

Grand Trunk Pacific Contractors Are Now Working East and West of FORT GEORGE, British Columbia

Three years ago Fort George was a lonely fur-trading post, away over beyond the far edge of civilization. The Hudson's Bay factor and his assistant were the only two white people living there.

The townsite was a primeval forest, through which not a trail had been cut, and outside the boy readers of Ballentyne's tales, a few big game hunters, and curious readers of government Indian reports, hardly anyone had ever heard of the place.

Today, Fort George is known in every section of Canada and the United States. Investors from Mexico to Maine have secured property there.

Though it is over 300 miles from a railway and everything had to be brought in at very heavy cost, Fort George has today a population of well onto 1,000 people, and every man and woman is as confident of the city's future as they are of tomorrow's sunrise.

Streets are cleared and graded, scores of stores and residences erected, the town has post and telegraph offices, water and telephone systems, a live newspaper—*The Tribune* (it will be issued as a daily next month), a hospital, a board of trade and all the other signs of a prosperous, growing, hustling community.

All this has taken place within three years, and while the place was 300 miles from a railway.

Why have these hundreds of people gone into Fort George? Why have hundreds of others invested there?

Because Fort George is going to be one of CANADA'S BIG CITIES—THE THIRD CITY IN BRITISH COLUMBIA.

"But why Fort George rather than a dozen other inland points in British Columbia?" you ask.

Because Fort George is THE TRANSPORTATION HUB OF BRITISH COLUMBIA'S INLAND EMPIRE.

Eleven hundred miles of natural waterways focus at Fort George, west, northwest, east, southeast, and south, these great rivers, the Fraser, Nechaco, Stuart, and their splendid connected lakes afford communication in every direction.

Across a gentle rise, eight miles from the Fraser, is Summit Lake, the headquarters of another great waterway system—the mighty Peace, draining a region of unequalled fertility, and bigger than the states of Washington and Oregon combined.

Fort George sits at the centre of these waterway systems, and all the traffic on these waters is tributary to Fort George.

That is the first reason.

The second is equally weighty. EVERY RAILWAY IN BRITISH COLUMBIA'S INLAND EMPIRE WILL PASS THROUGH FORT GEORGE.

There is no guessing about it—they MUST.

Why? Because in a mountainous country like British Columbia, the railways must follow the streams to get good grades.

Twelve railways are at present chartered and building into this section of British Columbia, and every one of them goes into Fort George.

Today, construction gangs are at work close up to the town, to the east and to the west. Fort George's citizens expect to hear the locomotive whistle this fall. The city is growing more rapidly than ever with the advent of cheap transportation. In five years there will be 25,000 people at Fort George. Property that can now be bought for a few hundreds will then be worth thousands of dollars.

Much money has already been made by buyers of Fort George property by both citizens and outside investors. Much more will be made by those buying now.

If you are wise you will get busy right away. We can help you, both in your investigations and your investments. Write today to the

NATURAL RESOURCES SECURITY CO. LIMITED

606-615 Bower Building

VANCOUVER, B.C.