

ELKO·B·C



THE SOUTHERN GATEWAY
TO THE GREAT

COLUMBIA—
—KOOTENAY—
——VALLEY

AUTHENTIC VIEWS & FACTS OF ELKO'S DEVELOPMENTS & PROSPECTS

COMPILED BY

THE ELKO BOARD OF TRADE.

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Bird's-eye View of Elko, B. C.

Elko Offers Splendid Inducements for the Investment of Capital

ELKO occupies a natural position in the East Kootenay District to dominate the richest territory in Eastern British Columbia. With enormous deposits of valuable minerals surrounding it; with prolific areas of fruit and agricultural lands now being largely opened up to cultivation, whose products will be tributary to the town; with timber limits of vast proportions; with water-power offering inducements to economical manufacturing; with a natural setting of wonderful scenic beauty; with a temperate, equable and healthful climate—with all these advantages upon which to build up an urban center, Elko must grow and expand and rank high in importance and prosperity among the cities of British Columbia, well within the next decade.

British Columbia has sprung into prominence before the eyes of investors and home seekers, not only that it is the last west of Canada, but that it is the richest west whose wealth has heretofore been inadequately estimated. In all British Columbia there is no district carrying greater appeal for attention than the East Kootenay district, in which Elko is destined by its strategic position to become an important factor.

The southern entrance of British Columbia is the Crows' Nest Pass, near the western end of which Elko is situated. Already chosen by three railways as a pivotal center for traffic distribution, the vast projects of the other great trans-continental railroads of Canada seem inevitably destined to include Elko in their scheme of British Columbia operations. Elko is a natural base for railway operations. The disposition of the mountain

ranges of the Rockies and the Selkirks confines the choice of the railroads to few localities and Elko offers the easiest grade and the best disposed territory for traffic extensions and easy traffic diversion north, south, east and west. At present Elko has the Canadian Pacific Railway, the Great Northern Railway, the Kootenay Central Railway now under construction, and the Waldo C. P. R. Branch Line.

Elko may be said to be just starting on its career of growth and expansion. It has now a population of about four hundred, and a tributary population in the surrounding districts of about three thousand people.

ELKO has two hotels, school, two churches, telephone and telegraph systems, bank, hardware stores, four general stores, two livery stables, planing lath mill, lumber yards and mills, barber shop, blacksmith shop, pool room, etc. Elko is reaching out for new industries and offers liberal inducements to prospective merchants and manufacturers.

WRITE TO THE SECRETARY OF THE BOARD OF TRADE FOR ALL INFORMATION WANTED IN REGARD TO THE ELKO DISTRICT AND BUSINESS OPENINGS AT ELKO. ELKO OFFERS SPLENDID INDUCEMENTS FOR THE INVESTMENT OF CAPITAL IN SUCH INDUSTRIES AS A FLOUR MILL, WOOD PULP FACTORY, TANNERY, SASH AND DOOR FACTORY, ETC. CHEAP FUEL IS ABUNDANT; ELECTRIC AND WATER POWER CAN BE PRODUCED AT A MINIMUM COST. THE ELKO DISTRICT ABOUND IN THE RAW MATERIALS FOR MANY PRODUCTS FOR MANUFACTURING.



*Canadian Pacific Railway Station at Elko
There are three passenger trains and two regular freight trains—one each way every 24 hours—on this line, making a total of 10 C.P.R.
trains through Elko daily; daily mail service.*

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Elko's Importance as a Strategic Railway Center

ELKO is on the Crow's Nest Branch of the Canadian Pacific Railway, 40 miles west of the Crow's Nest Pass and 180 miles east of Nelson, B. C.

ELKO is on the Great Northern Railway, which intersects the Canadian Pacific at this point, establishing an important connection with the Railway Systems in the States.

ELKO is the Southern Terminus of the KOOTENAY-CENTRAL Railway, which connects with the C. P. R. west of Elko. Passenger and freight traffic over this road are now routed from ELKO. The KOOTENAY-CENTRAL is now under construction from ELKO to GOLDEN and is in operation as far as FORT STEELE. Contracts to the amount of \$3,500,000 have been let for the entire construction of this road and it is planned to have it completed and in full operation inside of twelve months. The completion of this road will open up for further settlement and development the rich mineral, agricultural and fruit lands of the COLUMBIA-KOOTENAY VALLEY.

ELKO is a junctional point on the C. P. R. with its WALDO Branch south, the extension of which will develop the territory south and southwest of Elko.

ELKO is located in the first valley of any considerable area west of the Crow's Nest Pass, and where the natural conformation of the land in this mountain-locked region affords the best available grades for railway connections north, south, east and west. Nature has made the town site of Elko an inevitable base of operations for four transcontinental railroads.

The greatest undertaking which the C. P. R. has now in hand in the Prairie Provinces is the Weyburn-Lethbridge line, now under construction from each end of the line and under contract to be entirely built this season, if conditions permit. This line is designed to become a part of the Crow's Nest Branch of the C. P. R., and being the shortest line from the Rocky Mountains to Winnipeg, its completion will mark the establishment of the Crow's Nest line as the southern main line of the C. P. R.

Eastward the Kettle Valley line in British Columbia is being pushed rapidly to completion. This will be an extension to the Coast of the Boundary Branch of the C. P. R. and will bridge the gap between the Kootenay systems and the Coast systems. When the entire connection is effected, it means that Elko will be a strategic point on the short main line of the C. P. R. from Winnipeg, through the Crow's Nest Pass, to the Pacific Coast.

The Canadian Northern has also formulated far-reaching plans to link up its prairie systems with the Pacific Coast through either the North Kootenay or the Crow's Nest Pass. The Canadian Northern is planning to parallel the C. P. R.'s Weyburn-Lethbridge line through territory further south towards the boundary. Its operations seem to disclose a purpose to use the North Kootenay Pass through the Rockies, and it has now actually under construction a line from Macleod south and west which is routed through this Pass. Should this line be pushed forward, it must inevitably follow the valley of the North Fork of the Wigwam and ultimately reach Elko as a base. This seems most probable when some other projected operations of the Canadian Northern are taken into account. This road has contracted with the British Columbia Government to build a bridge southward into the Okanagan, and from a terminus set there, a natural route for extensions would be by way of Fire Valley to the Arrow Lakes, and thence to Nelson by the Kootenay River. The link between these branches and the southern prairie system of the Canadian Northern must inevitably bring the Canadian Northern to Elko, which would then become an important point on that line by reason of its strategic situation at the gateway to the great Columbia-Kootenay Valley.

The Grand Trunk, it is known, has also a route surveyed through the Crow's Nest Pass and has in contemplation the extension of its Calgary line in this direction.

The Idaho, Washington and Northern line of the Chicago, Milwaukee and St. Paul is now building down the Pend d'Oreille Valley in Washington and designs to cross the boundary line into British Columbia with the purpose of tapping its mineral territories and the vast coal deposits of the Crow's Nest fields, which extend to Elko.



*Great Northern Railway Station
One passenger train and three freight trains each way every 24 hours ; daily mail service*

ELKO IS—

900 miles west of Winnipeg.

400 miles east of Vancouver.

237 miles north of Spokane, Washington.

264 miles west of Medicine Hat, Alberta.

156 miles west of Lethbridge, Alberta.

190 miles east of Nelson, British Columbia.

34 miles north of the International Boundary.

40 miles west of the Crow's Nest Pass.

ELKO IS—

124 miles west of Macleod, Alberta, the last railway divisional point of the trans-continental roads in the Prairie Provinces east of the Crow's Nest Pass. Divisional points are usually established at intervals of 120 miles.

The Canadian Pacific is now routing its trains from Elko north on the Kootenay-Central Branch and from Elko south on the Waldo Branch of the C.P.R.



Crossing of the C.P.R. and the Great Northern Tracks at Elko.—This view gives a fair reproduction of Elko's scenic effects

ELKO IS—

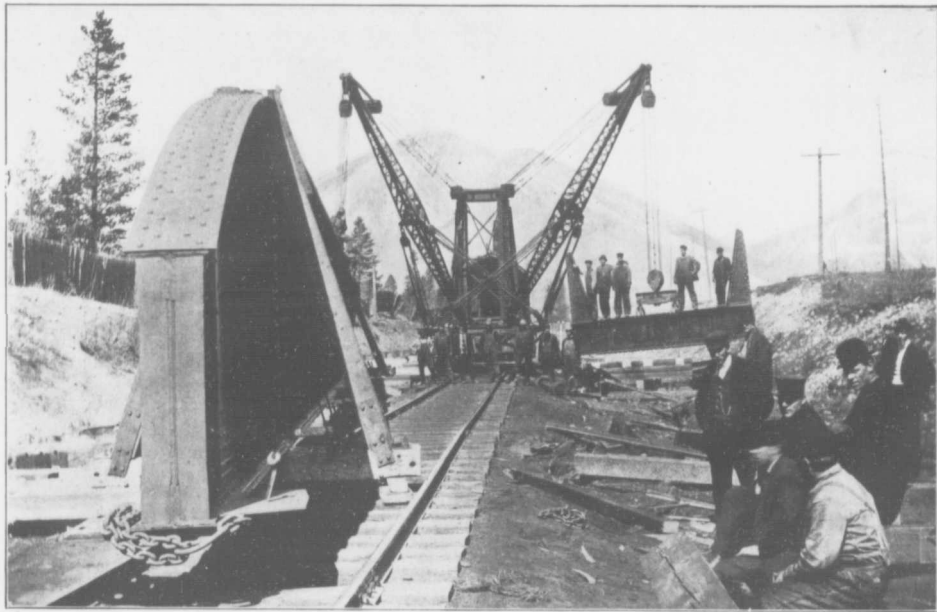
3086 feet above the sea-level.

Situated in a valley and storm-shielded by its mountain walls.

Favored with an equable climate. The mean maximum temperature in summer is about 85 degrees. The mean minimum winter temperature is about five degrees above zero. Continued periods of extreme below-zero cold weather are exceptional. Government statistics of temperatures taken in the past few years during the months of January and February show temperatures attained in those mid-winter months as high as 44 degrees above. The extreme cold dips last but a few days, even in mid-winter.

ELKO IS—

The Western gateway to one of the largest coal-fields on the American continent, extending 150 miles east and west and 90 miles north and south. There are some 40 working mines in these coal-fields, employing thousands of coal-miners during the entire year, who receive a very high rate of pay, the scale ranging from three to eight dollars a day. This rich coal-mining region will be largely dependent upon Elko fruit-lands for its future fruit supply.



*Constructing Steel Bridges on the Crow's Nest Pass Division of the C.P.R.
The substantial character of the construction work on this line and the fact that double-tracking is being done at intervals between
Elko and the Prairies forecast the intention of the C.P.R. to make this the main line to the Coast*



The Columbia Hotel, Elko, B. C.—J. Thomson, Proprietor



The Elk Hotel, W. J. Kerr, Proprietor



Section of Main Street, Elko



ELKO DRUG STORE

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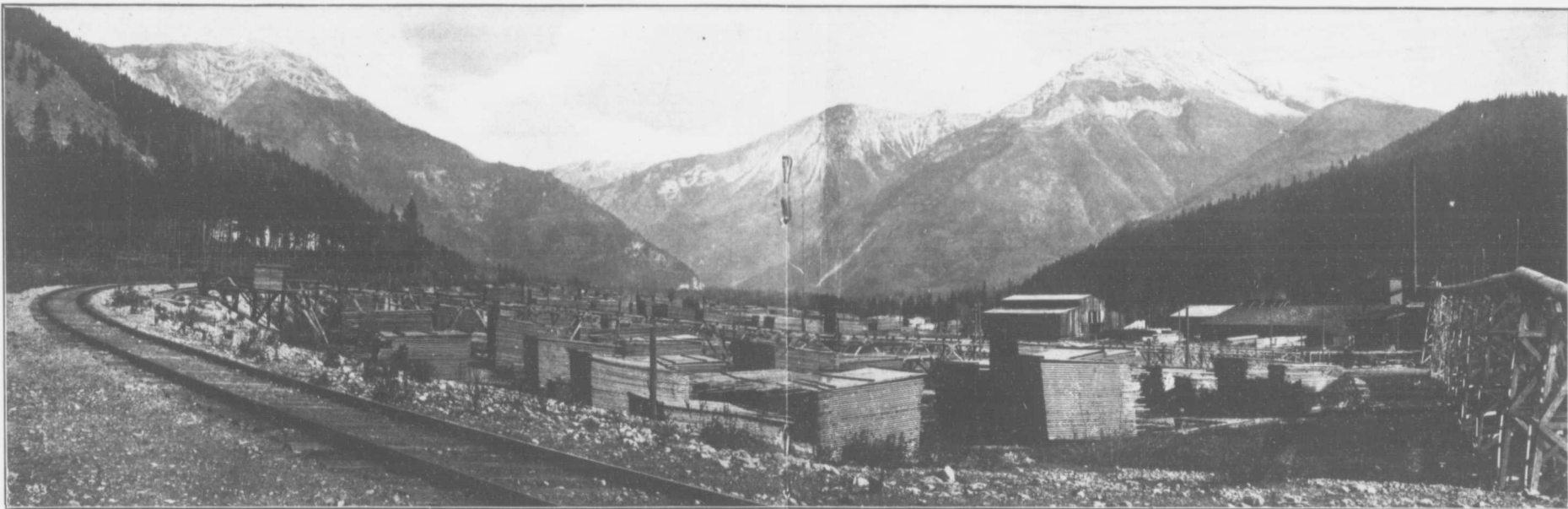


*One of Elko's Department Stores
Elko has four large department stores engaged in general merchandise, aside from special lines*



Temporary headquarters of the Merchants Bank of Canada

ELKO'S principal industry at present is the lumber business. Operating in Elko are the North Star Lumber Company with a finishing capacity of 100,000 feet per day, and the Leask & Johnson Lumber Co. & Planing Mill, with a capacity of 60,000 feet per day. Within a radius of 12 miles around Elko are The Rock Creek Lumber Company, with a capacity of 40,000 feet per day, the Crow's Nest Pass Lumber Coy., 60,000 feet per day, Baker's Lumber Company, 80,000 feet per day, and The Ross-Saskatoon Lumber Company 80,000 feet per day. The lumber business is practically in its initial stages, as there are vast areas of merchantable timber still standing in the valleys about Elko.

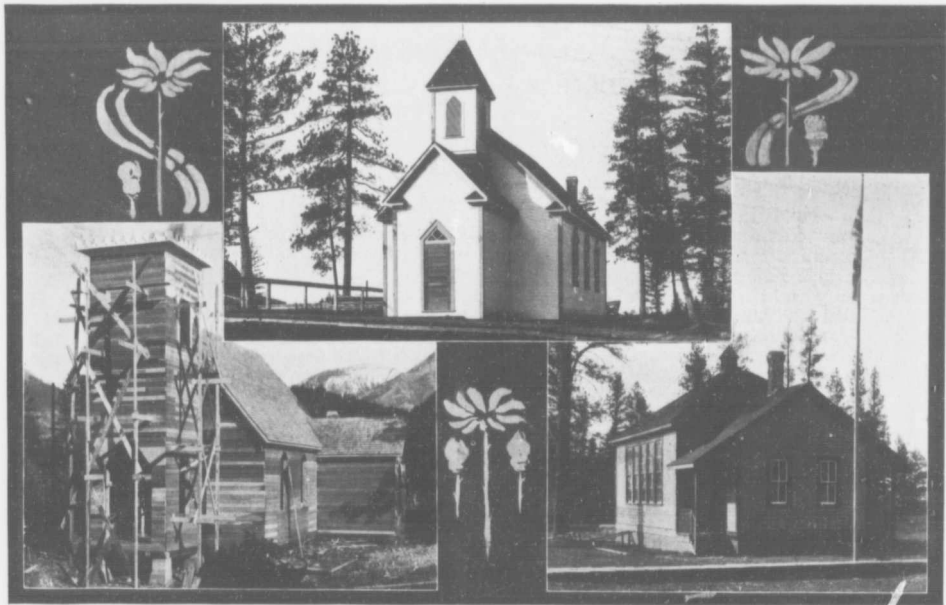


YARDS AND MILLS OF NORTH STAR LUMBER COMPANY, ELKO, B. C.

IN ADDITION to its agricultural and mineral lands the Elko district possesses an invaluable asset in the large quantity of timber which is distributed throughout its area. A large percentage of the timber may be classed as merchantable, while there are some extensive tracts of woodland which are valuable for fuel, fencing and other domestic purposes. The large timber includes Douglas fir, Western yellow or bull pine, spruce, larch and other cone-bearing trees, as well as a variety of deciduous trees including birch, poplar, alder and other useful woods. The present stand of timber in the Columbia-Kootenay Valley should supply lumber to a large population for many generations to come.



One of Elko's Pioneer Stores



Elko's Churches and Schoolhouse

The Columbia-Kootenay Valley as a Mineral District

Mr. Frank I. Clark, Secretary of the Bureau of Provincial Information of British Columbia, in his report to the Hon. Pryce Ellison, Minister of Finance and Agriculture, says with reference to the mineral possibilities of the Columbia-Kootenay Valley :

“British Columbia, the mineral Province of Canada, with all her undeveloped mineral wealth, possesses few if any mining districts more worthy of examination than those of the Columbia-Kootenay Valley. The deposits are as a rule not difficult of access; prospecting by comparison with other districts is easy and the climate and scenery are very attractive. Ten or even five years ago it would have been an unfriendly act to advise men to seek fortune in this valley—the time was not ripe—but now, with the long promised railway under construction, and the word of a great corporation pledged to complete it without unnecessary delay, the tide is at the flood inviting those willing to embark in an enterprise which promises rich results for careful, conscientious work.

When it is considered that Elko is the southern gateway to this valley, is situated in close proximity to the mineral lands and has the coal at its very doors, the question of railway haul, so far as Elko is concerned, is practically eliminated. With the Great Northern extending from Elko into the States, connecting with the great systems there; with the shipment facilities afforded by the C.P.R. both east and west from Elko; with Elko the southern terminus of the Kootenay Central Railway now under construction—to say nothing of the prospective attainment of the Grand Trunk Railroad through the Crow's Nest Pass—no town or center in the entire Kootenay district occupies a more favorable location for smelting works and manufactories than does Elko. It is safe from all present indications to predict that Elko will be the future mining center of the East Kootenay district.

Elko Has Extraordinary Water-power Cheaply Available for Industrial Purposes.

The following extract from the official report of Engineer W. J. E. Biker, of the Department of Hydrographic Surveys, gives an authentic description of the character and estimated force of the water-power that may be developed from the Elk River Canyon and Falls, at Elko. This report was accompanied by drawings showing in detail the construction required to develop this power. The report of Mr. Biker in full, illustrated by these drawings, may be found in the report of the Minister of Lands for the Province of British Columbia, for the year ending December 31, 1912, at pages 198 to 203 inclusive.

"According to instructions, I investigated the Elk River Canyon from a power standpoint, and give below the salient features drawn from the report thereon. **The Power-site is about one mile south-east of the town of Elko.**

"The Elk River rises in the Rocky Mountains, near the summit of the Kananaskis Pass and the Eastern Boundary of British Columbia with Alberta, from which point it runs in a southerly direction for a distance of 110 miles to its confluence with the Kootenay River, which is 13 miles north of the International Boundary. This river is subject to great variation in flow and the high, or flood water, period (by reason of the above lumbering operations and forest fires within the watershed) is getting gradually shorter and more violent in character, although I think the limit in this regard has been reached. To compensate for this condition there are many admirable economical reservoir sites which could be developed to control these flood waters and be made capable of contributing towards uniformity of stream-flow. H. B. Hicks, Field Engineer, gauged the river on October 22, 1911, and found 817 cubic feet per second. I gauged it about the same point on October 16, 1912, and found 846,226 cubic feet per second, which may be said to be almost low-water flow. In regard to high water, from indications of drift-wood and flood-wash, I estimate the flow to be **20 times the above or 16,924 cubic feet per second.**

"The watershed of the river above the power-site is 1700 square miles in area and very mountainous in character, resulting in a very rapid run-off. The Canyon and Falls are very fine from a scenic point, and much frequented by travelers and residents of the district.

"The plans and photographs accompanying this report show the character of the Canyon. The profile shows the available effective head to be 174.75 feet. Power possibilities at low water with an efficiency of 80 per cent. at the turbines is 13,443 horse-power.

"The site selected for the diversion has the advantage of being partially formed. A rock island standing 15 feet above the water and dividing the river can be utilized, since the foundation is solid rock at this point. The headgates and entrance to the main conduit can be taken out on the west side, and a submerged weir constructed on the east side, which will be long enough on the crest to take care of the flood-water. A wingboom, as shown, will be required to divert all floating debris from the headrace. The conduit would be 2600 feet in length, and may be constructed at a very moderate cost, contouring the west side of the Canyon as far as the lower pool where a waste spillway and pipes leading to the turbines could be placed. The power-house may be located on solid rock in the northwest corner of this pool, the site admitting of easy construction.

"It is surprising that this power-site has been allowed to remain undeveloped so long, for the district within a radius of 12 miles can easily be proved to have a "power market" to justify the initial expenditure. The main feature in regard to this power-site is its exceptionally low initial cost per horse-power developed. I hold the opinion that the works at the power-site alone, without distributing systems, could be installed for **\$25 per horse-power.**

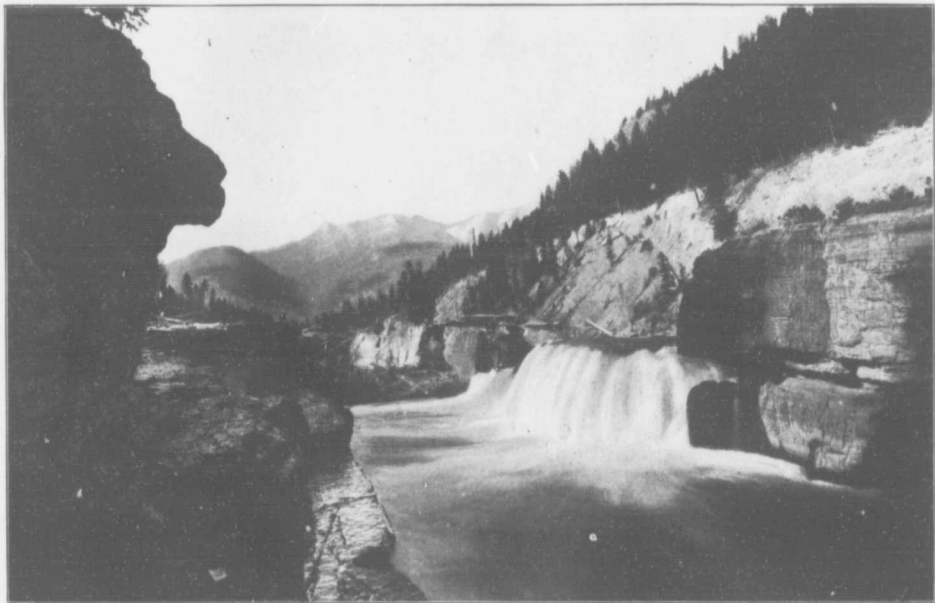
"Another advantage is the ease and low cost of increasing the power produced by the construction of a reservoir immediately above the diversion-works as shown by a red dotted line on the plan, which could be made to develop 30,000 horse-power on day load at low-water flow.

"The plans show the available power possibilities, and the scheme taking advantage of the full head would develop 13,443 horse-power. **This could be augmented by storage to double the above horse-power."**

W. J. E. BIKER, M. INST. M.E., QUAL. P. A. S. INST.
Engineer, Water Rights Branch, B. C. Government



Elko's Magnificent Waterfalls



Elko has Extraordinary Water-power Cheaply available for Industrial Purposes

Apple Trees commence bearing at Elko in Three Years

“I have seven different varieties of apples bearing at the present time. This is the third year for some of them.

“They commence bearing at three years, and this year some of my younger trees give three boxes of apples each. For these apples I obtain anywhere from \$1.50 to \$2.50 per box, and trees are planted from seventy-five to one hundred to the acre.”

His returns, therefore, are anywhere from \$350 to \$450 per acre.

“My cherry trees give a large income. This year I picked fifteen pounds of cherries to the tree. Other small fruits yield large annual returns, and I have no hesitation in saying that Elko district will become one of the finest fruit belts of the Great West.”

—A. E. Ingham, Elko, B.C.



A Typical Elko Orchard

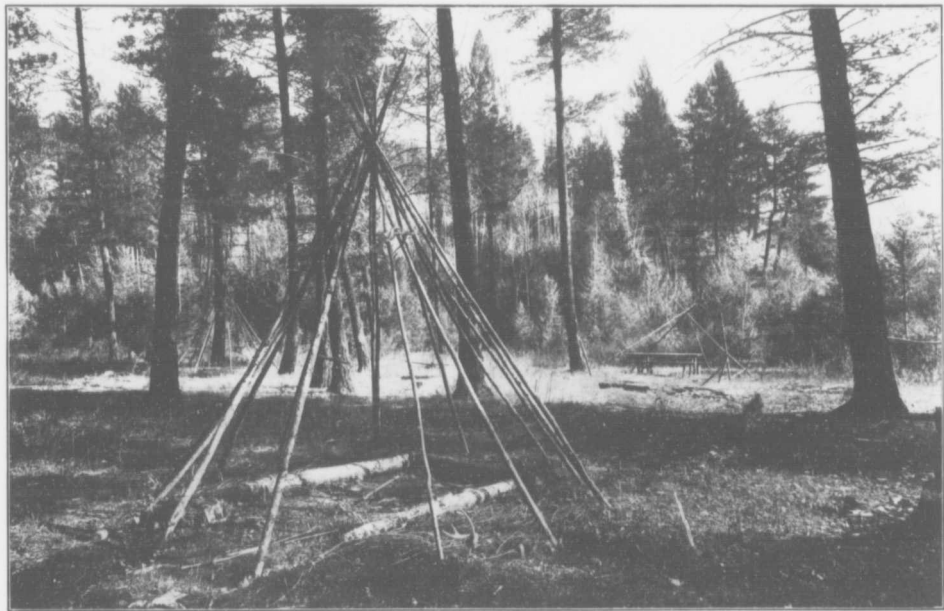
Elko Climate Produces Profitable Crops of Fruit, Vegetables and Cereals

That the benches and valleys contiguous to Elko are peculiarly suitable to horticultural and agricultural purposes is amply demonstrated in the results achieved by Elko growers.

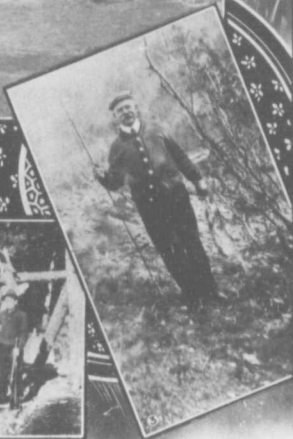
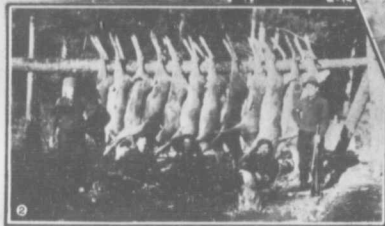
One of the first sights upon which a visitor to the town seizes during the crop season is the small orchard situated behind the Canadian Pacific Railway station. There spring up to profitable bearing such fruits as apples, pears, plums, cherries, strawberries, raspberries and saskatoons. Similar instances are found without leaving the confines of the town.

During recent years many orchards and farms have been established in the neighborhood of Elko, and these are thriving splendidly. Thousands of acres of unimproved lands await the hand of development, and as they are brought into cultivation there is every reasonable foundation for the claim that Elko will take a prominent place among the famous producing districts of sunny British Columbia.

Elko holds a peculiarly attractive position as nearest fruit town to the prairie markets. East of the Rockies fruits cannot be brought to commercial bearing, and the large markets there call upon British Columbia for supplies. As a result Elko, being nearest to these avenues for the sale of fruits, will command first notice from the fruit buyers, and as the producing season comes at Elko slightly earlier than in the interior districts, highest prices will be obtained for produce when the time comes that it is necessary to ship abroad. At present, however, the local demand exceeds the home supply.

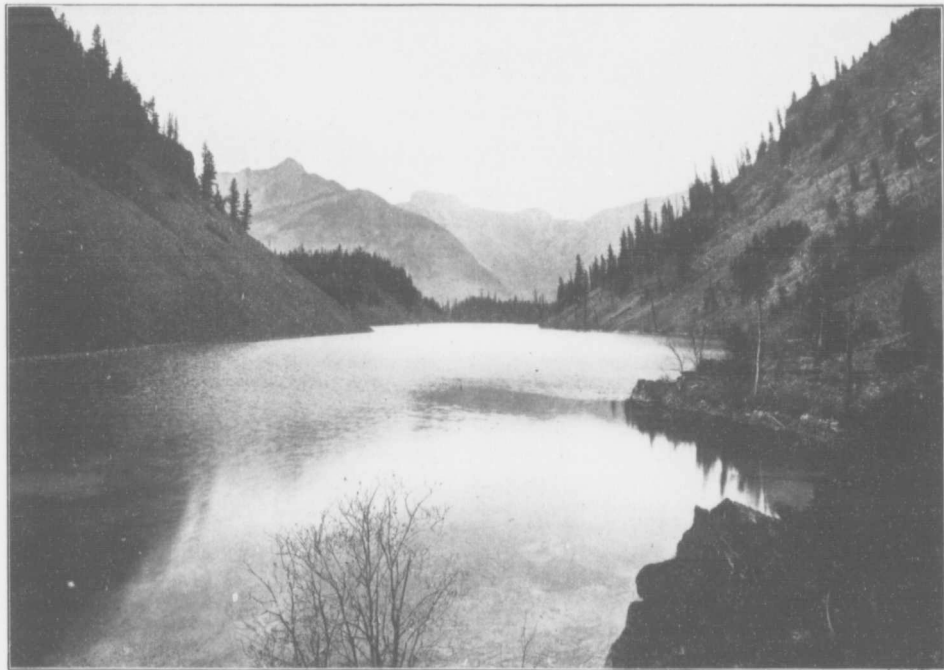


Typical Unimproved Fruit Lands in Elko District, showing easy clearing



1. *Hunting Deer in the Elvo District*
2. *The result of a day's hunt.*

3. *Fred Roo, secretary of the Board of Trade, as a lone fisherman*
4. *A day's sport with rod and line.*



Silver Spring Lake—The future source of Elko's water-supply—clear, cool, pure, sparkling mountain water

Elko's Wagon and Automobile Highways

The Columbia-Kootenay Valley is traversed by a main highway which is kept in excellent condition by the Provincial Government for automobile and wagon traffic. It extends from Golden on the north to Elko at the southern extremity of the valley, with two branches, one running to Cranbrook and the other to Tobacco Plains, where it crosses the international boundary connecting with the turnpike systems of the State of Montana. Branch roads and trails extend up the valleys of the principal creeks and to the mining and logging camps.

All these main roads, as well as the branches, are well constructed and kept in excellent repair at all times by the Provincial Government. Motoring through the valley has become a popular recreation as well as a quick means of transportation, as it is possible to drive a car from Elko to Lake Windermere and the beautiful lake district in the north, and from Elko to Fort Steele, Cranbrook and Spokane, Wash., and from Elko to the Prairie Provinces across the Rocky Mountains via the Crows' Nest Pass without encumbrances and hardships, there being good accommodation in the hotels and stopping places all along this beautiful scenic route.

*Re Elko with Light House Co
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Elko Possesses in a Pre-eminent Degree All the Essentials that Go to Make a Big City

1. GEOGRAPHICAL POSITION :

At the gateway of the great Columbia-Kootenay Valley, in a strategic position to command the distribution of its products to the Prairie Provinces eastward and southward to the States.

2. TRANSPORTATION FACILITIES :

A natural base of operations for four trans-continental railroads.

3. FUEL :

Inexhaustible beds of coal lie at the town's edge.

4. NATIVE MATERIALS FOR BUILDING :

Building stone, brick clay, fire clay, lumber, marl, cement stone, marble, granite—everything that enters into the physical construction of a city—nature has lavishly provided for Elko at its very doors.

5. MINERAL RESOURCES :

Iron, copper, silver-lead, zinc, gold and silver mines are being developed in the Elko district. Elko is ideally situated for smelting works and iron and copper manufactories.

6. WATER-SUPPLY :

Abundance of water for domestic purposes and for fire protection.

7. EXTRAORDINARY WATER-POWER :

Elko has water-power sufficient to energize numbers of big industries cheaply available.

8. A LARGE AREA OF TRIBUTARY AGRICULTURAL, PASTORAL AND FRUIT LANDS,

with peculiar adaptability of soil and climate to fruit culture on an extensive scale.

9. MARKETS :

The lumber industries now in operation at Elko and within a radius of 12 miles of Elko afford at present extensive local markets tributary to Elko. With the development of the mineral, agricultural and horticultural resources of the district Elko's markets will be extended in area and multiplied many-fold in contributory population. The greater markets for its fruit products of the future will be found in the wheat-raising Prairie Provinces situated but a few hours distant by rail.

BRITISH COLUMBIA is a kingdom in itself. Its climate unsurpassed, its natural resources marvelously diversified in character and incalculable in extent, it is now just entering upon an era of great development and commercial expansion that will make it a world force in the production of Metals, Coal, Fruit, Lumber, Live Stock and other Staple Products. This magnificent Province is now being gridironed with new railroads, opening up new territories for cultivation, new fields for investment, new industries for development, and money and men are pouring across its borders from all parts of the world, seeking avenues of activity.

The great Columbia-Kootenay Valley is one of the richest districts of this Province, in minerals, in agricultural, pastoral and fruit lands, in water-supply and power, in fuel and lumber, and is magnificently endowed in the grandeur of its mountain scenery.

Elko is the natural Southern gateway to this valley, which is now being opened to development by railway construction ; and being naturally adapted and selected as a railway base of operations, it seems inevitably destined to be one of the most important commercial and distributing centers in the East Kootenay District.

Directory of Merchants, Professional Men, Etc.

R. Hirtz, General Store.
E. B. Holbrook, General Store.
Fred Roo, General Store.
J. M. Agnew, Hardware.
Tom Roberts, Meat Market.
M. Whitehouse, Laundry.
C. A. Klingensmith, Gent.'s Furnishings.
Elko Drug Co.
Geo. Mellett Candy, etc.
J. Lamb, Restaurant.
Miss P. Winsor, Milliner.
Elko Billiard Hall and Pool Room.
Hirtz Opera House.
J. Sheridan, Livery and Contracting.
Geo. Ross, Blacksmith and Carriage Works.
Tom Hardman, Painter and Paperhanger.
J. Sawyer, Contractor and Builder.
D. Easten, Contractor and Builder.
A. Birnie, Automobile Garage and Livery.

Wm. Wood, Contractor.
J. Liddcott, Shoe Factory.
Dr. H. Watt, Cottage Hospital.
Merchants Bank.
C. E. Ayre, Manager, North Star Lumber Co.
Leask & Johnston, Elko Sawmill Co.
W. J. Kerr, Elk Hotel.
J. Thomson, Columbia Hotel.
C. P. R. Crow's Nest Branch.
C. P. R. Elko, Golden and Kootenay Valley Branch.
C. P. R. Elko, Baynes and Waldo Branch.
Great Northern Rexford, Gateway and Fernie Branch.
Elko Power, Water and Light Co.
J. Birnie, Coal and Ice Merchant.
Elko Tea Rooms and Ice Cream Parlors.
L. W. Mowry, Local Manager International Securities Co., Ltd.
Central Office Kootenay Telephones Co., Mrs. Hardman,
Manageress.
E. Sweet, Hairdressing Parlors.

Key Map of Present and Prospective Railroad Connections at Elko

