

FOR EXTENSION OF P. G. E. TO ALASKA

Premier McBride to Visit Washington Seeking Co-operation of American Government.

Sir Richard McBride will seek the co-operation of the United States government in a project for extending the Pacific Great Eastern railway by main and branch lines through Alaskan territory, tapping the principal mining camps. It is proposed to extend the line from Fort George through the undeveloped regions of Northern British Columbia and Yukon territory, and incidentally provide Alaska with transportation facilities. His visit to Washington, where he will interview President Wilson and members of the cabinet, will take place in April following the delivery of the annual address to the students of the University of California on March 22.—Public men who have been similarly honored by the university in recent years include ex-President Taft and Hon. William Jennings Bryan, secretary of State in the Wilson cabinet.

It is understood that the co-operation of the Dominion government will be sought, and it is not unlikely that the premier may visit Ottawa before returning home. The precise route will not be determined until preliminary surveys have been made and the attitude of the United States authorities as regards the Alaskan portion of the line has been ascertained.

ST. STEPHEN'S CHURCH

On Easter Day all the seating accommodation was taken at evensong, at St. Stephen's Church. The church wore decidedly a festive appearance and was decorated with spruce boughs. The service was hearty and bright and all the hymns were well-known Easter ones. Miss. McArthur played the organ.

The vicar, (Rev. R. H. Isaac Williams, M. A.) delivered his Easter message from the text "O ye of little faith, do ye not remember how that He said that He would rise again on the third day? He is not here but risen."

The children presented their Lenten savings for Canadian missions, and the collection which amounted to \$10 was given as an eastern offering to the vicar.

The annual Easter Vestry Meeting will be held on Monday at 8 p.m.

BARKERVILLE REPORTS RICH GOLD STRIKE

Barkerville, March 22.—A rich strike of gold has been made during the last two weeks on Conklin's Gulch, one mile north-east of Barkerville, by Robt. Buchanan, John Bell, L. D. Muller and Martin Schilling, four well-known local mining men, paydirt having been struck running from 4 ozs., \$72, to 6 ozs., \$108, to the set.

These men have been working all winter on their claims, sinking a shaft a depth of forty-five feet to the bedrock, and running tunnels in different directions to locate the old channel where the pay dirt lies.

Owing to the slow and laborious method employed at the present time of handling the dirt, by means of running it out to the foot of the shaft by a hand car and then hoisting it to the top with a two-man windlass, the actual value of the ground cannot be determined, but indications and tests made prove that they are in a rich spot of the channel, and when the claim is opened out the yield of gold will rival the output of the famous Erickson Company on the same creek during the early days.

All the old time miners state that the best part of the ground in Conklin's Gulch was never worked, owing to the miners being unable to contend with the enormous bodies of slum surrounding the channel; but with the establishment of a modern hydraulicking plant this difficulty will not have to be contended with.

There will be a big building activity here after the open-season for steamboats comes in.

Prince George Townsite Will be Cleared Shortly

Active preparations are to be made shortly for the development and sale of Prince George townsite, on the Indian Reservation here. Contractor McDonald, of Foley Welch and Stewart's outfit, will arrive here shortly and will commence the work of clearing the whole site, except the park areas. G. U. Ryley, Land Commissioner for the Grand Trunk Pacific railway company, stated in Vancouver a short time ago that the Prince George townsite would probably be on the market during the year.

The slough which runs into the low land north of the station and the trackage sites is being completely cut off by the dock cribbings which are now being put in by the contractors whom are building the Foley, Welch and Stewart docks. All the low land lying north of the station yards will be utilized for the purposes of the railway company's large shops and works. The station location is about one third of the distance across the tangent line from the Fraser river. From the station Edson Street and Queen Street give out to the main thoroughfares which end in the civic centre, which is located about one third of the distance across the reserve from the eastern boundary.

In our issue of April 12th we will publish an authentic plan showing the development scheme for the Prince George townsite.

LOCAL DISTRICT

Leo Sullivan and J. K. Henry, members of last season's baseball team arrived in town this week from the camps up river. Both will be on the local nine this year. Mr Henry has accepted a position with the Northern Lumber and Mercantile Co., and "Sully" will be on Engineer Gill's staff.

Jack Flynn drove Contractor Hardie to Stoney Creek this week, returning on Thursday.

The steamer Quesnel is being prepared for the water and the opening of navigation. Engineer Rankin, who arrived here on the last stage, and Mate Hamilton are in charge of affairs.

The sawmill of the Northern Lumber and Mercantile company commenced the season's cut early this week. Mr. Peden informs The Herald that over two million feet of logs are now at the mill.

The sale of lumber has been exceedingly brisk during the past few weeks, so the lumber merchants say. Besides the material going into local building the railway contractors are using considerable in the erection of camps, etc. Contractor Carleton has several four-horse teams hauling lumber to the nearby camps.

Harry Smith, who runs road house 21 miles south of here on the main road to the south, writes asking The Herald to announce that he is importing a registered Clidedale stallion, from the Dogbar Lake stock, of the Nicola Valley. Mr. Smith will travel the animal through the district.

The Northern Interior Amusement Company Ltd., are making preparations for the moving of the Fort George Theatre. The company will locate the theatre near the Hotel Northern.

Owing to the necessity of inserting a large volume of land advertising in this issue we regret that its appearance was somewhat delayed. We need the money.

Do not fail to attend the Sheet and Pillowslip dance to be held in the Fort George Theatre on Tuesday evening under the auspices of the Hockey Club.

There will be a meeting of the South Fort George Conservative Association every Friday evening in the Fire Hall at 8 p. m.

The Herald is going to issue a special edition—Straight!

The city of Prince Rupert has accepted the offer of Messrs. Terry, Briggs and Slater, of Toledo, Ohio, for a block of four year debentures, the offer being 97 cents for the issue, and accrued interest from the date of the last uncanceled interest coupon to the date of the delivery.

There are two sets of debentures, one being for \$19,500 and the other for \$70,991.68, and both are for local improvements.

The recommendation of the finance committee that the offer be accepted, was adopted by the council.

PROVINCIAL NEWS

A peculiar situation has arisen at Fitzhugh. The town is growing, owing to the fact that a considerable number of Grand Trunk employees are located there, this being a divisional point. The people are living in shacks like squatters, and stores have also to be conducted in shacks. Fitzhugh is in the National Park, and the lands belong to the crown. The Dominion government has had a plan of a Fitzhugh subdivision prepared for some time, but has not yet put any property on the market.

A vigorous denunciation of the admission into British Columbia as permanent settlers of Chinese, Japanese and Hindus has just been issued by Rev. Dr. McKay, of the Presbyterian foreign mission board. In his statement Dr. McKay says that it was a mistake to admit the Hindus at all, for at present they are quite incapable of self-government, and to them Canadian citizenship has no meaning. He further states that those who are here should be allowed a reasonable time to return home, and that no further immigration should be tolerated. These regulations should apply to all oriental laborers now here, and no others should be admitted.

James Seymour, blacksmith, and a well-known old-timer of Quesnel, was found dead in his cabin at the Junction of the Swift and Cottonwood rivers recently, where he had been running a trap line this winter. Seymour usually spent the winters trapping. During the winter of 1911-12 he had, while alone, a very severe attack of rheumatism of the heart, and would have perished had he not been discovered by some timber cruisers, who brought him to the hospital. Mindful of that experience, Seymour made arrangements to trap with a companion this winter, but they separated shortly after starting out, and he was alone at the time of his death. There were no indications whatever of foul play when the remains were found.

T. A. Blair, of Kennedy Blair & Co., has taken a lease on a store on Third street and will open for business there in May. He is discontinuing his mercantile operations in historic Barkerville.

DEVELOPMENT OPERATIONS AT THE WILLOW

Additions to Sub-divide Area are to be Layed Out.—Development Planned by Townsite Company.

Things are commencing to move at Willow river. The Pacific Land and Townsites Company, owners of the Willow river townsite on the Fraser River at the mouth of the river from which it derives its name, have purchased District Lot 722, which is the property lying between their townsite and that of the Grand Trunk Pacific site of the same name. This gives the Pacific Land and Townsites Co., a good strategic position in the Willow river townsite situation. Gore and McGregor, the well known

NO CAUSE TO "KICK"

Laborers Have Little Cause for Complaint.—Says Fair-Wage Officers.

Complying with a request from the royal consul for Italy in Canada, that an investigation be called regarding the way his fellow countrymen were being treated on the Foley, Welch and Stewart construction work between this point and Tete Jaune, the department of labor instructed its Fair Wage Officer at Vancouver, J. D. McNiven, on December 16th. last to make a report on the subject. Mr. McNiven passed through town three weeks ago, and his official report was tabled at Ottawa on the eighteenth instant.

The officer's report states that the men are being treated fairly and are paid an average wage of \$3 a day.

Of this they have to pay \$1 a day for board. In taking up the complaint about charges for transportation and employment business the officer states that the allegations made by the complaining laborers were absolutely false. The contractors did not charge employment fee. They deduct, however, the railway fare from the man's wages, but if a man remained with them for more than six months this was refunded to him. This was done simply to protect the contractors from "job jumpers". The only complaint he sustained was that the contractors paid their men by check. When the men started out to civilization they had to ask individuals to cash their time checks at a discount of ten per cent.

The department wrote to the contractors regarding the subject and they replied that it was impossible for them to keep enough money on hand to pay their wages in currency. They did, however, cash small checks for the out-going men, and had an arrangement with the G. T. P. whereby that company took checks in payment for tickets.

The minister of labor communicated on December 16th. with Sir Lomer Gouin regarding the operation of employment agencies in this province, and more particularly the Northern Employment agency in Montreal. This agency charged from \$6 to \$10 fees and had mulcted \$10,000 from the laborers last fall.

The department has sent 5,000 forms for names and addresses of the laborers on the Foley, Welch and Stewart contract. These forms are to be filled in and in case of sickness or death are to be sent to the department so that they can communicate with the man's relatives. This is in compliance with the regulation passed last summer.

W. W. Foster, deputy minister of public works, announces that the provincial government will despatch a survey party this summer to locate a trail or wagon road connecting Bute Inlet with the Chilcoten district. The route is a rough one and is occasionally traversed by Indians. The distance from salt water to the summit of the coast range is about thirty-five miles long and is very steep. The proposed facilities will enable people to get into the Upper Chilcoten country three days after leaving Vancouver. At present the same place can only be reached by a fortnight's round about trip via the upper Fraser via Clinton. The action of the Government is due to the representations of prospectors who claim that there are rich mineral belts in the east slope of the coast range.

SEEKING ALIBI IN DEFENSE OF INDIANS

Witnesses Swear Accused Were in Nicola Valley at Time of Constable's Murder.

At the preliminary hearing before Stipendiary Magistrate Pearce, held in Kamloops on March 12th., a sensation was offered when several Indian witnesses swore that the prisoners Paul and Spintlam, were at Potato Illahee, seventeen miles from Spencer's Bridge, early in December last.

Before the examination began most of the morning was spent in adjusting the complication caused by appointing council for the defense.

Last January Stewart Henderson was retained by the prisoners and they promised when they surrendered to pay council for their defense, and instructed Indian Agent Smith at Kamloops that they would pay for their defense if the council of A. D. Taylor, K. C., were retained, but not otherwise. The Indians, knowing Henderson, decided to have him, and Mr. Taylor, therefore, withdrew.

Dr. Stuart A. Ross, the first witness, described the course of the bullet, which entered from the front and passed out of the back, causing death.

Charles Truran was hunting horses on May 3 and found Spintlam and Paul in camp. They made for their rifles. Spintlam went behind, with his rifle all ready. Truran got away and secured several men for a posse. He took them to the Indians' camp. The posse consisted of Constables Kindness, Forest Loring, William Ritchie, Charlie Pollard, Johnny Pollard, James Boyd, George Carson and himself.

The posse rode up to the two Indian horses. A shot was fired from the left and Kindness said, "Oh, you beggars," and fell. Three or four shots came from behind a log. Forest Loring heard the bullet hit Kindness, but was trying to locate the direction when he was shot in the arm. No shots were fired by the posse till he was shot. He ran ahead with his revolver and saw an Indian two hundred yards away running. He came back for his rifle, but the Indian had disappeared. The Indian he saw was about the size and build of Spintlam. James B. Boyd, the only witness who identified either of the prisoners, minutely described tracking them from the camp to the killing. One wore number 8 boots and one number 6 moccasins. Two rode shod horses but two or three were barefooted.

"I saw a cap and about a foot of rifle barrel over the log," he said. A man rose up and I recognized him as Spintlam. At the same instant he turned and ran."

Boyd knew Spintlam by his peculiar grinning expression. Boyd went over to the log and found one 33:30 and one 32 special cartridge shell. W. G. Carson, William Ritchie and John Pollard saw a man behind a log. James Robertson, store clerk at Clinton, sent forty rounds of 32 special ammunition to Spintlam in August 1911.

Major Churchill, chief of the Leon creek tribe, through interpreter, said he saw the prisoners in Potato Illahee, Nicola Valley, last December. He identified the revolver holster carried by Spintlam and a cartridge belt carrying 44-calibre cartridges.

Joseph Moses, chief of the High Bar tribe, saw the prisoners in Nicola Valley, and identified the revolver and cartridge belt and 44 carbine carried by Spintlam, also a 44 rifle carried by Paul.

There has been a scramble all over the province to secure pre-emptions before the new regulations come into effect on April the first. Although, under the amendments to the Land Act, pre-emptors in future will not have to pay anything for their land, the added duties and the extended time in which title may be obtained will outweigh the financial gain.

The break-up of the rivers has now started. The warm nights and bright sunny days of the northern spring are heralding the dawn of the open season.

FORT GEORGE HERALD

Published by the Northern Interior Printing Company, Limited
J. B. Daniell, President.

Devoted to the Interests of the Fort George District and the Northern Interior of British Columbia.

Subscription \$3.00 a Year in Advance

Advertising Rates on Application

ON another page appears an article taken from the columns of one of Canada's leading weekly journals, "Toronto Saturday Night," dealing with the townsite situation here, and the denouement which is daily becoming more plainly applicable to the merits of enormous blocks of 25-foot lots sold by the Natural Resources Security Company, Ltd., of Vancouver, of which our old friend, George John Hammond, is still, and always will be, until that company goes the way of all mundane things, the presiding genius.

Toronto Saturday Night is not quite up-to-the-minute in this review, for it must be remembered that the actual existing development scheme for the future G. T. P. townsite of Prince George has already been accurately forecasted in these columns, but their writer's summing up of the situation is not far from the mark in any particular.

We do not need to remark upon the attitude this paper has always assumed toward the flotation of these huge "background" subdivisions. We condemned them; we warned the public, and we fought the giant organization behind them and the giant organization's bankroll until, through lack of funds, we could fight no longer. No other paper has ever carried a campaign so far as we have carried ours to try and justify our action, and although we failed in the assize court and were branded as a libelous paper, WE ARE AS SURE TO BE VINDICATED BY FUTURE EVENTS, NOW CASTING THEIR SHADOWS BEFORE, AS NIGHT SHALL FOLLOW THE DAY.

We do not follow this subject along upon every reasonable pretext through any sense of retaliation for our vaunted wrongs, neither, by the same token, has the iron entered into our journalistic soul; but having fought and having suffered in part, we intend to uphold our contentions in order that their realization may not be lost in the rapid march of events here during the next two years.

We venture to say that there is not another paper in the west that will reprint the article from Toronto Saturday Night other than The Herald. The townsite concern referred to is one of the heaviest advertising companies in Canada. They are about to launch a big campaign for the flotation of subdivisions at Hazelton. The hungry organs of the coast cities, growing fat on this class of advertising, are willing ever to boost such flotations for these lords of the real estate game as long as the big advertising contracts continue to be received.

There are papers such as the Winnipeg Saturday Post, the Victoria Week and the Vancouver Saturday Sunset which have placed themselves on record in their stand upon this Fort George controversy in specific, unqualified statements. These papers have supported the cause of the promoters to the limit of their ability. The time is not far distant when their recorded viewpoint of this townsite situation will be disinterred, and Hay Stead, W. Blakemore and John P. McConnell, the boosters of the townsite promoters, will squirm under the reaction from their prostituted journalism.

Toronto Saturday Night, on the other hand, has fought the townsites of the Vancouver realty concern since its inception. A libel suit was once launched by the presiding genius before referred to, against the Toronto paper, but it never came to trial.

Newspapers play an important part in the development of the west at long range. Owing to the fact that a vast portion of the townsite lands offered to the public from British Columbia are bought at a great distance upon the record of prosperity enjoyed by this province, and the general assurance of a continuance of this congenial state of provincial well-being. The distant public "bite" at well-advertised flotations almost indiscriminately. The press, upon which they must largely rely for reliable information as to real values and prospects, is hopelessly gagged, and its usefulness in the circumstances rendered inoperative by lavish expenditures in the same advertising that renders these operations possible. In many instances the newspapers are used as decoys, and brazenly lie and subjugate inviolable principles which should govern their policies to the lure of the promoter's bankroll.

"Canada has a heritage of one hundred million acres of arable land in the vicinity of the Peace river, more land than was used for wheat over all the world in 1910" was the statement made by Dr. F. B. Vrooman in his address to the Woman's Canadian club luncheon in Pender Hall, Vancouver, the other day. This land is waiting for the immigrants which will inevitably come and Dr. Vrooman urged necessity of framing an intelligent governmental policy of immigration. "We must fill the land with indistrious law-abiding people," he declared.

Dr. Vrooman, who made the three thousand mile trip from Edmonton into the Rockies and down the Peace river on a raft three years ago, carried his hearers through the awful vastness of the forests, down the surging rapids of the rivers and into Indian huts and trading posts, portraying in an intensely interesting manner the story of his unique journey.

In beginning his address of startling adventures, intermixed with amusing reminiscences and vivid pictures of striking mountain scenery, Dr. Vrooman discussed the essentials

to take on such an expedition. The first requisite, according to the speaker, is tobacco, the second onions and the third more onions. Another absolute necessity is an arsenal, both to use for game and in self-defense. Dr. Vrooman humorously likened the gun to the small boy's definition of a lie—"an abomination unto the Lord and a very present help in time of trouble."

The three thousand miles of looping the loop began at Dunvegan. Here the party, on a clear day could see the sources of the Columbia, the Fraser, the Parsnip, the Yukon, the Mackenzie and the Saskatchewan rivers. But provisions were getting low. Here, the party had hoped to replenish their larder, which had become sadly depleted during their forest wanderings, but only five pounds of bacon and a fifty pound sack of flour were procurable.

Consequently Dr. Vrooman, with four others and seven horses, embarked on a rudely constructed raft down Peace river, whilst the rest of the party turned back on the same trail.

At Findlay Rapids the raft hung up on a rock and another was con-

toil.

P. G. B. BODEKER
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THE PEACE RIVER COUNTRY

Report of Exploration Surveys in the Peace, Parsnip and Findlay River Valleys.

By A. W. HARVEY.

In accordance with instructions I proceeded to Fort George, and, having difficulty there in obtaining canoes and Indians to take me up the Peace to Giscomb Portage, I loaded my supplies on a wagon and traveled to Stuart Lake by road. There I obtained pack-horses and proceeded by trail to McLeod Lake.

For the first six miles this trail runs through good land, lightly timbered with poplar, pine, and spruce, well watered, small lakes and meadows occurring at short intervals. Then the nature of the country changes and the soil becomes very sandy and in parts very stony, the timber consisting almost entirely of small pine.

About thirty miles from Stuart Lake the trail crosses the Salmon River, passes through a rough broken country, very sandy, with frequent small willow swamps and muskegs. About fifteen miles farther the trail reaches Carp Lake, a considerable body of water, with numerous islands. From this lake Long River, a large stream, runs through Long Lake to McLeod Lake. This river carries nearly half of the water which leaves McLeod Lake as the Pack River. About a mile below the outlet from Long Lake there is a series of falls on Long River, from which an enormous amount of power could be obtained.

There are three distinct falls, the first of which has a drop of about 40 feet; the second, about 100 yards further down, drops about 10 feet; while the third, and lowest one, has a perpendicular drop of nearly 100 feet. The country through which Long River flows is very rough, broken and stony.

About six miles from Fort McLeod

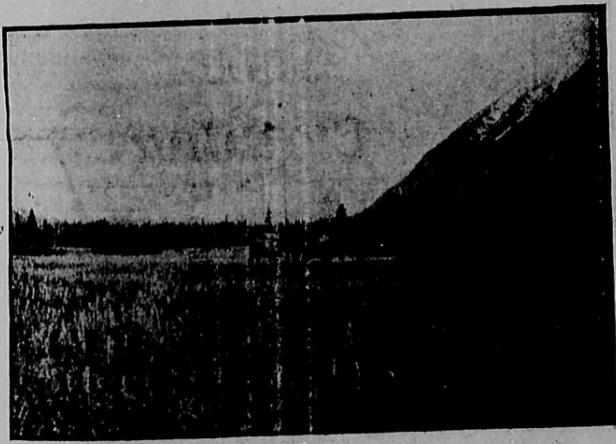
miles below the mouth of the Pack the Nation River enters the Parsnip from the west, a large stream of clear water about forty miles in length from its source, in the Nation Lakes, to the Parsnip.

I ascended this river for about fifteen miles, passing through two rock canyons and numerous rapids. The country traversed by the Nation River for its entire length is very rough and broken, and, with the exception of a few small flats along the river, is quite valueless. There are numerous indications of coal along the Nation River.

Returning again to the Parsnip, I found the country on both sides of the river very rough and broken. On the west side of the river, below the mouth of the Nation, a range of hills very rough, and heavily timbered with spruce and birch, extends down the Parsnip near the river for a distance of about sixteen miles; these hills rise to a height of about 700 to 800 feet.

On the western side of this range of hills there is a wide valley extending to the main range, forming the western boundary of the Parsnip and Findlay valleys. This valley appears to be rough and heavily timbered, except for a large wet swamp, about ten to twelve miles in length and from one to two miles in width, which commences at a small lake about one mile and a half north of the Nation River, and follows the course of a stream which runs from this lake into the Parsnip, which it enters about seventeen miles below the mouth of the Nation.

From the mouth of this stream northerly to the Omineca River lies a very large stretch of generally level rolling country, timbered light-



TYPICAL BOTTOM LAND SCENE IN THE PEACE AND ITS TRIBUTARIES.

the trail descends sharply to a large flat, extending to the shore of McLeod Lake. The soil on this flat is very poor and stony, and is thickly covered with a growth of small pine. On reaching Fort McLeod I obtained canoes and Indians and proceeded down the Pack River.

This river, at low water contains little more than enough water to take a loaded canoe over the rapids, which are numerous. About six miles from its outlet from McLeod Lake the Pack River runs through a small lake, about three miles long by one and a half miles wide, and about seven miles below this point it enters the Parsnip, at an elevation of about 2,170 feet. There are small flats of good land along the Pack River, but the country traversed by it is very rough and hilly, and the amount of land suitable for agriculture is very small.

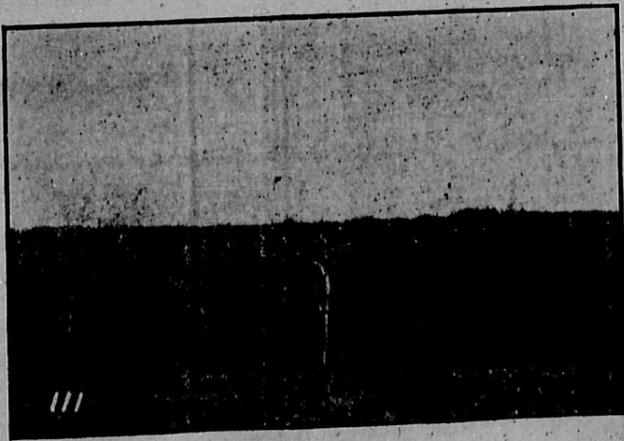
On reaching the Parsnip River, I found the water very high and muddy. Above the mouth of the Pack a wide flat, slightly rolling and timbered lightly with pine, spruce, and poplar extends for from six to eight miles to the foot-hills of the Rocky Mountains.

The low flat along the river has an average width of about one mile between benches, about 150 feet high, the river widening from side to side between these benches. The river is broken up by numerous sloughs and islands; these islands, and the low river-flat being generally covered with a heavy growth of spruce and cottonwood, the benches being more lightly timbered.

A large portion of this country has been swept by fire. The east side of the Parsnip, between the Pack and Nation Rivers, is very rough and broken, and, except for the river bottom and a few small benches, is unfit for agriculture. About forty

ly with spruce, pine, poplar and birch. This tract is bounded on the east by the Parsnip and Findlay Rivers, and on the west by a high range of snow mountains, and is about fifteen miles in average width. The soil is chiefly a light sandy loam.

On the east side of the Parsnip, below the mouth of the Nation River a range of low hills, not so rough as those on the west side, follows the river as far as its junction with the Findlay. Between this range and the



THE WONDERFUL BENCH LANDS STRETCH FOR MILES.

foothills of the Rocky Mountains lies a low valley, about four to five miles in width opposite the mouth of the Nation, and gradually narrowing to the north, its width opposite the Findlay being about two miles. This valley is generally level, though broken by small hills, and is timbered chiefly by small pine; the soil is a sandy loam.

The Parsnip River abounds in fish, the most numerous being the grayling, or Arctic trout, which rise very readily to the fly; Rainbow trout are

also found, but are fewer, and at the mouth of the small streams entering the main river large Dolly Varden trout can be caught some of which will weigh nearly 10 lb. Beaver are numerous in the swamps and smaller streams.

The Parsnip has an average fall of about 2 feet to the mile, the elevation at its junction with the Findlay being about 2,000 feet. On reaching this point, I ascended the Findlay River, camping the first night at Pete Toy's Bar, which is very rich in a fine flour gold, probably brought down by the Omineca River. Near the mouth of the river on the east side is a large flat of good land, containing about 5,000 acres, consisting of heavy clay loam and sandy loam, and timbered with spruce, pine and poplar, partly burnt.

On the west side is a large flat, already referred to, extending to the Omineca River, which enters the Findlay from the west, about eleven miles from its mouth. About five miles in a straight line from its mouth the Findlay approaches close to the foot-hills of the Rocky Mountains, on the east side of the valley, and continues close to these mountains as far as the mouth of the Aspica River, which enters from the east about a mile above the mouth of the Omineca. I ascended both of these rivers for a short distance on my way down. For a distance of twelve miles from the mouth the Findlay is very wide and broken up with islands and sandbars, but above the mouth of the Aspica it is confined to one channel for about twenty miles, and is nearly straight, benches varying in height from 100 to 350 feet following the course of river, leaving a low river-flat averag-

ing about half a mile in width. The valley is about six miles in width, generally flat from the top of the bench to the mountains on both sides, timbered with pine, spruce, and poplar, and the land is good.

All this part of the valley has been swept by fire. About twenty miles above the mouth of the Aspica the benches become lower, the upper one being about 150 feet in height, and they lie farther from the river, the low flat from this point for eight miles up being from one to two

miles in width. Above this point the river widens and is full of bars and islands, having in places an extreme width between sloughs of over a mile. These islands, and also the low flat along the river, are heavily timbered with spruce and cottonwood, the soil being a heavy black and clay loam. On the western side of the Findlay, as far as the mouth of Ruby Creek, at a distance of about fifty miles from

its mouth the land is rough, the bench rising from the river to a height of 100 to 200 feet. This bench has an average width of about two miles. Between the mouth of Ruby Creek and the mouth of the Ingenika, a distance of about thirty five miles, there is very little land of any value on the west side of the river.

Continued next week.

What We Have We Hold

FORT FRASER, Central British Columbia, has the ideal townsite location on the entire line of the Grand Trunk Pacific Railway in British Columbia.

It has also many natural resources and advantages not possessed by other townsites. It has a sparkling lake of fifty square miles of fresh water. Tremendous hydro-electric power being developed at its very door. The largest tract of agricultural land to be found in British Columbia. A healthful and ideal climate both summer and winter. One thousand miles of navigable waters reach to and from Fort Fraser.

These Are Advantages Which Cannot be Taken Away

Again, it is a natural distributing centre for a vast territory, and with the incoming of the Grand Trunk Pacific, Pacific & Hudson Bay Railway and other contemplated lines, its future as one of the coming cities of Western Canada is assured.

FORT FRASER

is already a good lively town with Government office, telegraph office, postoffice and various lines of trade already established there.

Lots can be obtained at from \$200.00 upwards with cash deposit of 10 per cent. cash, and 5 per cent. monthly without interest or taxes.

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The newest and most modern hotel in the northern interior

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Best of wines, liquors and cigars

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A NEW AND UP-TO-DATE HOTEL.

Bright and comfortable rooms and suites at the Empress.

Rates on Application.

G. WARCUP

Proprietor

Toronto Saturday Night's Review of the Townsite Situation Here Bears Out The Herald's Three-Year Campaign

(Toronto Saturday Night.)

Judging from the news items which are now coming out of the West it would seem that there is great consternation among those who for the past three years have been buying lots on the Fort George subdivisions floated by the Natural Resources Security Co., Ltd. It will be remembered that back as far as 1910 Saturday Night warned its readers against subdivision stuff which was being sold by the Natural Resources Security Co., Ltd., Geo. J. Hammond, managing director, in what that company was pleased to call the "town" of Fort George. As a matter of fact, the Natural Resources Security company was created to launch the sale of Fort George lots in 1908, or about as soon as the Grand Trunk Pacific project was well under way. George J. Hammond picked out a nice bit of wooded land near the juncture of the Fraser and Nechaco rivers. Upon this property was placed (on their maps) the coming station and railway yards of the Grand Trunk Pacific road, although it must be remembered that at the time the railway project was as stated before, in its infancy and the railway itself hundreds of miles away. On the strength of this alleged railway station and other terminal facilities upon their property, aided by a lot of more or less inaccurate literature, the town lots of the Natural Resources Security company were sold broadcast throughout Canada.

For many months the officials of the Grand Trunk Pacific made no statement in regard to the location of their Fort George terminals. Later on, however, an official of the Grand Trunk railway made known through the columns of Saturday Night that the Natural Resources Security Co. had no foundation in fact for assuming, much less stating, that the Grand Trunk Pacific terminals would be on or even near the property which they had acquired and which they had cut up and sold for town lots. When the Grand Trunk Pacific was ready to proceed with the Fort George project, they applied for the purchase of the Indian Reserve, a large plot of land, most of which is some distance away from the Natural Resources Security company property. The managing director of the above named corporation, George J. Hammond, fought tooth and nail to prevent the sale of this property to the G.T.P., thinking that by so doing he could force the railway to build its terminal upon Natural Resources Security property.

This scheme of Hammond's and the Natural Resources company failed. The G.T.P. acquired the Indian Reserve, and it is expected that the same will be utilized by the railway not only for terminal purposes but also for townsite purposes. This will mean but one thing so far as the Natural Resources Security company and its many clients are concerned, and that is that they will be left high and dry with a projected town upon their hands some miles away from the railway station. The Hammond concern has expended a considerable amount of money developing this townsite, which, with the adjacent land also subdivided, is of sufficient size to care for a population of 100,000 or more. The Hammond concern, with the railway still hundreds of miles away, was apparently so sure that the Grand Trunk Pacific would fall for their project that they have built stores, a hotel, and even started a "house organ" newspaper. Of course, these are all Hammond projects, and it is not at all likely that up to the present any appreciable amount of capital, other than that furnished by the Natural Resources Security Co., has gone into improvements in this townsite.

The assumption on the part of George J. Hammond, as representing the Natural Resources Security Co., that this Transcontinental railway would necessarily come his way was, of course, a false assumption from the start of his enterprise. However, there appears to be no reason why a railway should dodge around the country here and there, making townsite rich, when they can enrich themselves by the same process applied to their own property. Of course, the people who will lose the money, if the Grand Trunk Pacific adheres to its policy of utilizing the old Indian Reserve for subdivision as well as terminal purposes, will be the hundreds upon hundreds of clients who in the last three years or so have been foolish enough to hark to this townsite literature in place of taking the warnings of Saturday Night and other publications which have shown this townsite project up in its true light.

While some criticism might possibly be leveled at the Grand Trunk Pacific for its present townsite policy, it might be stated that they are not by any means the only sinners among the railway builders, and at the same time there appears no good reason why the Grand Trunk Pacific should strain itself to enrich men of the Hammond type. When Hammond undertook the sale of this alleged townsite back in 1909 there was no railway data extant beyond a first survey to even indicate that the G.T.P. would come within miles of the quarter sections which Hammond had purchased at acreage prices and which he cut up into a townsite to sell at an enormous advance.

With Hammond and the G.T.P. working at cross purposes, there comes a curious mixup in respect to a name. The town of South Fort George which is not far removed from the old Hudson Bay trading post on the Fraser river, has been located there for many years. In fact, it is here that everyone in this neighborhood resides, with the exception of the Hammond minions, who live on the Natural Resources townsite and work for him. To Hammond the name Fort George sounded good, so he not only named his wild acres Fort George, but had the name registered. It would, therefore, appear likely that when the G.T.P. opens up its townsite at this point, they will be forced to pick upon another name, and that of Fort George will fall into disuse and be shelved among the things that have been but are no more. It would be interesting to know at

are placed at \$1,000 each; terms, one-quarter cash, balance six and twelve months, with 6 per cent interest. These are set down as "high-class business locations." The same circular quotes lots which lie "close to the business centre and can be purchased with almost positive assurance of early and substantial profits" at from \$700 to \$1,000 each. In connection with this Fort George townsite project it must also be remembered that several other quarter sections were subdivided by other individuals or corporations. Some of these properties, together with some also of the Hammond proposition, will be many miles away from railway facilities if the Grand Trunk Pacific carries out its Indian Reserve proposal. These lots were marketed originally at from \$150 to \$200 each, and were advertised as being "well within the mile circle from the business centre," which of course, meant the business centre as George J. Hammond saw it in his mind, and not as the Grand Trunk Pacific sees it now.

Hammond's proposition was a bold one, and if it had worked out, as he no doubt thought it might, the returns therefrom would have made him one of the richest men in the West. Doping out a town, however, even to the extent of erecting buildings, starting a newspaper, getting in a post-office, and populating the town with one's own employees, as Hammond did, does not necessarily mean that a projected railway is going to take your view of the matter as regards the location of terminal facilities.

From all appearances it would seem that Hammond and the Natural Resources Security Company, Ltd., are out in the cold. However, they are not to be sympathized with under the circumstances. Hammond gambled, but unfortunately he was gambling with other people's money—those who were foolish enough to hark to the call of the "merry thought" literature that has been sent out from their Vancouver offices.

Putting a railway centre on a map and putting it into practice are two different matters. Hammond is evidently a man of large imagination, but unfortunately imagination does not necessarily lead one's followers to fortune.

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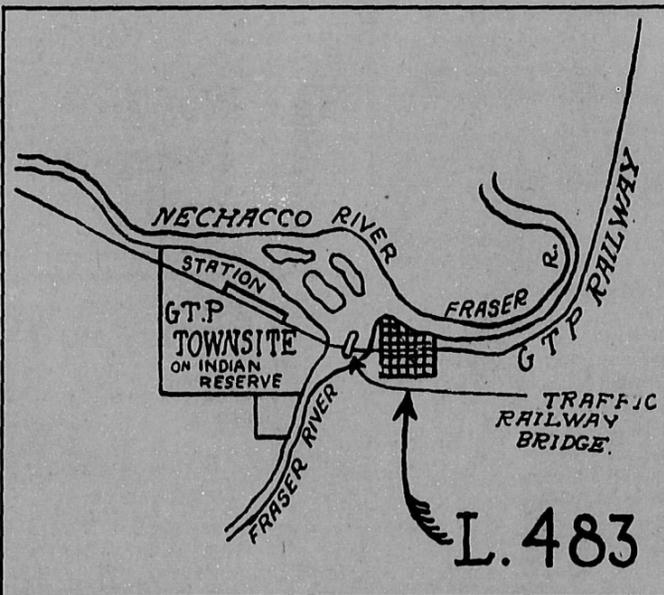
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The accompanying plan shows accurately the position of Lot 483 to the Grand Trunk Pacific Townsite.



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

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

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

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

this juncture how much of the coin of the realm could be obtained for "well located" town lots in the Hammond townsite of Fort George. These lots were originally put on the market at prices ranging from \$200 to \$2,000 per lot, but it is very doubtful to-day if any market whatever can be found for these properties. It is interesting to look back upon a price list of Fort George town lots offered for sale a couple of

PACIFIC GREAT EASTERN IS BUSY

There is now a gap of only about 50 miles between the construction gangs working from both ends of the Pacific & Great Eastern Railway line, between Lillooet and Newport, at the head of Howe Sound, according to Mr. A. Kellett, superintendent of construction for Contractor Pat Welch, who has the contracts for the work. Mr. Kellett returned from a trip of inspection yesterday, from the Lillooet end of the route.

Construction camps are dotted along over 56 miles of the route and grading work is being vigorously proceeded with, 40 miles from the Lillooet end and about 16 miles from the Newport end. The entire length of new line is 108 miles. As soon, however, as the wagon roads which are now being built to establish connections from both directions, are completed, operations right along the entire section will be prosecuted. There is still considerable snow at the Howe Sound portion of the line, though at the Lillooet end conditions are much better for construction work.

A base is to be established at the foot of Bear Mountain, about 16 miles from Newport, as soon as the new section of track from the place where the steel end at present, is laid. This work is now being proceeded with. About 250 men are engaged exclusively in road building and some 1400 are employed on grading from both ends.

It is expected that as soon as the spring weather sets in that the construction camps will be extended and that the force of men will be considerable augmented.

Neither Mr. Kellett or the officials of the P.G.E. engineering department could give any information as to when construction work on the section between Newport and North Vancouver would be likely to start. It is understood that the survey work along the north shore has not been completed, and that extra parties will probably be placed in the field as soon as the weather is more propitious

Wm. Clark, of South Bulkley, is the possessor of a fine silver fox, captured alive a short time ago.

A small party of men are at work fishing for the freight lost in Burns Lake recently by Teamster Kelly. They are having fairly good luck, having already landed quite a number of steel rails and many sacks of coal. There is good money in the fishing, as \$100 a ton salvage is paid for everything recovered. The water at the point is thirty feet deep.

Burns Lake was jarred from end to end the other day when Dick Johnson, at Stewart Bros.' contract, set off the biggest blast in the history of construction on the G.T.P. The explosion demolished quite a mountain of rock on the shore and heaved up the ice in a reef clear across the lake. Over fifty-two tons of black powder and five tons of dynamite were used in the operation.

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We are Pioneer Merchants.

We are easy to deal with.

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WE ALSO MAKE A SPECIALTY OF WHOLESALE TO CONTRACTORS AND GENERAL OUTFITTING.

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NOTICE

NOTICE IS HEREBY GIVEN that pursuant to Section 8 of the Municipalities Incorporation Act the owners of the land within the following described limits, to wit; within the limits of Lots 933 and 934, Cariboo District, in the Province of British Columbia, intend one month after the date hereof to present to the Lieutenant-Governor-in-Council a petition asking for the incorporation of the said lands as a City Municipality under the corporate name of the city of South Fort George.
Dated this 1st day of March, 1913.
J. B. DANIELL.

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Send us your list of requisites.

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Assets Exceed Fifty Million Dollars

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