundreds of dollars in government patronage during the past year.

THE HEROIC RAFTSMEN.

A gentleman named Jones, who sells nails and tarpaper to the good people of Edmonton, left that place last fall and journeyed over the new G.T.P. construction to the end of steel en route to Tete Jaune Cache as a point for embarkation to Fort George. Mr. Jones came down the Fraser river on a raft with a couple of companions, and seems to be laboring under the impression that he has done something very wonderful, for a thrilling story of the journey down the Fraser appears in the current issue of the "Wide World Magazine." The story may convey the idea that Mr. Jones is in the Livingstone or Speak class to the distant readers of the "truth is stranger than fiction" magazine, but the yarn takes us back to the controversy that raged some years ago over the statements of that vivid imaginor, Louis DeRouge-mont, whose stunts on some desert isle appeared in the "Wide World Magazine" and were so largely commented upon.

The journey down the Fraser River on a raft has been made so many times that it is commonplace. If Mr. Jones had inquired he might have learned that many years ago, before the building of the Canadian Pacific Railway, parties of voyageurs even made the trip with horses on their rafts. The sort of publicity given by the "Wide World Magazine" to such occurrences as Mr. Jones' experience on a raft do not inspire one with any great degree of respect for the balance of the material gathered in its pages from pseudo-adventurers. The journey down the Fraser is certainly not one to be attempted by "greenhorns." The shores of this river are already littered with the cairns of the drowned, and such balddash as the article referred to may lead to the emulation of such stunts by men who imagine they are performing great deeds of valor, whereas in reality they are undertaking something the gravity of which they do not realize in the least.

THE LAND, AND THOSE WHO MAKE GOOD ON IT

(By K. MYERS AND HUGH SAVAGE.)

There are many who have run the gauntlet of the "knoekers" along the trail, only to find that when automobile and steamer can no longer carry them, their courage ebbs to a vanishing point, just as their seeming goal at Fort George is reached. But he who has first counted the cost, and knows of the conditions of life in new lands, will likewise know that Fort George is but the center or jumping-off place for the land seeker to head for. And there, too, begins the expensive process of locating a suitable portion of mother earth.

The settler will learn soon after the steamer brings up against the landing that practically the whole of the land in the vicinity of Fort George, which is suitable for farming has already been taken up by men who got on the scene before

him. A great deal of it belongs now to realty companies, the remainder to private individuals and pre-emptors. If he wishes to locate near the city, which it appears certain will grow around the meeting place of the Fraser and Nechaco, he must buy.

On the other hand, should he wish to take up government land under the pre-emption system, he must head northward where a tract of 250,000 acres has been recently thrown open for this purpose by the provincial government.

The land registry for the whole of this district has, up till lately, been situated in Barkerville, and there, owing to the enormous number of applications which were received and for other reasons, a considerable amount of leeway has to be made up. However, the government office has now been built on land adjoining the Hudson's Bay store, and from it the surrounding country will in future be administered. Officials are installed and matters are being straightened out considerably.

It is probable that of the large pre-emption tract mentioned a considerable amount will be found to be covered by previous applications for purchase, and in a lesser degree it may happen that land now apparently staked will be found to lie open.

However this may be, accurate information may now be obtained on the spot by the land looker.

Here as on the prairies are land cruisers and locators. One may try them if one wishes. Certainly it is to their advantage to get a man properly located. The present arrangement is one of "when you get official notice that the land we have shown you is available for your purpose, pay us our fee."

Government land costs the pre-emptor \$1 per acre. He pays nothing for two years, and then 25 cents per acre for the succeeding four years.

And of what nature is this land, which may possibly be acquired at the foregoing price, or that which is held for sale at prices ranging from \$10 to \$25 per acre?

If you come by road from Quesnelle to Fort George the country traversed will not greatly impress you with its farming capabilities, save here and there in patches. Neither if you are content to eat your head off lounging round the town waiting for the good green earth to run to you, or listening to disparaging stories, will you grow more hopeful.

Yet, westward of your northern trail lies a rich farming country around the Mud valley, and over the big brown and green bank of the Fraser, which looks at you always, there lies a broad expanse of agricultural land, both samples of that which scattered in all awaits the coming of the plow.

The trouble, you find, is that everything beyond the company's store and its fertile fields is so new

(Continued on page 3.)

I am prepared to Locate Pre-emptors
ON 160 ACRES OF
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155 acres 6 miles above Fort George on Nechaco River with G. T. P. survey through property. Price \$12.50 an acre 1-3rd cash, balance 6, 12 and 18 mos. Settlers located on 160-acres of good Government land. FOURTH ST. SOUTH FORT GEORGE, B. C.

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Eight Sections

South of Fort George, between West Lake and the Fraser River. The Pacific & Northwestern line taps the east end of this block. **\$12 an Acre**

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South Fort George, B. C.

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All marked 1912. Come in and pick yours out.

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General Hardware and Sheet Metal Workers. All kinds of tin and sheet Iron work done.

Camp stoves: Hot air Furnaces, etc.
LASELLE AVENUE SOUTH FORT GEORGE.

THE LAND AND THOSE WHO MAKE GOOD ON IT

(Continued from page 2.)

and untried. The town is new, the country is new, its resources, both mineral and agricultural, at present largely untried, and comparatively only scratched. But surely someone must be making good, you say, so accordingly you look around for him.

Walk along the Fraser to the reserve and an Indian will gladly—and for 50 cents—ferry you over the swift stream in his cottonwood canoe, for the government has not yet installed its promised ferry. There are two of these useful institutions to be put in hereabouts, one across the Nechaco, linking up the trail to Giscombe and the adjacent districts, the other connecting the eastern bank of the Fraser and giving access to the valleys beyond.

You land at the foot of a recently constructed wagon road, and, climbing the first steep ascent, follow the curves and undulations for some two miles. There then appears a snug log house, with stable, chicken roost and outbuildings, all neatly fenced, and standing within a cleared patch of some ten acres. Here dwells the man who is making good. Let us see what his experience has been.

He holds a purchase of 320 acres, land which up till eight months ago looked just the same as the surrounding country; here, almost clear of timber, save for a growth of willow. That fire has in all probability swept this tract on two occasions can be deduced from an old growth of scorched willow. The soil is a clay-like formation called silts, and above it lies in a depth varying from a few inches to one foot, a layer of vegetable loam. When plowed up and exposed to sun this land, says our informant, should be capable of growing anything. Certainly the present crops in his clearing show goodly promise of his words being true.

Here the timothy, millet and clover promise feed for the winter; the frost did not touch the potatoes, and turnips, roots of all kinds, lettuce, parsnips, cabbage and similar garden truck are all flourishing. This settler is also planting fruit trees. They may bear or may not, in any case they will afford welcome shade and beautify the place. But with the smaller fruits and berries more definite results may be looked for. The wild strawberry grows luxuriantly over the whole land and ripens, and experts aver that this is a most promising sign.

The ground contains plenty of moisture, the rainfall in summer being quite adequate to preclude any irrigation methods. Our friend is sinking a well. He went through fourteen feet of silts, then sixty feet of gravel, and still has not struck water. However, a stream exists not far away. "I shouldn't wonder if there was not an old river bed under that gravel," he said, "and it is possible that some one in sinking wells may find a paystreak, if conditions here may be judged from those in Alaska. After all the streams here head in the same direction as does Williams creek, and Barkerville is not so far away."

But to return to the land. A further mile along the trail and one stands overlooking a fine valley, patched here and there with green timber, but for the most part practically cleared by the same agency of fire mentioned previously, and bounded by the bold outline of the Cariboo range, which crosses the Fraser, fifteen miles south at Fort George Canyon. Southward again equally good land is reported.

A further couple of miles will bring one to a cluster of pre-emptors. Their holdings are green with growing oats, which are cut for feed. The soil here is similar to that we have considered, but as one goes southward there is greater depth of black loam. Northward lies the Six Mile Lake country and in all this expanse we are informed there are only eleven settlers. There are others to whom the land has been sold and who are probably waiting for the railway

to commence construction nearby before coming in. The price asked is from \$18 to \$20 per acre. On the northern bank of the Nechaco fruit trees are being experimented with, and oats look well there.

This little survey of what anyone may actually see for himself may be of use to the intending settler. At present summer frosts occur, having sometimes the most peculiar effects. For instance, on June 19 last, out of twelve rows of garden truck grown in a garden of South Fort George, seven were frosted and the other remainder untouched. These summer frosts will—if one may judge by the results achieved in other newly developed countries—gradually be eliminated and disappear, as the ground is cleared and opened up to the sun. At present, in the woods which cover the land, the top layer of mossy vegetation has the same effect of keeping the sub-soil cold, as is produced by wrapping up ice in a blanket. The trees are easily felled, as the roots are for the most part on the surface though sometimes having a tap root into the silts beneath. You may just cut these roots and leave the wind to do the rest if you will. The silts soil may be seen on the newly cut roads. Fresh, it looks like good brickmaking material, but on the older cuts you may see its disintegration into soil, which everyone claims is capable of returning the very best results.

At this time of writing the work offering in and around Fort George is limited, and there are enough to do it. Consequently a man taking up land should be prepared to stay with it. In any case this is the type of settler most to be desired, as the time spent in working out is the very period when he can best improve his holding. Stock must be fed for from three to four months. The winters, through cold, are dry and healthy, wind being rare.

A reliable estimate of the amount of money needed to bridge over the first two years which will elapse before returns are received from a farm is \$2,000. This, when the settler is actually arrived on his land. Many may do with less, especially when construction work on the railway begins, but it must always be borne in mind that prairie conditions are not those of the northern interior of British Columbia. In any case you must buy your land, and you will probably have to clear it.

The possibilities of any new land are a quantity which no man may estimate with certainty. But as far as one may judge, from the strategical position occupied by Fort George, from the promise of the agricultural and mineral development of the district it centers, there is every likelihood that for the type of sturdy farmer who has made good under similar conditions, or indeed for anyone who is prepared to go slowly and learn as he goes, opportunity waits here on endeavor, but—come well heeled.

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