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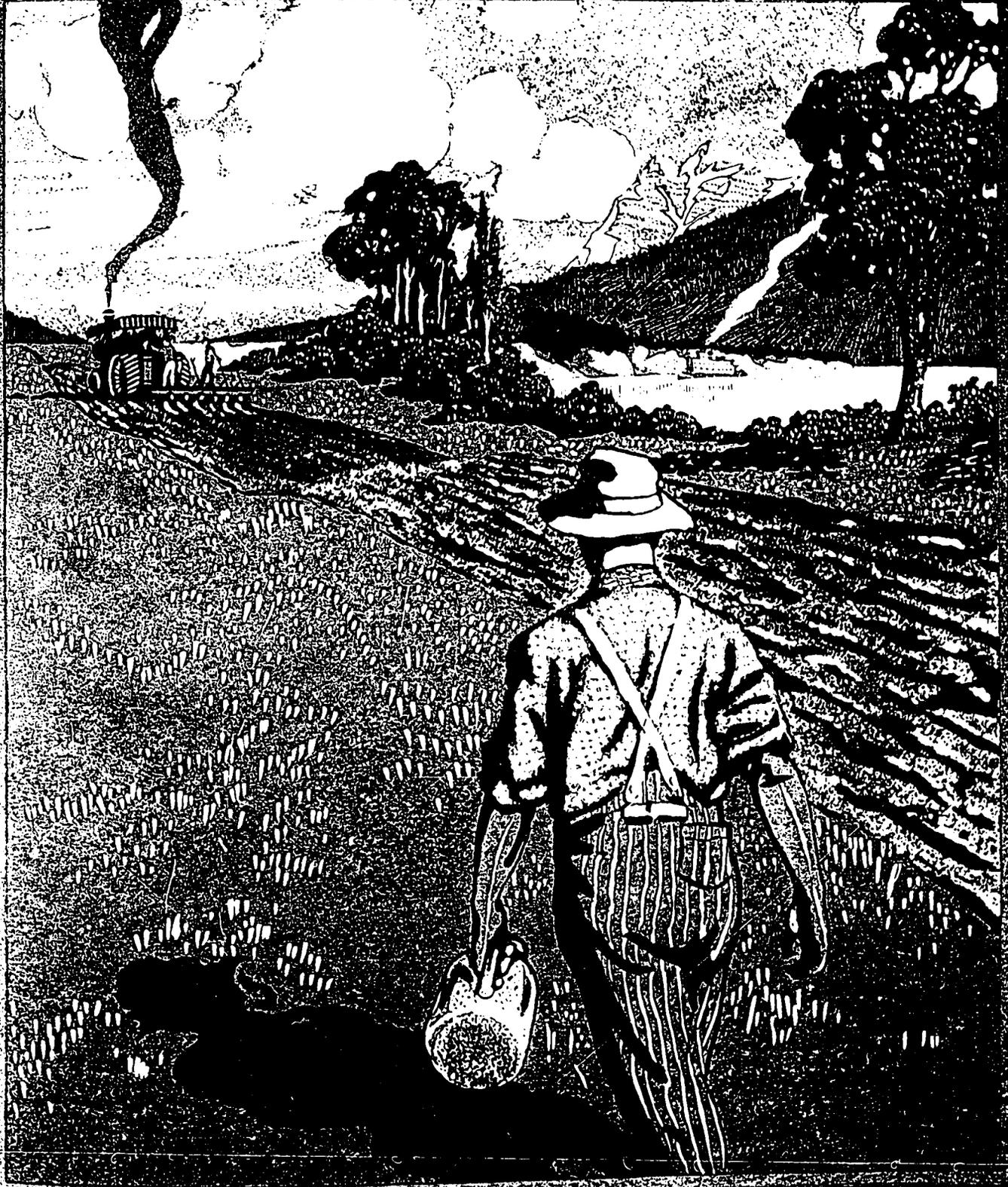
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# BRITISH COLUMBIA MAGAZINE



APRIL, 1913 = PRICE 15c

# PORT COQUITLAM

## “Pay Roll” and “Pay Well” City

☞ The old-time patent medicines undertook to demonstrate their efficacy by “before-and-after-taking” pictures. These pictures were usually fakes and, at best, products of the artist’s imagination.

☞ But the idea was sound.

☞ Every business proposition, every investment, should be able to stand the “before-and-after-taking” test.

☞ Coquitlam welcomes the test. This sterling new terminal town has only a year-and-a-half of life behind it, but those eighteen months have been so many months of demonstration of the wisdom of past and future investments.

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☞ This list means that Coquitlam will be a PAY-ROLL city, and a PAY-ROLL city means a PAY-WELL city for real estate investments. Prices are not inflated. We are willing to sell some lots, but we are more interested in locating industries.

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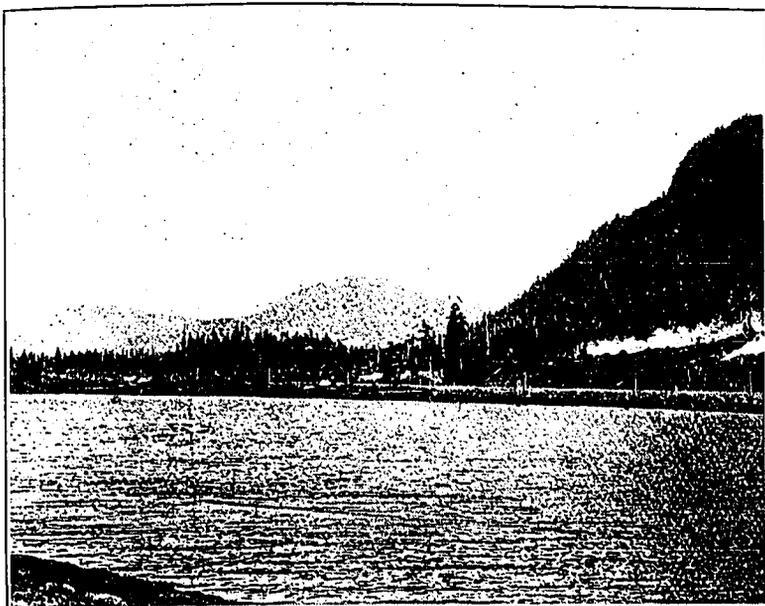
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A VIEW OF PORT EDWARD HARBOR

# Port Edward

## Prince Rupert's Industrial Annex



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The sale is now on. Avail yourself of the free literature. Get the facts and then decide quickly. Port Edward is a solid, properly-founded industrial centre. Some of the largest industrial enterprises of the West are negotiating for sites there. Some have already secured sites and are developing plants. The G. T. P. main line traverses Port Edward and the railroad company has already secured a site for its station, sidings, etc. Development is under way. The time to secure lots is NOW.

Port Edward is not a forced enterprise. Prince Rupert, as the G. T. P. itself has admitted, can find no room for the location of further industries along its waterfront. Port Edward offers the only available location for an industrial annex. Port Edward is immediately adjacent to Prince Rupert, with easy inter-communication assured. It has the finest natural harbor on the Pacific Coast adapted to the building of pier wharves and affording seven times the total docking capacity of Prince Rupert harbor per unit of waterfront. It has been laid out by expert engineers as an industrial centre of the most modern type. A company made up of some of the most prominent men in the Dominion is behind Port Edward. Its capital is \$1,000,000, fully subscribed. A development fund of \$172,500 has been established and more than \$32,000 of this was expended on the surveying and preliminary development. The entire business section and all streets and avenues on the balance of the townsite have been cleared, and 4½ miles of plank walks have been laid on the principal

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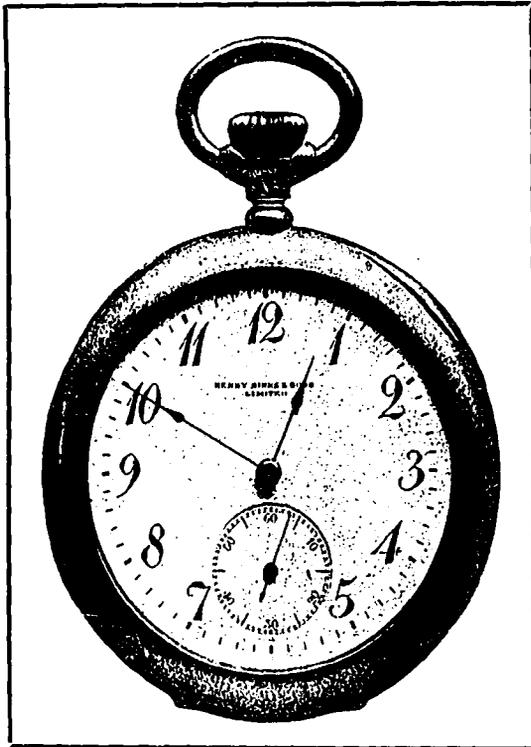
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# THE BRITISH COLUMBIA MAGAZINE

J. S. RAINE, Editor

J. L. W. LEARY, Development Editor

VOL. IX

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## At the Appointed Hour

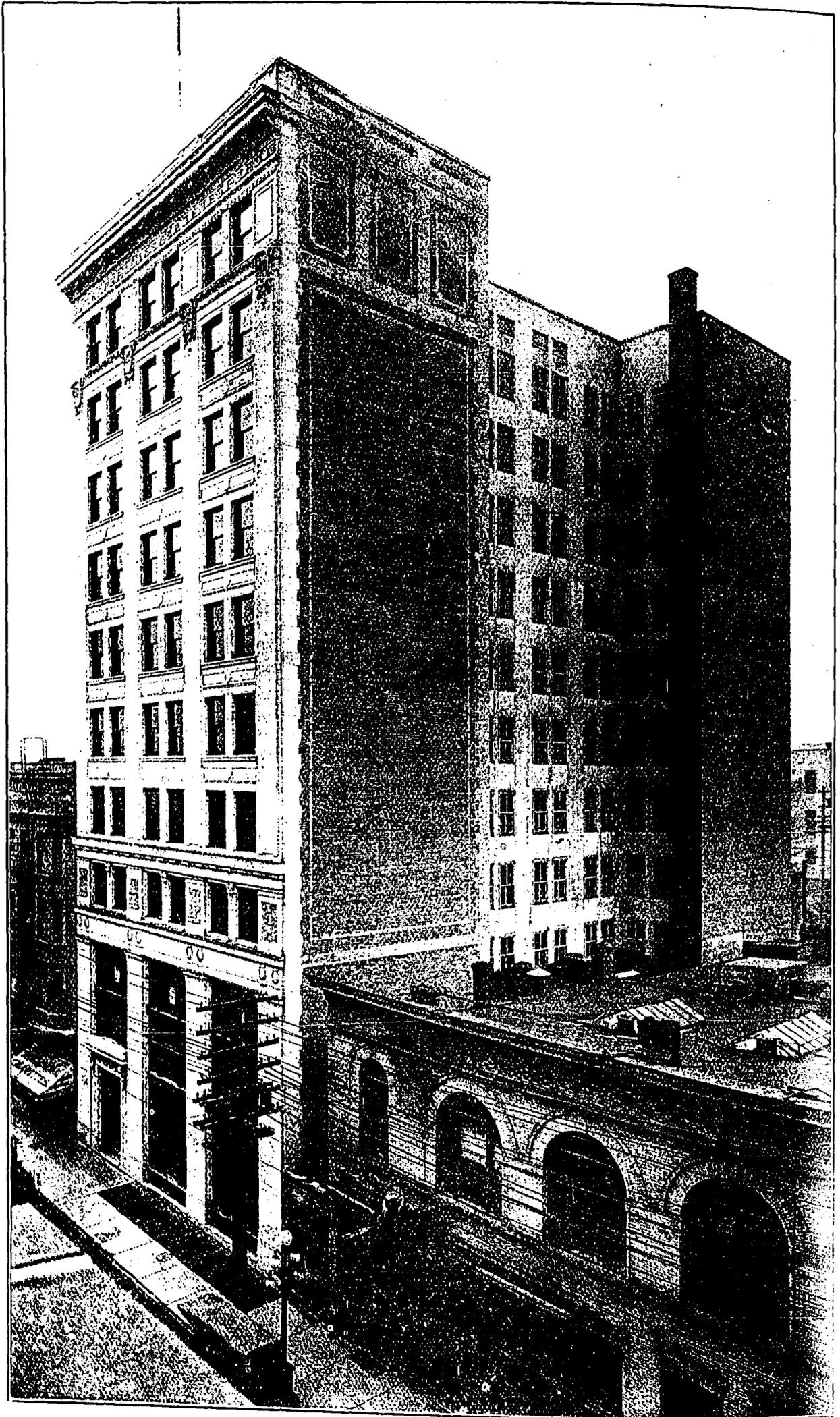
*Love must find voice. Yea, though our heart-strings tense  
At touch or look, though ecstasy abides  
In nearness and in silence, love must sense  
The urgency to speech,—and as the tides  
Surge shoreward at the yearning of the moon,  
So surely must love speak—and surely soon!*

*Love is afraid. This yearning into speech  
Afrights the heart of love, for words are vain.  
Love is afraid, for what can mere words teach  
Save the dominion of grey grief and pain?  
Fearful of words, love would itself defend  
In silence and in secret to the end.*

*But what avails love's silence or love's fear?  
So surely as the linnet at high noon  
Sings to the sun, or in the misty mere  
The nightingale does homage to the moon,  
Giving the night new beauty for a dower,—  
So will love speak, at the appointed hour.*

—HALLETT ABEND.

*Whiteman Creek, B. C.*



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Vol. IX

APRIL, 1913

No. 4

## Our University

### THE PRINCIPAL AND THE BUILDING PLANS

THE recent announcement that Dr. Wesbrook, Dean of the College of Medicine and Surgery of the University of Minnesota, has been appointed Principal of the new University of British Columbia has been well received in the province. It is a matter of satisfaction to Canadians that this signal honor has been conferred upon a native of the Dominion; but, at the same time, Dr. Wesbrook will bring to the discharge of his duties something more than a superficial understanding of the methods of the older seats of learning in England and the United States.

To the general public Dr. Frank Fairchild Wesbrook is perhaps best known as a distinguished pathologist and bacteriologist; but his qualifications for high office in a modern university are by no means restricted to his achievements in this field. Born at County Brant, Ontario, on July 12, 1868, he is the son of Mr. H. S. Wesbrook, formerly mayor of Winnipeg. He commenced his education at public schools in London, Ontario, and Winnipeg, whence he graduated to the University of Manitoba, obtaining the B.A. degree in 1887 and M.A., M.D., C.M. in 1900. He attended the McGill College Medical School, Montreal, in 1889, and the University of Cambridge, England, pathological and physiological laboratories, from 1892 to 1895, in the latter part of which period he

was the John Lucas Walker student in pathology at Cambridge. Later he gained valuable experience at King's College and St. Bartholomew's Hospital, London, the Rotunda Hospital, Dublin, and the Hygienisches und Pathologisches Institute, Marbourg, Germany.

In 1896 Dr. Wesbrook married Annie, daughter of Sir Thomas W. Taylor, late Justice of Manitoba. In the same year he became Professor of Pathology and Bacteriology for the University of Minnesota, having previously, for a short time, occupied a similar position in the University of Manitoba.

Dr. Wesbrook's connection with the Minnesota university has lasted from that date to the present day, and the period has been one of great advancement and success in his department of the university. He has been director of laboratories since 1896, and in 1906 he became Dean of the College of Medicine and Surgery. From 1896 to 1900 Dr. Wesbrook served on the Minnesota State Board of Health and he has also been a member of the advisory board of the hygienic laboratory of the United States public health and marine hospital service. Among his multifarious duties he has found time to contribute to the American and European scientific and medical journals and to the biennial reports of the Minnesota State Board of Health. His eminence as



DR. WESBROOK  
RECENTLY APPOINTED PRINCIPAL OF THE BRITISH COLUMBIA UNIVERSITY

a scientist has led to his being admitted a member of many learned societies and in 1905 he was president of the American Public Health Association. In religion Dr. Wesbrook is a Presbyterian, and in United States politics he has thrown in his lot with the Republicans. As to his attitude towards political parties in Canada nothing appears to be known, and that is as it should be. The head of a great university can best fulfil his duties by keeping clear of party wranglings. Moreover, the outlook upon public affairs in Western Canada would be improved by the presence in our midst of strong, sagacious men, such as one associates with university life—men who, while not holding aloof from politics entirely, would exercise an independent judgment upon public questions and would not necessarily be found always supporting the same party.

It is some such role as this that Dr. Wesbrook seems peculiarly well qualified to fill. Most emphatically he does not belong to those whom learning has tended to make exclusive, and who, while living in the world, are not of the world. From a perusal of his published writings one gathers that, while appreciating the advantages of present-day life over that of any other period, he recognizes the existence of many grave problems and bases a healthy optimism regarding the future on a belief in their solution. In one of his pamphlets he writes:

"Not land nor sea nor sky afford escape from the mad rush of today. Is 'velocitmania' a disease or is it a natural evolution of our times? Shall we become immune or shall we end in 'tachyphobia'? Modern means of annihilating space enable, in fact compel, us to stimulate towards, instead of away from, the herding together of cities. We are increasingly bearing each other's burdens and exposed to each other's real and imaginary ills. The unremitting grinding of each one of us against the other prevents adequate renewal of the loss from vital waste.

"There is indeed much need of the increasing armamentarium provided by present advances in our knowledge of the environmental foes of man's health and happiness, because of the increasing opportunity for disintegration to which the modern kaleidoscope life exposes us."

And then, after an exhaustive examination of what has been and is being done to conquer disease, he concludes:

"We must not be over-confident. There is no one method of protecting individual or public health which is proof against ignorance, apathy or fear. On the other hand we cannot fail to

be encouraged with the progress already made and in the promise for the future.

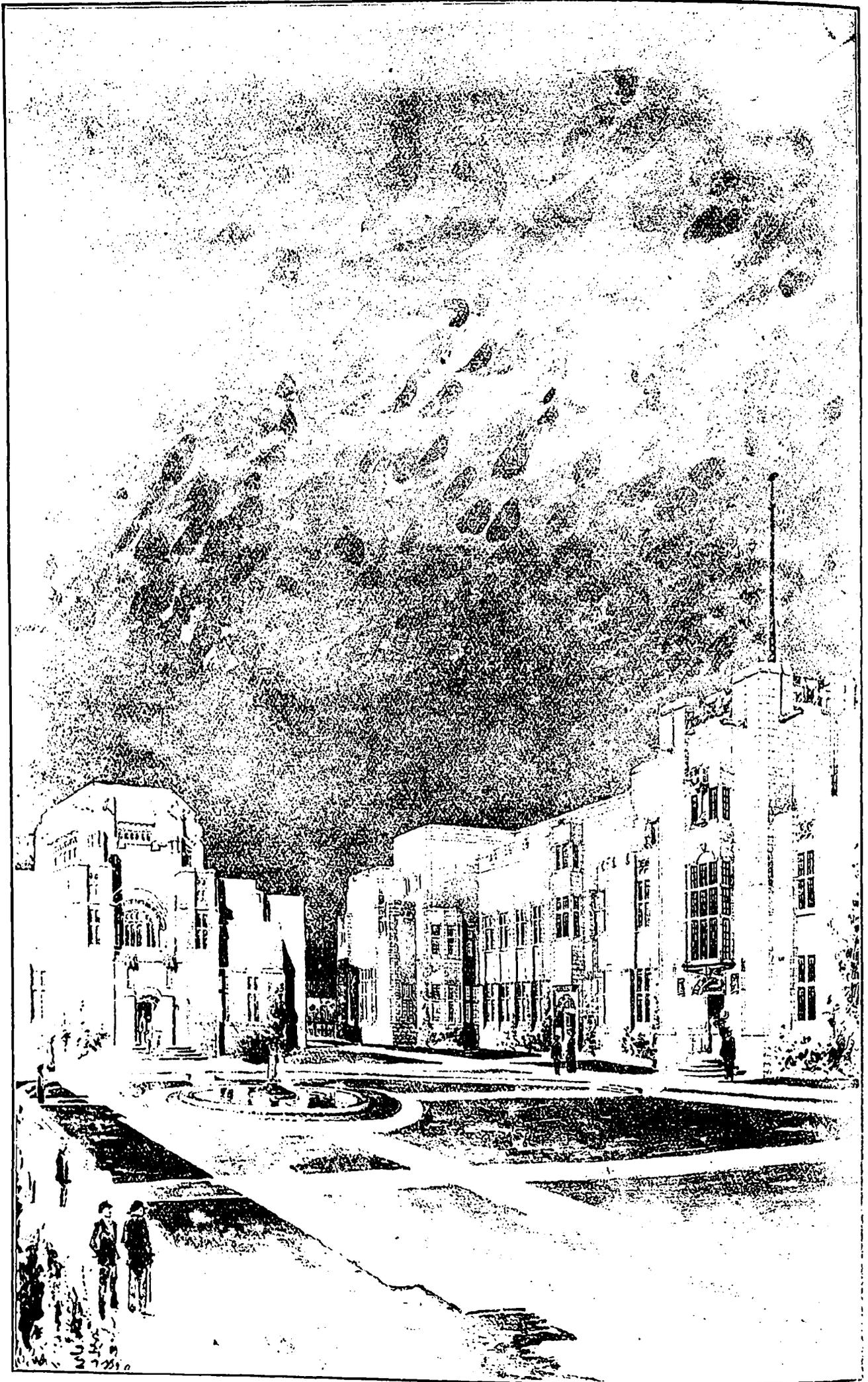
"I for one am proud to belong to this generation, whilst looking forward to better ones for our children and children's children. I am proud of the land in which I live and am proud of Canada, the land of my birth, but I feel justified in anticipating societies which are more humane, and people which are more efficient when man rises superior to his environment and better adjusts the individual's rights to mankind's needs. Nor shall we be denied our part in this millenium if we do our full share of today's work and meet each new day with the courage born of having done one's best."

There is wit as well as wisdom in the word-picture Dr. Wesbrook drew of the "compleat doctor" for the alumni of the Manitoba Medical College. "The doctor," he said,

"is not an artisan, nor is he an artist. He is not simply a scientist nor yet a philanthropist despite the claims made by many of poetic temperament and by a few of the profession who honestly believe that they have gone into the domain of medicine for the good which they can do to others. He is led, let us hope, not by a desire to make money, for under existing social and economic conditions a physician who is true to himself and to the tenets of his profession cannot hope except under the rarest and most exceptional circumstances to make a fortune from his medical work alone. He is not merely a diagnostician nor a therapist, nor both, but must combine such a number of native qualities and have a training so broad that his satisfactory evolution at first sight seems well-nigh impossible."

And here is another passage which is a powerful rebuke to the narrow professional spirit, and which at the same time fills in with hope for the usefulness of the future medico who receives his training at Point Grey. After enumerating many things which a doctor must know, Dr. Wesbrook adds:

"But before and beneath all this he must be a man, at once strong and gentle, or, in other words, a gentleman. The training in this regard should both antedate and run concurrently with his scholastic, collegiate and professional training. The germ should be born in him and fostered by his home and social environment. He must be well-informed on a great variety of subjects, since in his community, the advice of no one is more sought nor on more points, many of them far remote from medicine. His chief duty will be to give advice which may often involve change of environment, occupation and manner of life for a whole household. To act intelligently, he must know much of social and commercial life and possibilities in order to give advice which appeals to the moral, professional or business sense of the patient, who may be quick to see



A VIEW OF THE QUADRANGLE, NEW UNIVERSITY BUILDING TO BE ERECTED AT POINT GREY

*(Illustration from Architect's Drawing)*

that it is impracticable and lacking in what is so paradoxically termed 'common sense.' It is easily seen that the doctor of today must possess the combined good quality of Caesar's wife and the Apostle Paul. He must 'be above suspicion' and 'all things to all men' and at the same time be 'as wise as the serpent and as harmless as the dove.'

The site chosen for the University building is the extreme point of a peninsula, lying southwest of the city of Vancouver and between English Bay and the North Arm of the Fraser River estuary, thus securing the most westerly point to which it is possible for the city to develop.

The main campus has been planned by the architects, Messrs. Sharpe & Thompson, of Vancouver, on an axis almost due north and south, obtaining in this way a grand vista across English Bay and northward up Howe Sound, with its pine-clad and snow-capped mountains, and English Bay in the foreground, the minor axis taking a quieter but no less beautiful view of the Gulf of Georgia, with Vancouver Island in the distance.

At the centre of these axes will be placed the Administration and Assembly Halls, a large pile standing on the higher point of ground dominating the whole. Behind this, and sheltered from the north, are the two colleges on the quadrangular plan, each with its dining hall, common rooms, etc., and all grouped around a large close shut in on the south side only by the chapel.

To the northward of the central administration on either side of the great campus will be the different schools of agriculture, medicine, arts and science, etc., with the school of mines and engineering, the latter surrounding the power house at the northern and lowest end. The cross campus on the minor axis to the east will terminate in the business entrance, and to the west in the alumni gardens, and at the lowest point, placed in a natural hollow, will be the open-air theatre.

To the west of the colleges, schools, etc., will be the playing fields and grounds, forming a fine foreground to the long western facade, with the museum as the central feature. Between these and the marine drive on the lower slopes will be the private residences for the faculty.

On the eastern side will be the university boulevard, swinging round from the marine drive and meeting it again, and on the

farther side of this the theological colleges grouped round a small campus of their own and parallel with the main campus. The women's colleges will stand in grounds of their own, on an island formed by roads. The hospital, stadium, fire-hall, drill-hall and parade ground will lie close to the colleges on a level site, and on a lower slope to the north of the theological colleges will be placed cottages for the employees.

There will be three main entrances to the grounds. The state entrance will be at the north end of the campus, a facade being formed with the administration at the head of the gradually rising campus, with the school of mines and engineering, and flanked by the small schools of law and philosophy. The president's house will be directly on the right of the entrance, but set well back beyond the main facade. The business entrance will be at the east end of the minor axis, being the point nearest to the car terminus and close to the main administration and another entrance at the south end.

The stadium will be placed at the terminus of the cars from the city, and this and the open-air theatre can both be got at by the public without entrance to the grounds. Paths down the cliff give access to the boathouses and bathing-houses respectively for the undergraduates and the faculty.

The plan adopted for the colleges is a modification of that in use at Oxford and Cambridge. The buildings will be three storeys in height, and separate staircases being carried up at intervals, the two upper floors having two studies or keeping rooms to each floor, with two bedrooms to each study. The studies will overlook the quadrangle on one side and the college grounds on the other, giving a maximum of sun and air and have a fireplace to each. The ground floor varies in having one study with two bedrooms on one side of the stair and study and bedroom on the other to be occupied by a senior, who could be held responsible for that stair. On this floor a corridor runs right round the three sides of the quadrangle, glazed in, as this is deemed advisable in this climate, and terminating in an open cloister, which in turn leads to the waiting hall or gallery running the length of the small dining hall,

large dining hall and common room. These are so planned that, if so desired, they need be separated by screens, and at times thrown into one large hall.

Each college quadrangle will be entered beneath a tower, the porter's rooms occupying the floor above. The interior finish will rely chiefly upon the proportions of rooms, windows, etc., for charm, the actual decoration being kept extremely simple. The exterior will be in similar material and design to the rest of the building, but treated with rather more domestic feeling.

The elevations are in free Tudor style, dependent chiefly on outline and the placing of solids and voids, the detail being lavished only on central features or special buildings, such as the chapel, museum and library. They will probably be executed in stone, a light-colored free stone being used. By this means beautiful effects would be obtained by the shadows cast by the breaks in the buildings themselves, and by one building upon another; at the same time, from a distance, the whole will have a sparkling effect in the sunshine, and will stand silhouetted against the sombre coloring of the trees and mountains.

In his recent address at the charter day celebration in connection with the University of California, Sir Richard McBride made interesting reference to the coming of the British Columbia University.

"Next year," he said, "we hope to see it open its doors to the world, and able to compare, ultimately, in efficiency and appointments, with the oldest and best universities on the continent. I am well aware that it takes time to acquire, so to

speak, the atmosphere which belong to a Yale or a Harvard, or an Oxford and a Cambridge—hallowed as these institutions are by the traditions of years—but apart from this, I think I may say that we shall in a very few years have a British Columbia University which will measure up to the standard of these older seats of learning in the usefulness of the curriculum and the calibre of its professoriate.

"Our university has been endowed with two million acres of public lands, and will, I trust, be liberally subsidized from year to year. The buildings are being erected at Point Grey, near the city of Vancouver, and the campus of 284 acres will occupy a beautiful and commanding position overlooking the Gulf of Georgia, which witnessed the historic meeting of the ships of Captain Vancouver and of the Spaniards, a dozen decades ago. We propose to make this institution as good as the best—in beauty of situation, accommodation, appointments and scholarship.

"For our men and women, and yours as well, our section of the continent offers a large and varied field for the exploitation of mankind's most efficient activities; and we cherish the determination that the work of our institution will not only produce a finished scholarship, but also endow its students with such practical knowledge and experience as will enable them to enter that field with skill and efficiency. There is the strong desire, too, that it may be said in years to come, that the Provincial University is not only a powerful educational factor in our community, but has also grown to be an important part of our entire state and economic fabric."



# The Fraser Lake District

By Frederick Jay

THAT ambitious townsite promoters do exist goes without saying. In fact most townsite promoters are ambitious. Ambition of the right sort is a commendable attribute. With some, however, the means employed toward the attainment of the end are worthy of the closest contemplation. Methods to accelerate the hurried pursuit after the savings and loose change of the speculative unwary are many and peculiar. Some ways are queer and the adaptation of facts decidedly ingenious. When an invitation is extended to many promoters to get down to "brass tacks" their horror of the shining points upturned is amusing in the extreme. Reluctant retreat is inevitably sure, and the pace is oft times slow. It is the mills of the gods over again.

On the through transcontinental line of the Grand Trunk Pacific Railway in the Fraser Lake district of British Columbia there is but one townsite at Fraser Lake which bears the imprint of progressive activity and early greatness, together with the hall-mark of the railway's unqualified approval. That townsite is Fraser Lake townsite, named after the lake itself, and it is at the head of navigation for over one thousand miles of inland navigable waters. Boats can run up from Soda Creek to Fort George by the Fraser River, and thence up the Nechaco River to Fraser

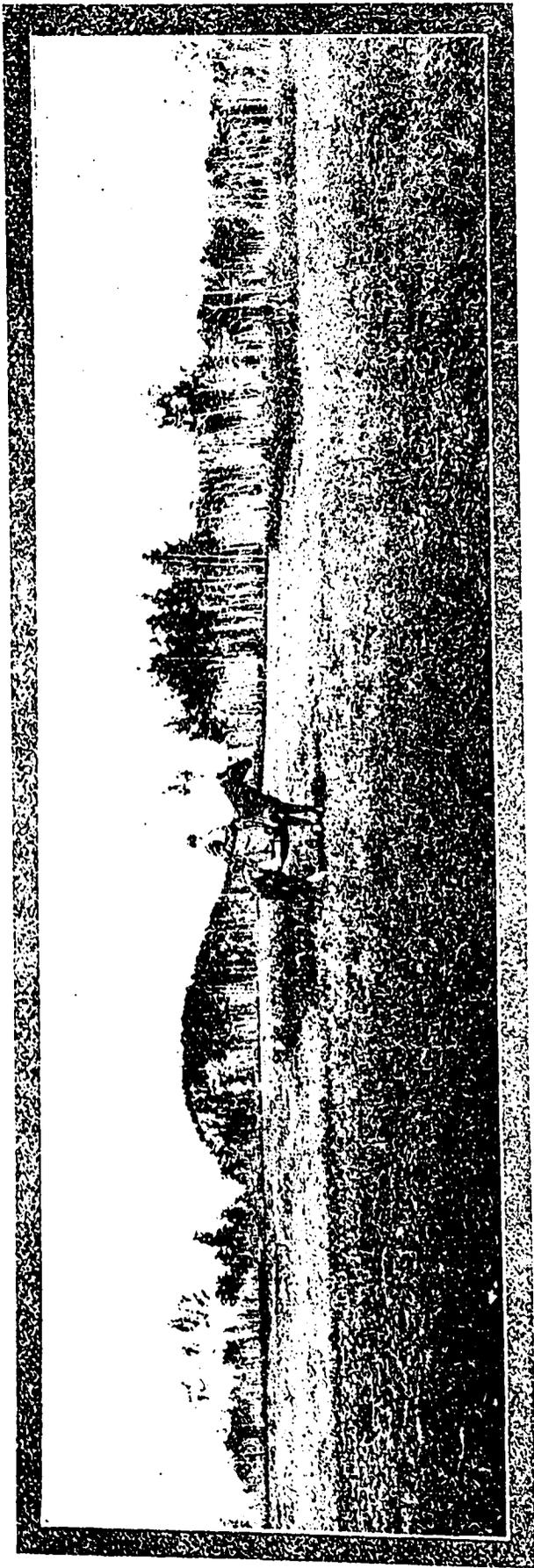
Lake townsite. Boats will also be running through from Tete Jaune Cache to Fraser Lake early the present year. After two months steady work on the Nechaco River, Messrs. Foley, Welch and Stewart, who are building the Grand Trunk Pacific main line, have made the river absolutely clear and safe for navigation from its mouth, where it empties into the Fraser River, to Fraser Lake, a distance of more than one hundred miles. They are now in a position to load their fleet of transports at Tete Jaune Cache and run them straight down the Fraser and up the Nechaco, a clear waterway of 420 miles.

The situation of Fraser Lake townsite is a rare combination of beauty and utility. The lay of the ground is almost level, there being a gentle slope upward toward its outer boundaries. From almost any point one may obtain a superb view of the lake itself and of the surrounding country. Here Nature would seem to have tinted the landscape with her most glorious colors. The panorama spread before the eye is a picture of exquisite beauty, entrancing in its loveliness. As a matter of fact the opinions of many world-wide travelers are that the opportunities existing at Fraser Lake for the establishment of a tourist-haunted pleasure resort are unexcelled. No other spot along the Grand Trunk Pacific Railway in British Columbia is at all comparable to Fraser Lake townsite in this respect. The bathing facilities are excellent, the waters of the lake and adjacent streams abound with large gamey trout, such as the rainbow and Dolly Varden, and there are salmon, carp and whitefish in abundance. In the surrounding district there are deer, cariboo and bear, partridge, grouse and prairie chicken. Along the shores of the lakes and small streams are ducks, geese and other waterfowl innumerable.

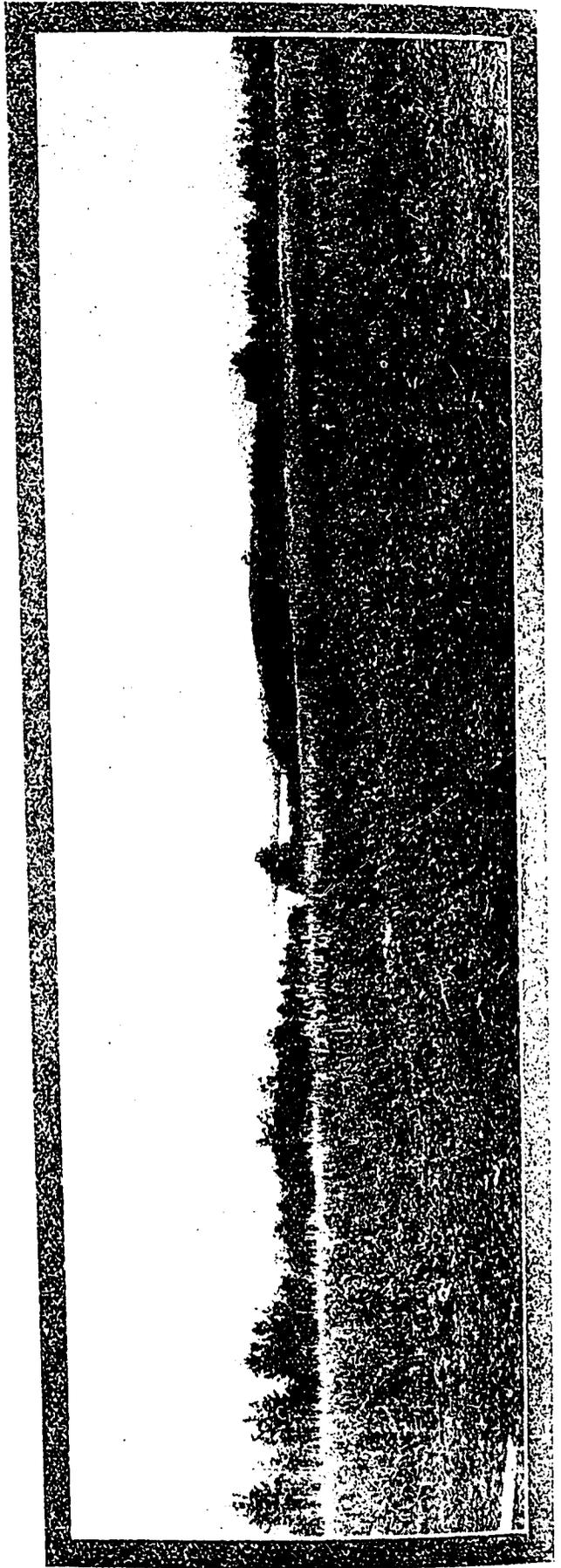
The climate is considerably milder than that of many other parts of the interior of



FIELD OF OATS AT FRASER LAKE



A FINE, LEVEL STRETCH ON THE EASTERN PORTION OF FRASER LAKE TOWNSITE



VIEW OF FRASER LAKE TOWNSITE ON THE LAKE SHORE

British Columbia. Springtime is earlier than in any other district along the line of the Grand Trunk Pacific between Hazelton and Fort George. Just why this should be it is difficult to say. The credit, however, for this pleasing favor is usually given to the lake. Winter snowfalls come to stay about the middle of November, and disappear early in April. The ground is ready for the seed at the beginning of May, and oftentimes a week or more earlier. Summer days are warm, nights are cool. Rainfall there is plenty, but never to excess.

The great fertility of the soil, as evidenced by the astounding luxuriance of the wild grasses, vetches, peavines and small fruits offers every inducement to agriculturists, the trek of whom in large numbers has already begun in earnest. Wheat, barley, oats, timothy, clover, sugar beets, root crops and vegetables of all kinds, as well as berries and other small fruits, have for many years been grown to perfection in the district by Hudson's Bay Company officials, trappers and early settlers. Mixed-farming also has been most successfully carried on, the country tributary to Fraser Lake townsite being especially well adapted for stock-raising and dairying. The higher land, not suitable for cropping, makes excellent pasture land. Government reports state that horses have been known to winter out; yet to provide against contingencies arising from an occasional unfavorable season, it is more prudent to provide feed for the winter. Taken all in all, the district surrounding the townsite of Fraser Lake is the finest and largest connected area of agricultural and pastoral lands on the Grand Trunk Pacific Railway between Prince Rupert and the Rocky Mountains. In addition to



A SPLENDID POTATO PATCH AT FRASER LAKE

the wealth to be derived from agriculture, dairying and stock-raising, there is that of the mineral and timber resources, the development of which will add enormously to the prosperity and importance of the town of Fraser Lake, which must soon occupy an enviable position among the greatest of Canada's newer cities.

A most important adjunct to Fraser Lake's many possibilities for future development is that of the water-power available on the Stellaco River less than two miles distant. The utilization of the forces of this stream now running to waste will solve what has been a most difficult problem in the upbuilding of many cities—the adequate supply of cheap power for industrial, transportation and lighting purposes. There can hardly be any doubt that many large and important industries will be attracted to Fraser Lake when the waters of the Stellaco shall be harnessed and ready to turn the wheels that convert the raw materials of manufacture into the finished products of commerce.

The townsite of Fraser Lake is the property of the Grand Trunk Pacific Railway Company, which in accordance with the official order of the Canadian Board of Railway Commissioners, dated 8th May, 1912, will erect a standard No. 1 station on the property. The company also contemplates making Fraser Lake townsite the western terminus of its branch line now under construction from Edmonton, Alta., through the Peace River country. In fact it is so shown on the latest official maps of the company. While not yet officially announced, there is every indication that the railway company will establish extensive yards and shops for divisional purposes.



A PATCH OF GOOD PRAIRIE AT FRASER LAKE



A REMARKABLE GROWTH OF OATS AT FRASER LAKE

The agreements for sale and deeds to all property purchased in the townsite are issued direct to purchasers by the land commissioner of the Grand Trunk Pacific Railway. Five per cent. of the gross amount received by the company from the sale of lots is being used for the creation of a fund which will be handed over to the first duly constituted board of trade of the town of Fraser Lake, the whole amount to be utilized for development and advertising purposes. This one fact alone demonstrates the keen interest the railway company is

taking in the future of the town, which it intends shall be the greatest from a commercial, financial, industrial and shipping standpoint in the whole of the large wealth-producing district surrounding it. As a pleasure and health resort as well, it will undoubtedly occupy a leading place.

Many business establishments are already under way and will be in a position to transact a flourishing business during the coming and subsequent years. A large hotel is under course of construction. A splendid sawmill has been erected at the lake shore in the vicinity of the station site. A first-class newspaper and job printing plant awaits transportation and the arrival of the mechanical and editorial staff.

With the avowed and often expressed intention of the Grand Trunk Pacific Railway Company to make the town one of the greatest on its main transcontinental line in British Columbia and if possible to have a train service in operation from Prince Rupert sometime during the coming autumn, the developments of the coming summer will doubtless surpass all records in Western Canadian town building.

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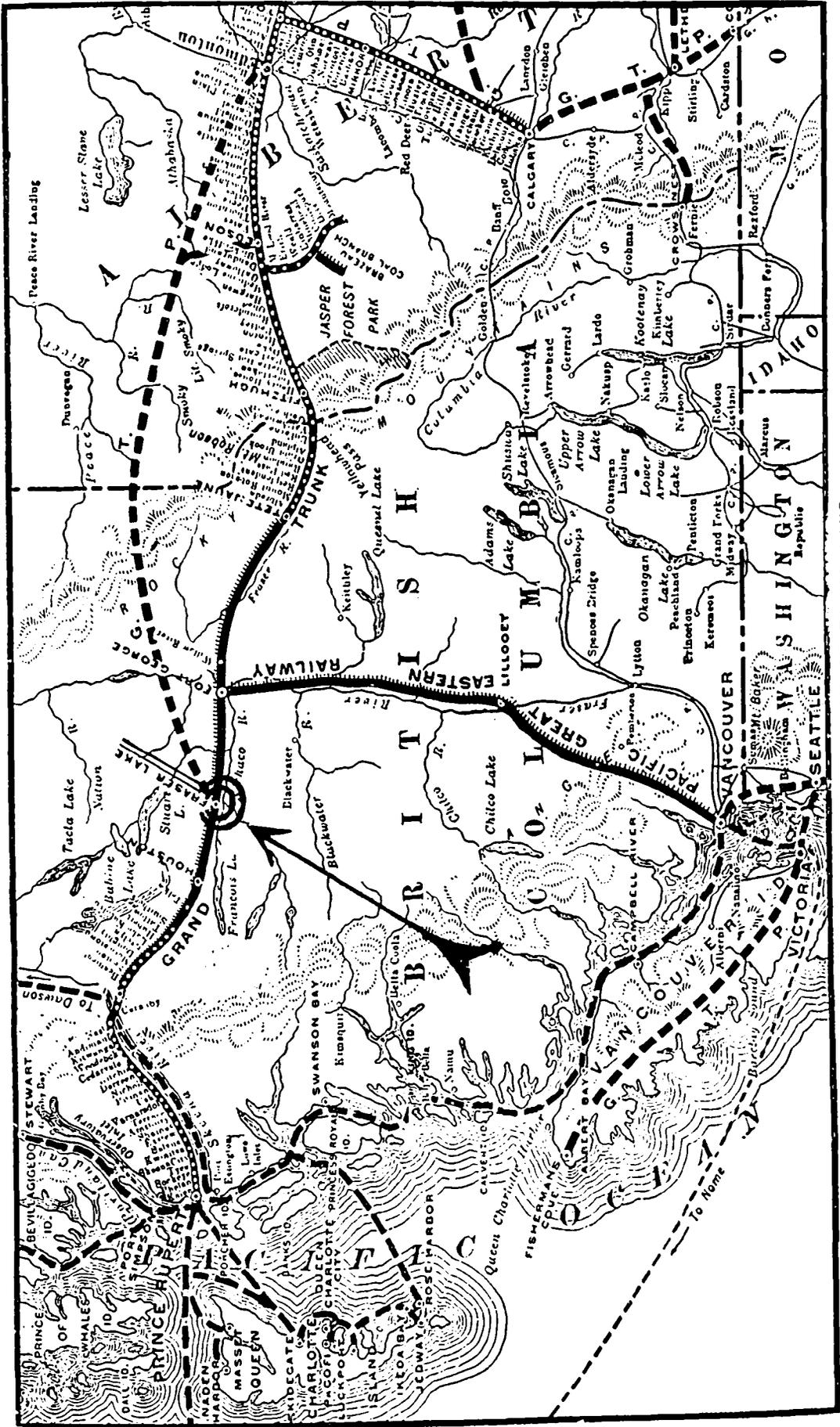
## To Pauline Johnson

Silently into the shadows  
 That mystic essence has fled  
 That gave to her winning presence  
 The warmth and the glow of the red,  
 Rich blood of her people.

Only her message lingers:  
 Her tales of camp-fire and trail;  
 And long as the human spirit  
 Thrills to the plaintive wail  
 Of murmuring firs in the night wind,  
 So long will her magic song  
 Stir in the human bosom  
 Passions deep and strong.

Catching the rhythm in nature;  
 Finding a joy but to be;  
 Child of the forest and river,  
 Gifted with fancy free;  
 Brief though her sojourn among us,  
 Still will her music live on,  
 Blessing the world with its beauty  
 After the singer has gone.

—Raymond Turner.



MAP SHOWING LOCATION OF FRASER LAKE

# Our Mineral Wealth

## WHAT THE SURVEYORS FOUND LAST YEAR

IMPORTANT information as to the geology of British Columbia is contained in a report issued by the Department of Mines for the Dominion Government. It gives the conclusions of representatives of the department who made an inspection during the summer of last year.

A geological survey of that part of the Cordillera lying between Golden and Banff was made by Mr. J. A. Allan. This section along the line of the Canadian Pacific Railway is the third nearly or quite complete section of the Cordillera so far made, and the work was carried on by Messrs. Allan, Bowen, Camsell, Daly, Drysdale and Rose, under the general supervision of R. A. Daly. The first trans-Cordilleran section, along the 40th parallel of latitude, from the Great Plain in Colorado to the summit of the Sierra Nevada in California, was run about forty years ago by a United States government party under Clarence King. The second traverse, along the 49th parallel, from the Great Plains to the Pacific, was made by R. A. Daly under the direction of the Canadian Commissioner of the International Boundary Commission (1901-1907).

Mr. A. M. Bateman's work consisted, in part, of a preliminary examination of the economic resources of the Bridge River district. Development work has been carried on in this district for a number of years, but the Cadwaller Cree section is the only one in which mining work is being carried on at present. The veins, although small and few in number, are continuous and persistent. The gold content is sufficiently high to justify mining and extraction of the ore on a commercial basis.

An exploration trip was made to Chilco Lake, and the eastern border of the coast range batholith was outlined.

Mr. N. L. Bowen spent the summer of 1912 working out that part of the trans-Cordilleran section lying along the line of the Canadian Pacific Railway between Lytton and Vancouver, British Columbia. A study was made of Palaeozoic, Cre-

taceous and Eocene sedimentary formations, of the igneous rocks of the coast batholith and their method of intrusion, and of a few physiographic problems.

### MAPPING THE BOUNDARY

Mr. D. D. Cairnes completed the geological mapping undertaking by the Canadian Geological Survey, along the Yukon-Alaska international boundary (the 141st meridian). This work was commenced in the spring of 1911, in accordance with an agreement between Canadian and United States Geological Surveys, the United States department undertaking to map the geology between the Porcupine River and the Arctic Ocean, and the Canadian survey agreeing to perform the work from the Porcupine south to Yukon River.

The objects in performing this work were mainly to facilitate the correlation of the geological formations of Alaska with those of Yukon; and to obtain a geological section across the northern half of the Cordillera at that longitude. The investigations on the part of the Canadian geological survey have shown that the rock formations exposed between Yukon and Porcupine Rivers are dominantly of sedimentary origin, and include Mesozoic, Palaeozoic, and possibly Archaean members, the entire Palaeozoic section being apparently represented. The finding of Cambrian fossils at several points adds considerably to our knowledge of that period as Cambrian fossils have not before been found in Yukon, and have been obtained from but one point in Alaska, viz.: at Seward peninsula, 700 miles to the west.

### DEPOSITS IN SOUTHERN VALLEYS

Mr. Charles Camsell carried out the following work during the summer:

(1) Examination of gold-copper deposits of Kruger Mountain at the southern end of Okanagan Valley.

(2) A brief study of the copper deposits at Copper Mountain, Similkameen district, where the British Columbia Copper Company has been for the last year carrying out some important development work with a

large staff of men. The result of this work has been to prove the existence of large deposits of low-grade copper ore, which, if they can be successfully treated, will mean that a new and important copper producing field will be opened up.

(3) An examination of gold-copper deposits on Independence Mountain in the range between Keremeos and Twenty-mile Creeks, Similkameen district.

(4) A brief study of the Oligocene coal-bearing rocks of White Lake in Okanagan Valley. In the course of this work an interesting discovery was made of an extinct Tertiary volcano, the outlines of whose crater can still be clearly defined in spite of the injuries it has suffered through the ravages of time. This extinct volcano is situated directly west of Okanagan Falls.

#### QUEEN CHARLOTTE ISLAND COAL

Mr. C. H. Clapp was engaged in field work on Vancouver Island, geologically surveying the area represented by the Sooke and Duncan sheets. Of economic interest was the outlining of a number of intrusive stocks of gabbro, which, on account of the copper sulphides that they carry, may be well worth prospecting.

Over two weeks were spent on Graham Island, the largest of the Queen Charlotte group, to gather information concerning the distribution of the coal measures of the island, and, if possible, to assist in their prospecting. It was found that the Cretaceous coals, while of excellent quality, occur in much smaller basins than was previously thought and that the basins are deformed and involved with later igneous rocks, which occur chiefly as dykes and sills or laccoliths and possibly as flows. However, considering the excellent quality of the coal, many of the basins are well worth further prospecting.

#### STRATA OF SELKIRKS

The section from Salmon Arm to Albert Canyon crosses the ancient crystalline basement of British Columbia, whose weathering and erosion furnished debris (sand and mud), which was accumulated in vast thickness to the east of Revelstoke. After consolidation and uplift, this material now forms nearly the whole of the high Selkirks as well as the Purcell Mountain system and a large part of the Rocky Mountains. The actual contact of the old basement with this enormous cover of

sedimentary rock was found at Albert Canyon. It is, in many ways, the most significant rock contact in British Columbia.

This season's work has confirmed the view reached during work on the 49th parallel section, that a new rock system, being (conformally) beneath the Cambrian system, should be recognized in the Canadian Cordillera. Its most perfect exposure, so far discovered, is that in the Selkirks on the railway line, where the series of strata has a thickness of considerably more than 30,000 feet. In Montana and Southern Alberta this system of rocks contains the oldest known direct traces of life in the Cordillera.

#### A FIFTY-FOOT COAL SEAM

Mr. D. B. Dowling, in collecting data regarding the coal reserves of Canada, visited several new fields about which the survey had little information. Among these may be noted: (1) small areas of Flathead River in British Columbia; (2) a newly-opened field on Saskatchewan River east of the Brazeau coal field, and (3) the Coteau in Southern Saskatchewan.

The Flathead areas are three in number. One near the boundary line appears the most important and is a basin of rocks similar to the Crow's Nest, but restricted in area to a few square miles. In this basin seams of twenty feet, thirty feet, and fifty feet are exposed by open-cuts, and prospecting tunnels and a very large tonnage can safely be counted on. The seams dip at angles of about twenty degrees and are easily mineable. In the centre of the valley twenty miles north of the boundary, a block of these rocks on edge was also found and the fifty-foot coal seam had been traced for two miles in a north and south direction. This probably is the extent of these measures. The third locality being prospected is near the North Kootenay pass and is a block recorded by Dr. Dawson, but it is probably not as extensive as he supposed. Seams of six feet, twelve feet and eighteen feet are exposed by tunnels. A mass of coal near the fault line is claimed to be the fifty-foot seam.

The coal field on the Saskatchewan is on the line of the Canadian Northern Railway that is being built west from Stettler. Outside the break marked by the Brazeau hills the Edmonton formation is brought to the surface and a ten-foot seam of domestic

coal is exposed beneath the railway grade, near the mouth of Shunda Creek. Inside the Brazeau hills, Kootanie rocks are exposed dipping west at about twenty degrees, and coal seams of seven feet, fourteen feet, seven feet and four feet are being opened for mining at the railway grade. A vast quantity of coal lies above this level and it is believed that at one place between Shunda Creek and the Saskatchewan the uprise from the main entry will measure 6,000 feet at right angles to the entry.

#### THOMPSON VALLEY

Mr. Chas. W. Drysdale mapped a ten-mile section along the Thompson Valley between Six-Mile Point on Kamloops Lake and Lytton. Much material was collected for petrographic and palæontologic research, but until the office work is completed it would not seem advisable to make any definite statement as to the results of the work, which, however, promises to be of considerable scientific interest.

Mr. W. W. Leach's work was confined to a detailed examination of the country covered by the Blairmore map sheet, an area of about twelve by seventeen miles. This includes practically all the producing mines of the bituminous coal fields on the Alberta side of the Crow's Nest Pass. Sufficient information was obtained to map closely the numerous outcrops of the coal-mining beds and the position of the major faults. A number of sections across all the formations represented were measured, so that it will be possible on the finished map and sections to represent accurately the position of the coal measures and the quantity of coal available. It is hoped that the ages of the different formations may be determined more definitely than heretofore when the fossils collected during the season have been examined.

Mr. O. E. LeRoy was occupied in supervising the work of field parties in British Columbia.

Mr. R. G. McConnell made a section through the Coast Range along the Grand Trunk Pacific Railway from Prince Rupert to Aldermere. A few days were spent in an examination of some quartz veins that are being developed on Princess Royal Island. The recent mining developments on Texada Island were also studied.

Mr. J. D. Mackenzie examined about 250 square miles in the southwest Alberta,

including most of the foothills area between the valleys of the South Fork River and Pincher Creek.

The well-known coal measures of Blairmore and Coleman, in the eastern part of the Crow's Nest Pass, extend in part southward into the above district, and their extent and structure were the principal subject of the investigation. There is a considerable amount of coal in this area that can be worked when railway transportation becomes available. A deposit of clay that is suitable for face brick and the lower grades of pottery occurs in the South Fork Valley. Of scientific interest is the discovery of vertebrate bones in the Fernie formation, which is of Jurassic age.

Mr. Alex. MacLean collected fossils at Stonewall and Stony Mountain, and mapped some of the Lake Agassiz beaches in Manitoba. Some work in the vicinity of Munson, Alberta, was also carried on.

#### DIMENSIONS OF THE GROUNDHOG BASIN

Mr. G. S. Malloch continued his examination of the Groundhog coal basin and determined the southern, eastern and northern boundaries of the area in which coalbearing strata occur. The southern boundary is situated near latitude 56 degrees 50 min., the eastern follows the Dooti fork of the Skeena to Shawnee Lake, thence to the valley of the Cluatakutahn, from which it passes over a flat divide to the Cluayet fork of the Stikine and thence over another divide to the east fork of Clappan River. The northern boundary is approximately latitude 57 degrees 30 min. Information given by prospectors leads one to believe that the western boundary runs up the East fork of the Naas River and over a divide to the main fork of the Clappan. The dimensions of the field are thereby roughly 45 miles by 30, but in parts of this area the coal-bearing rocks have been removed by erosion. While many new outcrops of coal were discovered this year, no marked improvement in quality was noted, quartz or calcite veinlers being present in nearly all the seams and nigger heads and numerous thin bands of bone occurring in many of them. A closer examination of the structure proved the existence of many more faults than were recognized last year.

#### DEPOSITS OF BRICK CLAY

Mr. H. Ries spent the field season of 1912 in Western Alberta and British

Columbia, completing an investigation of the clay and shale deposits of those provinces. The Belly River and Edmonton shales were examined in further detail, as also were the shale formations of the Crow's Nest Pass region.

A reconnaissance was also made from Edmonton westward through the Yellowhead Pass, along the Columbia River Valley from Golden southward, and from Revelstoke northward. In all of these areas deposits of clay or shale were found which can be utilized for common and pressed brick, and in some cases probably other classes of clay products. The latter, however, can only be determined by laboratory experiments to be made on the samples collected.

A study was also made of the shales of the Nanaimo series on the east coast of Vancouver Island.

Mr. B. Rose made a study of the Tertiary rocks about the west end of Kamloops Lake, B. C. Altogether an area of sixty-four square miles was covered in some detail and a sketch map made. Several side trips were made to compare and correlate the rocks with those of surrounding areas.

No mining is being carried on at present but some prospecting for copper is being done north of Kamloops Lake. The mercury mines north of Kamloops Lake have been abandoned for some years.

Mr. S. J. Schofield made an examination of that part of East Kootenay, B. C., lying between the Canadian Pacific Railway (Crow's Nest branch) and the international boundary line from Kootenay River westward to Kootenay Lake.

The main purpose of the investigation was a correlation of the stratigraphical series of East Kootenay with that along the international boundary line.

#### FAUNA AND FLORA

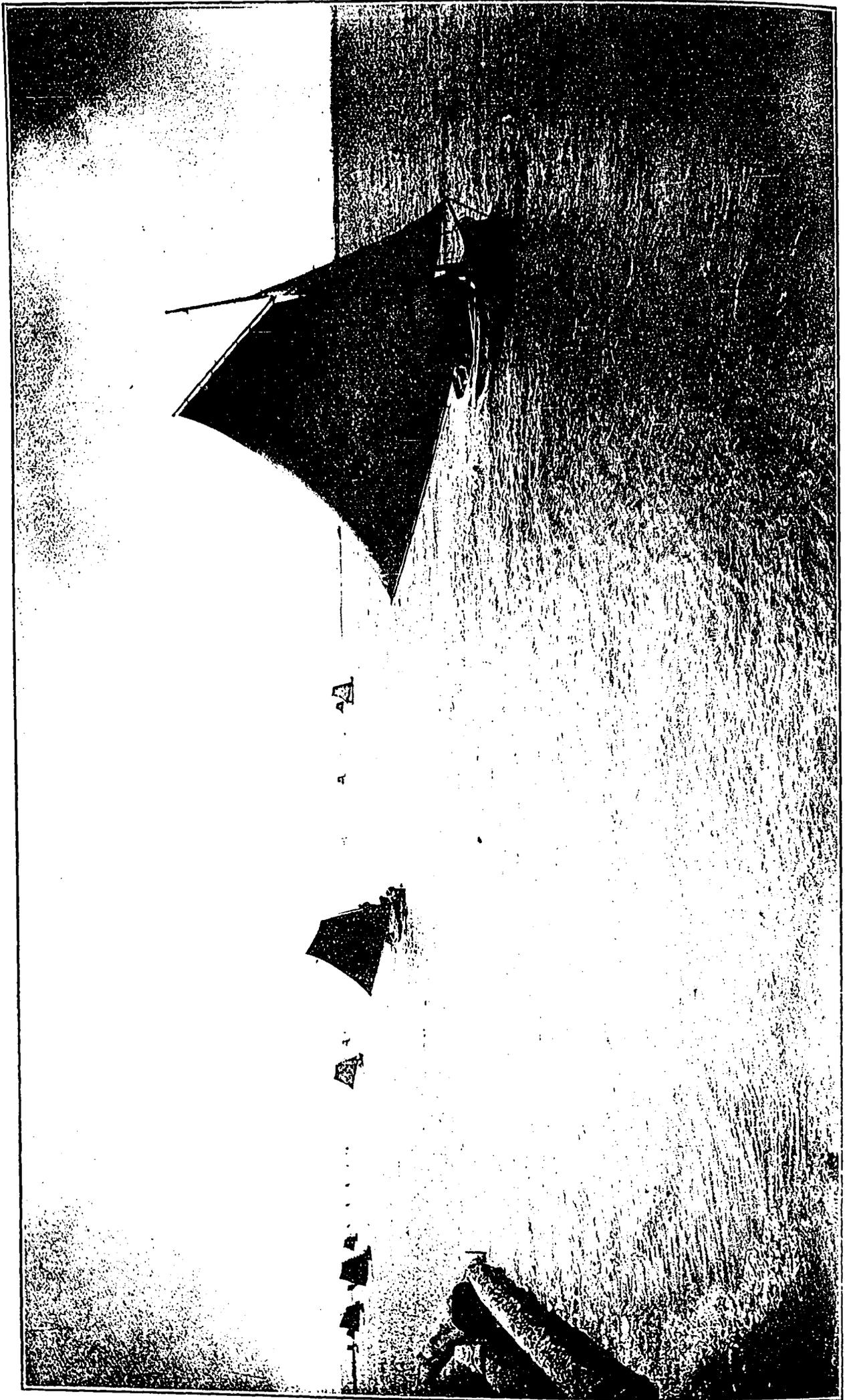
Mr. J. H. Macoun spent a part of the season in the examination of the flora of the south end of Vancouver Island and the remainder in the study of the fauna and flora of Strathcona Park, Vancouver Island.

Mr. P. A. Taverner, in addition to museum work, did a small amount of collecting in the vicinity of Ottawa.

The Victoria Memorial Museum has just received a magnificent donation of mounted Canadian birds presented by Mr. J. M. Fleming of Toronto. This collection includes about 350 specimens, most of them being mounted birds, but a small number of skins and some mammals are also included. Mr. Fleming has been gathering these birds since the early nineties and being a connoisseur in taxidermy as well as an accomplished ornithologist, and having directed the mounting of many of them personally, the result is one of the best mounted collections of birds in Canada, some of the specimens being second to none in the world.

The director of the geological survey reports that great success attended the expedition sent out last summer to secure skeletons of the great extinct monsters that once inhabited the Canadian Northwest, and whose remains are now found in vast quantities in bone beds of the Red Deer River, Alberta.

This well-equipped expedition has returned with tons of fossil remains, principally those of dinosaurs, huge reptiles that flourished four or five million years ago toward the close of what the geologists call the Cretaceous period. Included in the collection are: two skeletons of the large plant-eating Trachodon or Duck-billed dinosaur, one thirty-two feet long, and the other forty feet long; remains of the ponderous plant-eating horned dinosaurs; and of the flesh-eating dinosaur, now being called *Albertosaurus*.



FISHING FLEET IN THE GULF NEAR NANAIMO

# Nanaimo

ITS PRESENT PROSPERITY AND FUTURE DESTINY

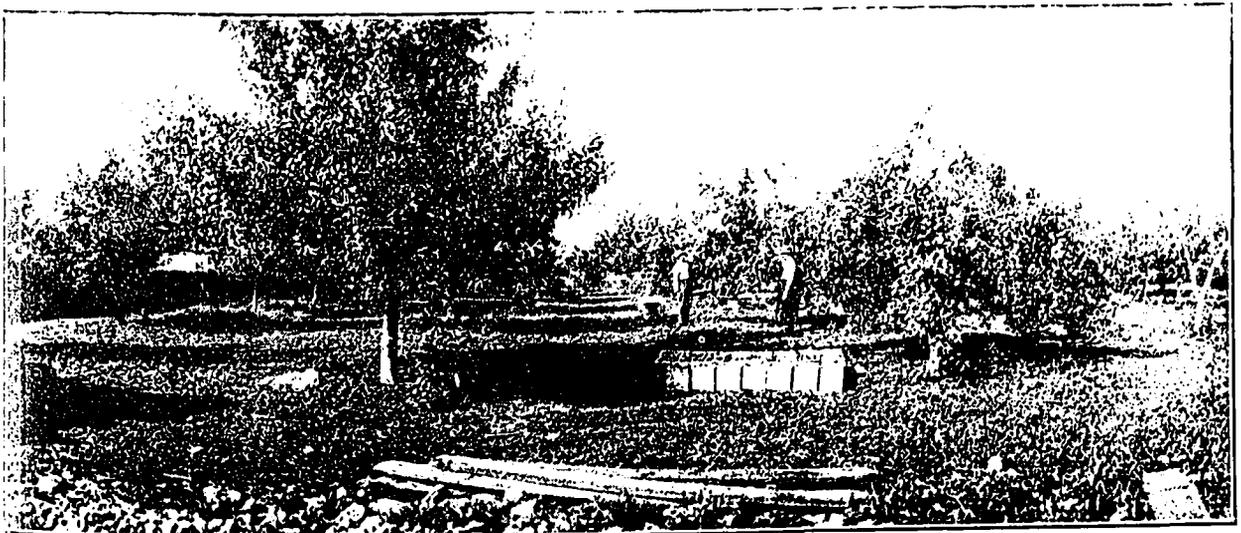
By H. G. Coleman

VANCOUVER ISLAND, so favorably situated on the west side of the Straits of Georgia, and with an area of nearly 15,000 square miles, is rapidly becoming known as the store-house and base of supplies for the province of British Columbia. With coal in abundance, prosperous fisheries, packing plants and other industries; with millions of feet of available timber and mountains of ore, her fine land-locked harbors, good roads, and climate unequalled on the shores of the Pacific, there is indeed little to be desired, and those who have shown faith will undoubtedly reap a harvest which will draw the attention of the world at large. To build up a district where prosperity will reign permanently, it is necessary not only to have the natural resources and advantages, but to start with a sound foundation. In 1853 the Hudson's Bay Company built a bastion at Nanaimo, and in 1875 the town was incorporated. Though it was the most important port on the inland passage to the northern Pacific Coast points, the city for years did not show any perceptible growth. But, as the inland distribution from this point increased, the town gradually grew until it was incorporated as a city; having at the present time a popula-

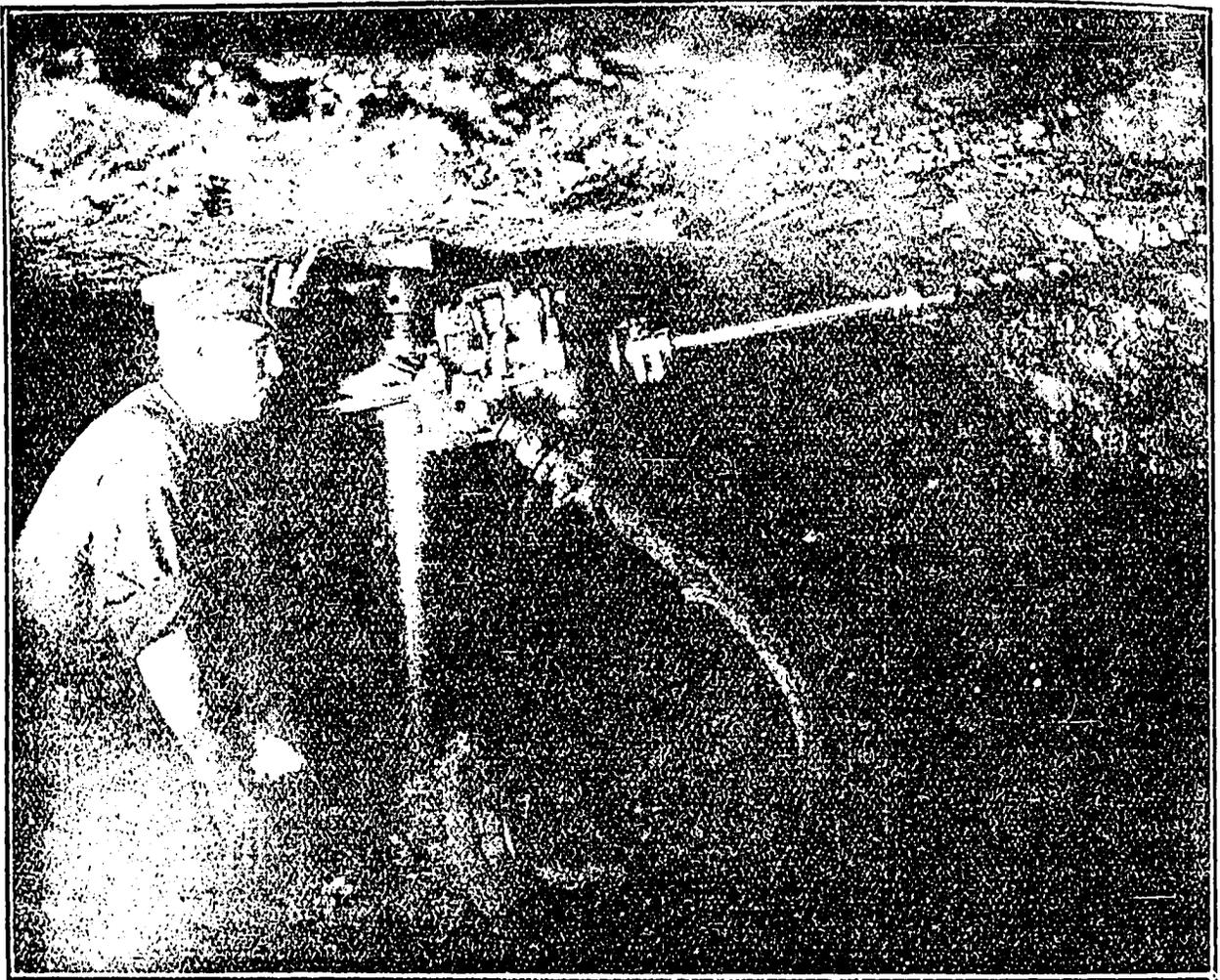
tion of over 10,000 prosperous people. It is really within the last three years that Nanaimo has come to the front and gained the position which she now holds, as the mecca of the tourist and the manufacturing and distributing centre of Vancouver Island.

At Nanaimo are situated the largest coal mines in the province, enormous lumber mills, sash and door factories, box factories, fisheries, which export annually hundreds of thousands of boxes of herrings each year, in addition to the salmon, crabs, oysters and other fish, the quality of which is second to none on the coast; a brewery, cigar factories, powder works and other flourishing industries, which have a total pay-roll of over \$300,000 per month.

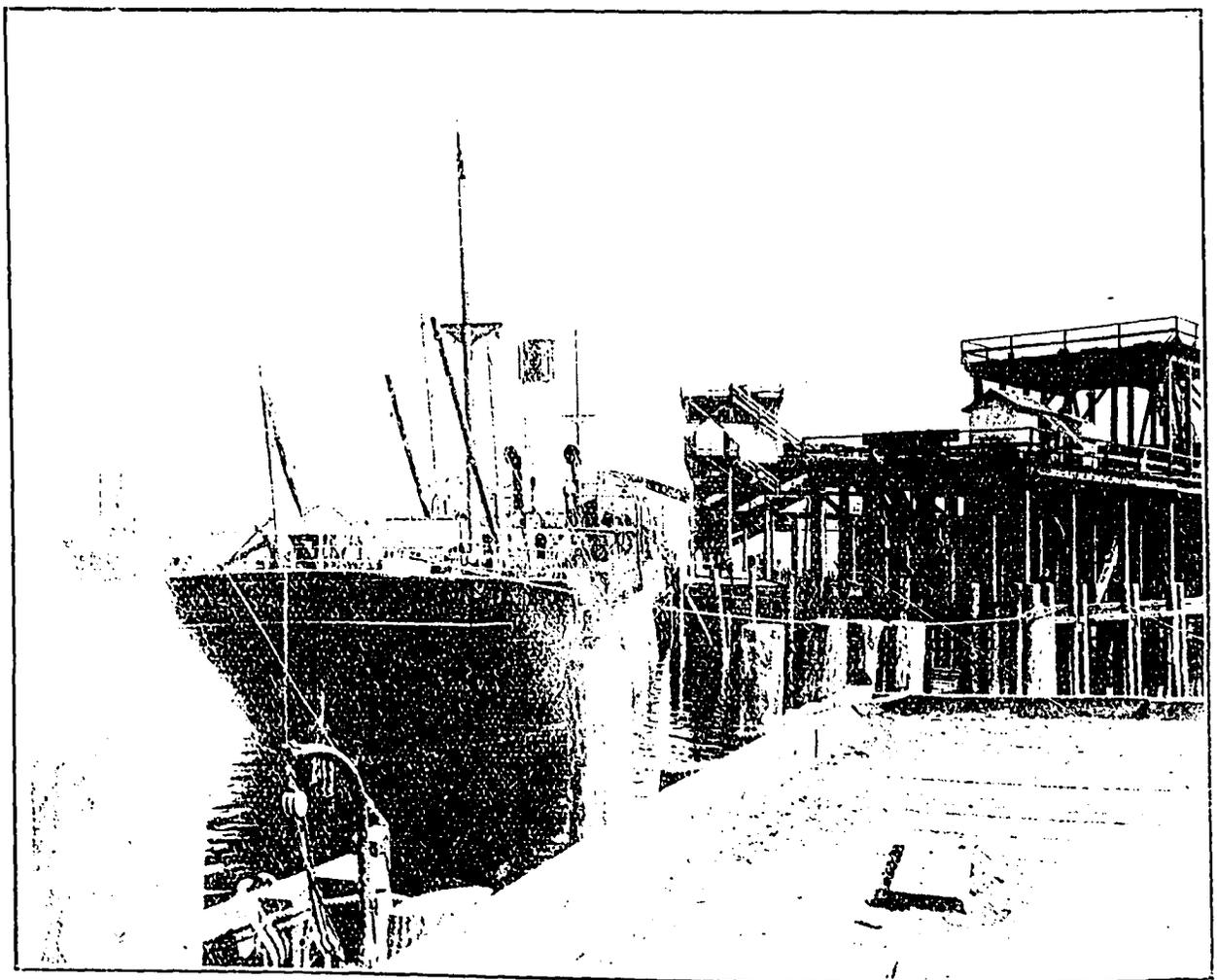
Nanaimo is really the heart of the island, and justly claims to be the gateway to one of the richest districts in Western Canada. Being only thirty-three miles from and directly west of Vancouver, it is the logical gateway for the tourist and the natural distributing point for the immense quantities of freight which are consigned from the East to different points on the island. At the present time Nanaimo, as a port, holds second or third position in the



A TYPICAL SCENE IN THE FALL—APPLE-PICKING NEAR NANAIMO



DRILLING IN A VANCOUVER ISLAND COAL MINE



STEAMSHIP COALING AT NANAIMO, B. C.



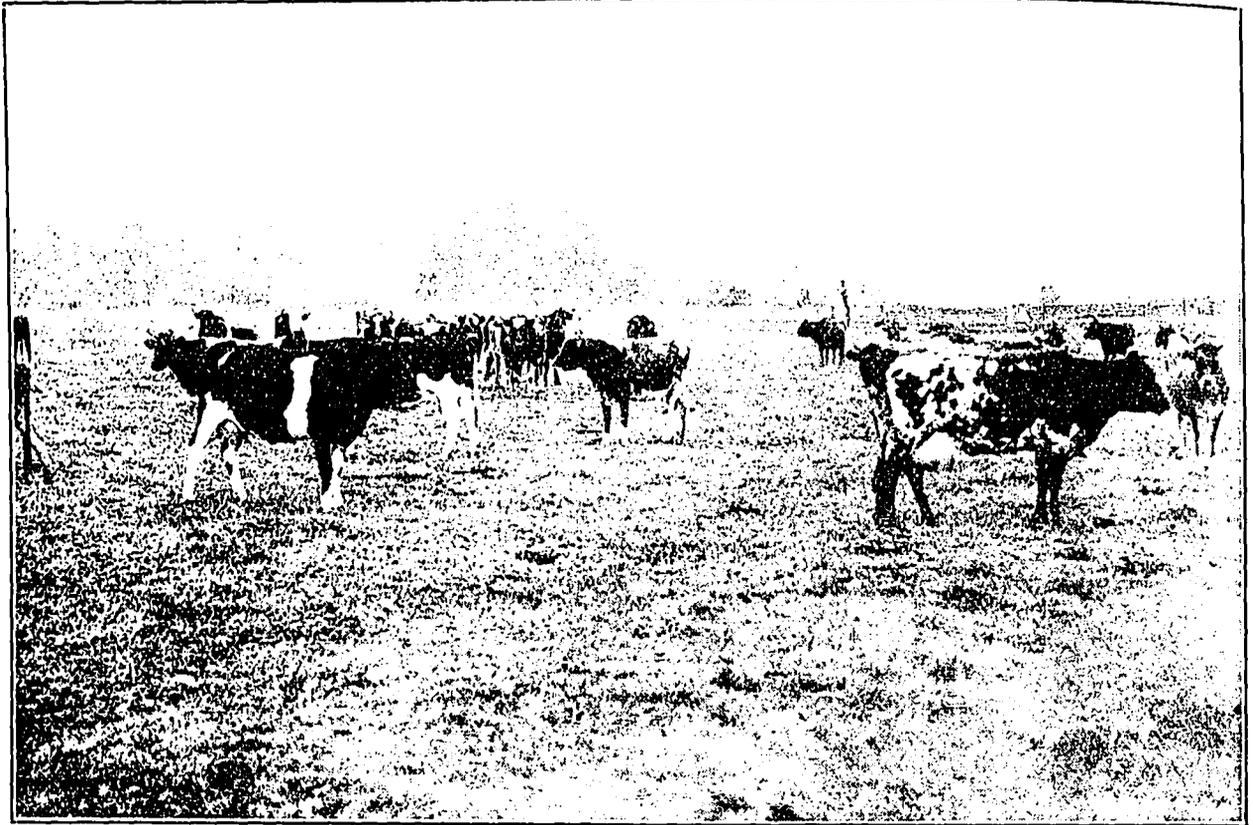
A BREAKFAST FOR WESTERN CANADA—THE FAMOUS NANAIMO HERRING

Dominion of Canada, its shipping exceeding that of the other cities of British Columbia combined, and with the opening of the Panama canal it is confidently expected that Nanaimo will be the most important port in British Columbia for vessels sailing through the inland passage to Alaskan and other ports to the north.

The wave of prosperity which is passing over the whole of the Pacific Coast in anticipation of the opening of the Panama Canal has not passed Nanaimo, as evidence of the opening of this most prosperous period is to be seen on all sides; new stores, warehouses and factories are being erected on all sides and the number of new dwellings going up is phenomenal, the contractors finding it almost impossible to erect houses fast enough to meet the ever-increasing demand. Hardly a day passes in which a new-comer does not approach either the Board of Trade, the City Council or the Development League, inquiring where he can get accommodation for his business, and in many cases the business men are "doubling up," especially those who need only office space.

As a residential centre, Nanaimo is as nearly ideal as it is possible to imagine a city of its size. Having wide, well-paved streets and miles of concrete sidewalks and pavements, thoroughly modern water works and sewage systems, electric light, gas and other conveniences which are usually enjoyed only in cities of a far greater population. The city is well policed, and the fire department is a most efficient organization, arrangements having been made to instal in the near future the very latest models of motor-driven fire-fighting apparatus. The climate is the most agreeable and from the residential section, which is built up with beautiful homes with spacious grounds, well-kept lawns and flower beds that are a mass of color almost the year round, one may view the beautiful harbor and islands which have an ideal setting in the blue expanse of the gulf.

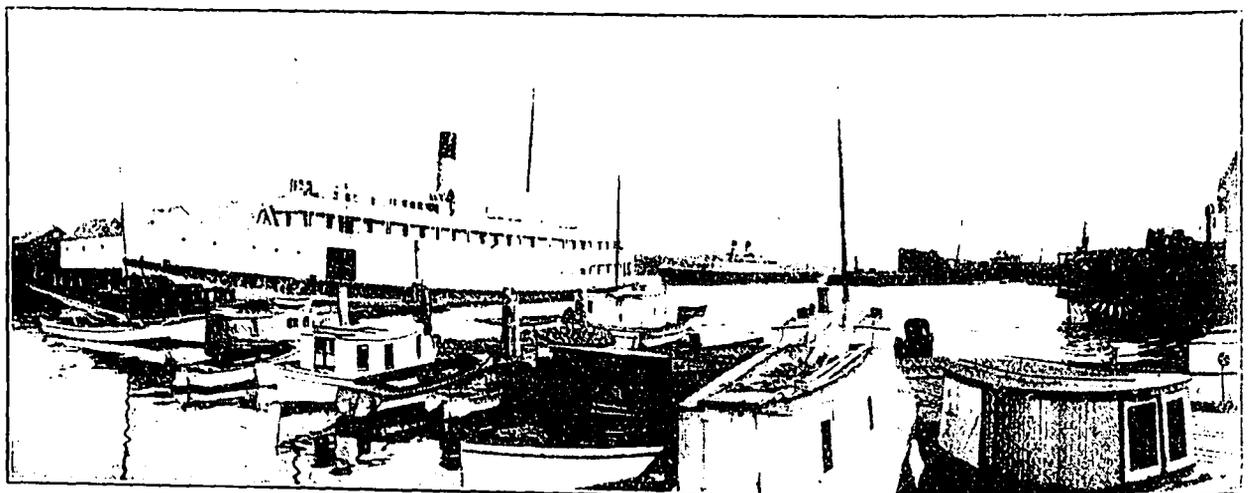
It is from Nanaimo that the tourist really starts on his trip over the island. Here he gets his supplies, hires his guide and arranges for his automobile, which, by the way, is possibly used more frequently by sportsmen at this point than at any other



A DAIRY HERD NEAR NANAIMO

point in Canada, as the excellent roads make it possible for either the tourist or sportsman to reach almost any portion of the island without the hardships usually experienced. There is no month in the year when the sportsman or fisherman cannot thoroughly enjoy himself and be assured of

a heavy bag or creel when the day is done. With an unexcelled agricultural district surrounding the city, an enormous monthly pay-roll and every opportunity for making a living and enjoying life, it is obvious that Nanaimo will rapidly forge her way to the front rank of the cities of the Dominion.



FARMERS LANDING, NANAIMO, B. C.

# The Progress Club and Its Work

ADVERTISING AN EMPIRE AND ITS METROPOLIS

By Ing. D. Carson  
*Assistant to the Commissioner*

BRITISH COLUMBIA, Canadian gateway to the world's commerce, an empire of vast natural resources and itself a link of empire, with Vancouver, its metropolis, has become within a quarter of a century a field for the expenditure of capital—whether of money or of energy—that has commanded the attention of every community in the British Empire. The unlimited natural resources; an area of 250,000,000 acres; a coast line seven thousand miles in length; 182,000,000 acres of forest and woodland; illimitable deposits of precious metals and non-metallic minerals; salmon, halibut and herring fisheries that in their infancy are producing nearly fifteen million dollars in net profits annually; ten million acres of wheat lands; warm valleys capable of the most intensive fruit cultivation, and a magnificent climate; all these are British Columbia's. These are her stock in trade, her wares, which the Empire may enjoy if it will. British Columbia is a vast storehouse of riches, and Vancouver is one of its many show-windows.

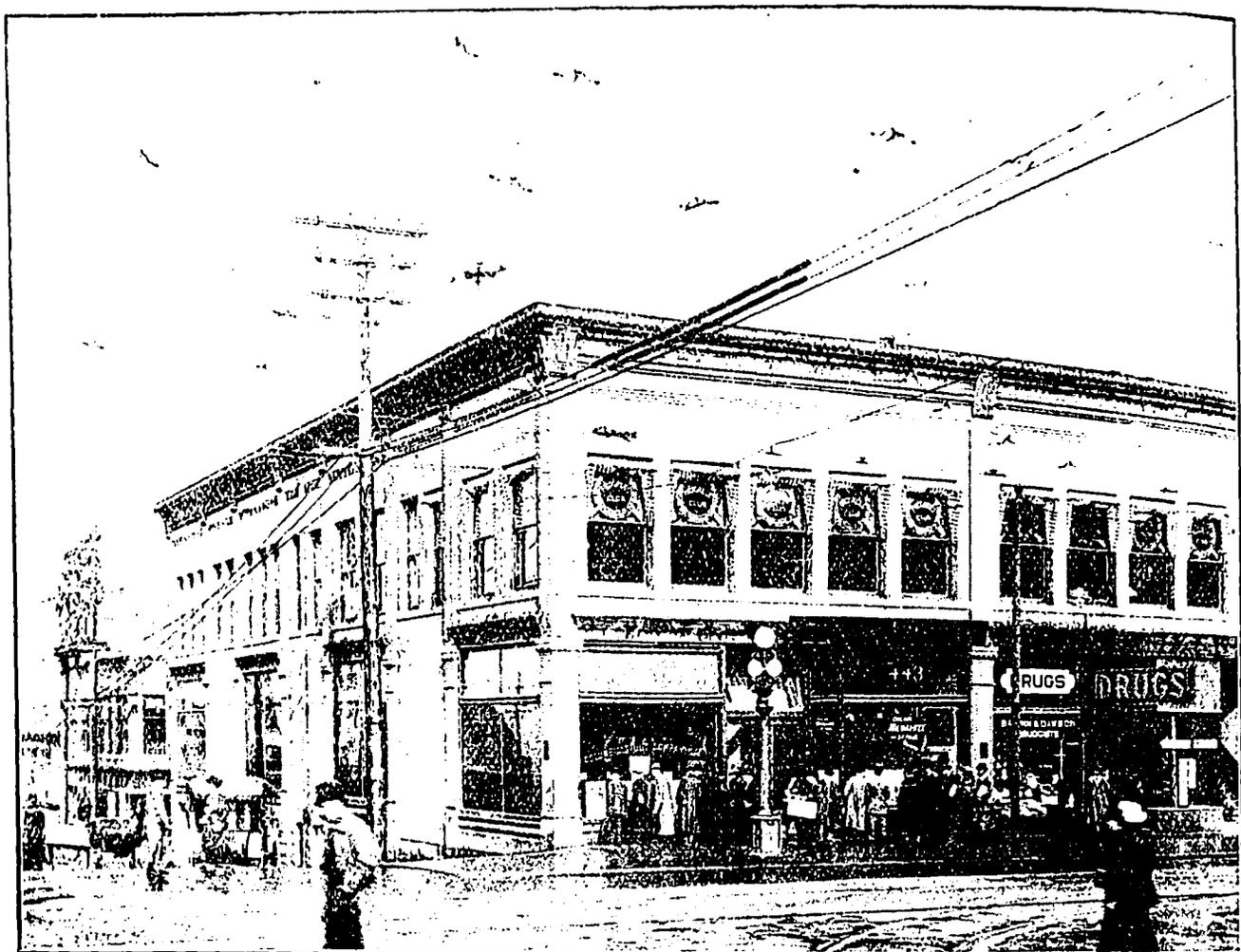
The capitalization of these resources is the problem now before the people of British Columbia. In this great enterprise the initial steps have already been successfully taken. In twenty-five years both the province and its chief city have become known to all classes and to all communities throughout the British Empire and the civilized world. British Columbia has been identified among the constituent parts of the Empire as a land of promise, and Vancouver has been recognized as an essential factor in the ocean trade of nations. The need of the moment is to check up and to check over what has already been distributed in the way of information about British Columbia and her cities; to render accurate as well as attractive all that can be said

and all that is being said about British Columbia, her advantages and her future.

This work falls naturally within the province of the Progress Club of Vancouver, a public organization with a thousand members, whose executive heads direct its efforts along lines approved by the governments of the province of British Columbia and the city of Vancouver. The Progress Club is not an organization of "boosters" combined for the purpose of ultimately disappointing the credulous. Its members are the successful business and professional men of Greater Vancouver; its methods are modelled after the best features of the work of the London Chamber of Commerce and



DR. ELLIOTT S. ROWE  
COMMISSIONER PROGRESS CLUB



THE PROGRESS CHAMBERS ARE IN THE HEART OF VANCOUVER

the industrial and development bureaus of the leading cities of the continent, and its scope of activity is based upon an understanding that the well-being of any individual community in the province is inseparably linked with the growth and expansion of British Columbia.

Realizing that the success of one district is bound up in the success of every other district of the province, the Progress Club has been engaged ever since its formation over a year ago in creating a community of interest that shall have as its advocates the residents of every section of the province. A widely accepted policy of intra-provincial co-operation, having tangible expression in the formation of a provincial chamber of commerce working in conjunction with a central bureau in Vancouver is the result aimed at; its achievement is now but a matter of a few weeks during which the central executive committee appointed last fall can complete the plans of organization.

The Progress Club occupies spacious quarters in the heart of Vancouver, two city blocks from the rail and ocean terminus of the Canadian Pacific Railway Company, at one of the busiest corners on Hastings

street. The Progress Chambers comprise the entire first floor at the corner of Hastings and Richards Streets, with a floor space of approximately ten thousand square feet. The rooms are perfectly lighted, and consist of the general and private offices of the club, an exhibit hall containing two thousand square feet of display space, a banquet hall where the weekly luncheons of the club are held, and where a comprehensive exhibit of the products of Vancouver factories is being assembled, a board and library room, where works of reference dealing very fully with conditions in the province are available to the public, and a bureau of archives, where information dealing with every feature of the growth of the province is tabulated and filed for ready reference.

Working in conjunction with the Departments of Agriculture, Mines and Public Works; the Bureau of Provincial Information; the Vancouver City Council and the Fraser Valley Municipal Publicity Bureau, the Progress Club is enabled to render assistance of the most valuable kind to tourists, home-seekers and prospective investors. The bureau of information is supplied with



ORES COLLECTED FROM AN AREA AS LARGE AS WESTERN EUROPE

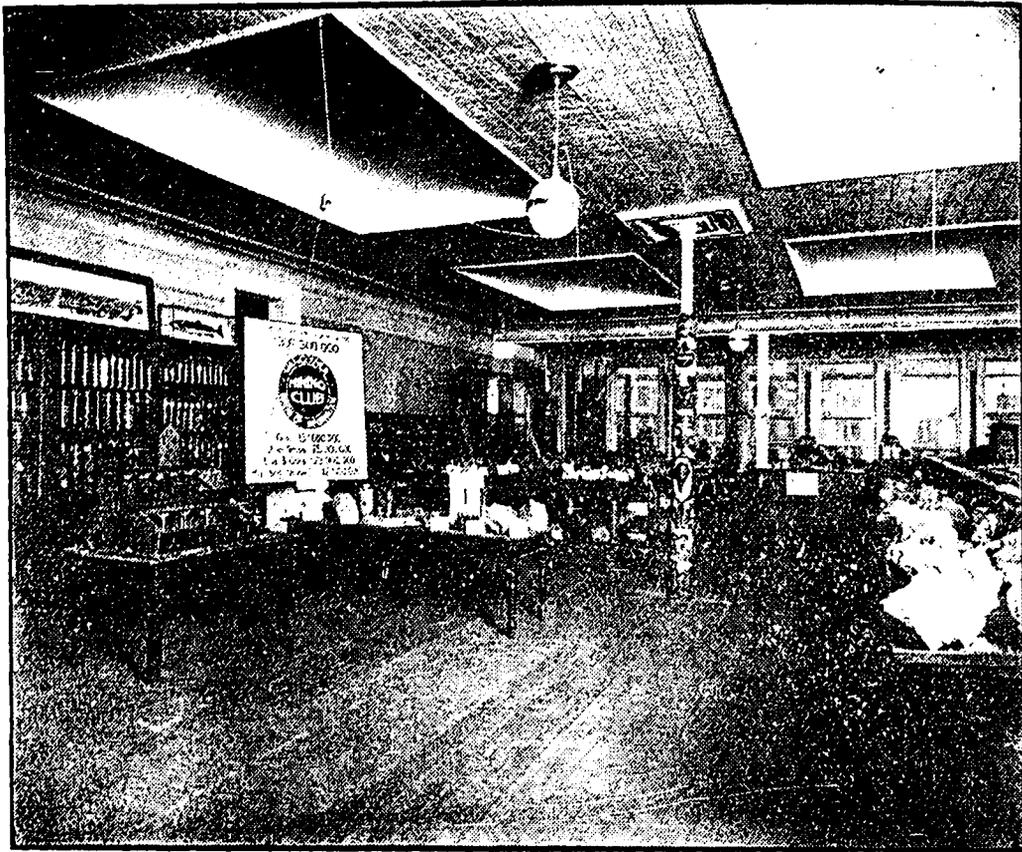
data collected from every part of the province. Authentic information dealing with existing conditions and opportunities for commercial and industrial enterprise has been received from the boards of trade and other official bodies of the cities, towns and municipalities of British Columbia. This information is supplied upon request, and in addition the official publications of the Provincial Government, books, pamphlets, reports, statistical summaries and maps are distributed freely. The value of this work is greatly enhanced by the employment of a system of compilation that renders every bit of information accurate and up-to-date. The data at hand is under continuous revision by assistants especially fitted for the duties they perform.

The Progress Club is now arranging for an industrial survey of British Columbia, a task of the greatest importance, and one that will supply a needed addition to the statistical information in demand by capitalists, mechanics and artisans.

Aside from the wide distribution of information effected by means of correspondence, personal interviews and the issuing of government publications, the Progress Club carries on a campaign of provincial and civic advertising through the daily and weekly press of Vancouver. Illustrated

stories dealing with development news of the Pacific province appear with frequency in the leading publications of Canada and the United States, and numerous articles have been distributed in Great Britain and in Germany through the medium of the many artistic illustrated weekly and monthly publications devoted particularly to news bearing upon life and opportunities for advancement in Canada and other British colonies. This department of Progress Club work is handled by a news and publication bureau which also supplies daily telegraphic and weekly news-letter service to all parts of the Dominion. A staff photographer keeps the bureau supplied with a wide range of views depicting civic and provincial scenes of interest, and by this means an increasing demand for photographs of life in the Sunset Province is supplied.

Two features of Progress Club work that have brought the organization into close touch with all parts of the province are land settlement and extension of the co-operative idea. The problem of a rapid settlement of the fertile lands of British Columbia is recognized as one of prime importance, and in spreading the propaganda of the Progress Club, in becoming fully acquainted at first hand with the agricultural, industrial and commercial needs of the civic and farming



THE PROVINCIAL GOVERNMENT MAINTAINS AN EXTENSIVE EXHIBIT

communities of British Columbia, the club has placed its equipment and machinery at the disposal of the entire province. Its interests are those of the province, and civic boundaries can not describe the limits of its influence.

A year ago Sir Richard McBride, Premier of British Columbia, stated to the directors of the Progress Club that the time had come to branch out in the matter of legitimate provincial advertising, and that he believed the Progress Club had adopted the proper method. "Yours is a very clever scheme for publicity," said Sir Richard. "While it is local in jurisdiction, it is provincial in scope, and one in which the Government should co-operate, as you will find it will do." That the Provincial Government realized the importance to the province of the work of the Progress Club was demonstrated earlier in the year, when the Minister of Agriculture, the Hon. Price Ellison, was commissioned to lease 750 square feet of exhibit space in which to display the agricultural, mining, fishing and timber resources of British Columbia. In addition the Government has subsidized 1,250 square feet of space in order that the municipalities of the province may receive assistance in calling attention to the wealth of natural resources that are making them famous at home and abroad.

One of the most popular features of Progress Club work is a series of weekly luncheons held every Wednesday. The members assemble at noon; luncheon is served in the large banquet hall of the Progress chambers, following which thirty-minute addresses on subjects of civic, provincial and national importance are delivered. These programmes include vocal and instrumental numbers, solos and club choruses, for the Progress Club has among its members song-writers who have provided odes and part songs written upon themes characteristic of Western hospitality and cheer.

The attendance at these luncheons has steadily increased since the present series was begun in the new quarters last November. On that date the Progress Club had as its guests the Waratahs, members of the All-Australia Rugby Union, who were touring Canada. Addresses were made by the president of the club, Mr. E. R. Ricketts; the Mayor (Mr. Jas. Findlay); Mr. H. H. Watson, M.P.P., and Major C. Gardiner-Johnson. Other speakers have included Dr. Elliott S. Rowe, commissioner of the Progress Club, on "Vancouver's Duty to the Province"; Dr. F. L. de Verteuil, late Royal Navy, West India station, on "The Effect of the Panama Canal Upon Trade Between British Columbia and the



THE ATTRACTION OF SUMMER TOURIST TRAVEL IS A PLEASANT DUTY

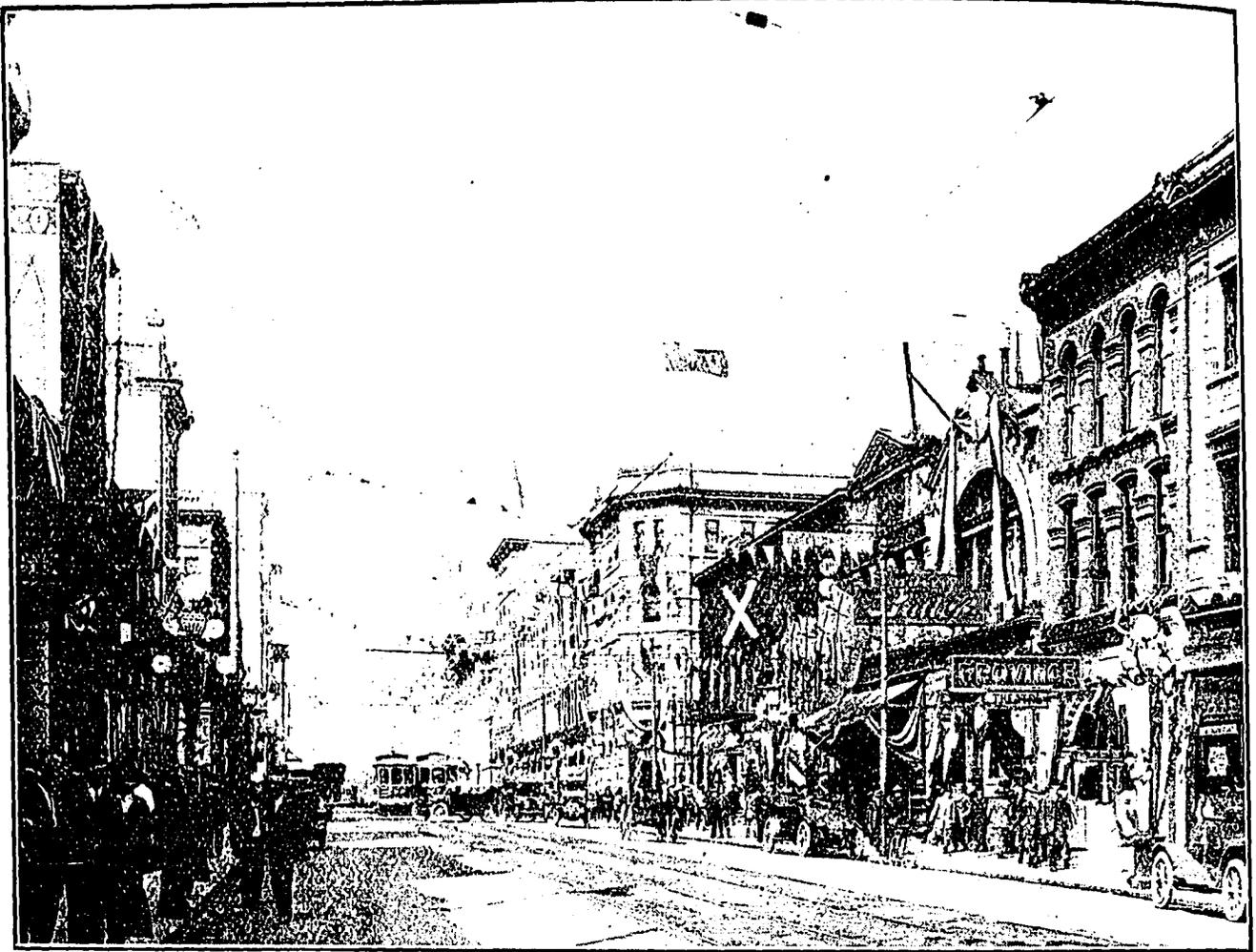
West Indies"; Ex-Mayor Findlay and Mayor Baxter; The Mayor and Council of Vancouver; Major E. Pottinger, late military attache at Constantinople, now of Abbotsford, on "How Can We Establish a Growing Market for Our Foodstuffs?";

Dr. F. R. Vrooman on "Greater Vancouver"; the municipal heads of adjacent municipalities on "Co-operation in Community Building"; Mr. George S. B. Perry on "Community of Interest in the Lower Mainland"; Ex-Reeve J. W. Weart of Burnaby, on "Sane Development"; Prof. Charles Hill-Tout, of Abbotsford, the noted archeologist, on "Agricultural Problems in British Columbia"; Mr. J. W. Mawson, on "Municipal Ownership of Docks"; Mr. W. W. Foster, Deputy Minister of Public Works, on "Scenic Capitalization in British Columbia"; Mr. E. O. Scholefield, Provincial Librarian, on "The Civic Benefit of Public Libraries"; and Mr. A. Buckley, M.A., on "The English Garden City."



HERE ONE FINDS A USE FOR SUPERLATIVES IN PUBLICITY WRITING

Vancouver has the spirit that makes convention cities. Its people are hospitable, and they are proud of the wealth and natural beauty, the forest grandeur of Stanley Park, the rugged magnificence of the North Shore canyons, the wonderful harbor thronged with trans-pacific and coast shipping, the sandy bathing beaches, the quiet city parks and, with all these, the glorious summer climate, unbroken days of bright sunshine, and blood-quickenng breezes borne inland from the bosom of the Pacific or southward from the snow-crowned peaks that form the city's northern wall. In addition, Vancouver is easily reached by train or steamer from every part of the continent, a most important feature in determining the development of interest in the city as a convention centre. A standing committee of the Progress Club has upon its agenda the business of attracting convening organizations through British Columbia to Vancouver. Besides that, it undertakes the entertainment of visiting men of note and delegations coming from other centres of the Empire or of the world.



VANCOUVER HAS THE SPIRIT THAT MAKES CONVENTION CITIES X PROGRESS CHAMBERS DECORATED FOR ROYAL VISIT, SEPTEMBER, 1912

As fully interested in the welfare of the city is the committee upon civic questions. The betterment of civic conditions will naturally fall within the province of this committee. The plan for a Vancouver Beautiful has in the civic questions committee a warm advocate. Already this committee, which began its work a month ago with the commencement of the present fiscal year, has undertaken to lend its assistance to the task of erecting two imposing statues in Vancouver, one of the late King Edward and the other of Captain Vancouver. The multiplication of parks and playgrounds and matters relating to the cleanliness of streets and lanes are dealt with by this committee.

By the terms of an agreement just concluded with the board of the Carnegie Library, the board room of the club will house a large collection of historical, travel, biographical, technical and scientific works, all relating to the discovery, settlement and

present development of British Columbia. These books will be available for reference at all times, and the collection will be enlarged by the addition of Government reports and statistical surveys.

The executive control of the Progress Club is vested in a board of twenty-five directors elected annually by the members. To this board are added the honorary president, who is always the mayor of Vancouver, and two aldermen appointed from the City Council. Representation is also accorded other public civic bodies and the Boards of Trade of neighboring municipalities. The officers are elected by the directors from among their number, and for the current year consist of the following: Honorary president, Mayor T. S. Baxter; president, ex-Mayor James Findlay; vice-presidents, Mr. R. W. Holland, Alderman E. B. McMaster and Mr. C. W. Enright; honorary treasurer, Mr. A. E. Lees; commissioner, Dr. Elliott S. Rowe.

# White Rock

"THE REAL PLAYGROUND OF BRITISH COLUMBIA"

By Charles E. Sands

OWING more or less to her large lumbering and mining areas, the cities of British Columbia are relatively more advanced both as regards population and development than are the rural districts. When the agricultural communities obtain closer and cheaper transportation facilities this will be obviated.

Transit has already commenced to catch up with the city, and in consequence the latter is gradually being transformed in this province by the suburban communities which are growing up; in Belgium by the sale of cheap tickets on state owned railroad lines, and in England by the birth of the "Garden City."

In this province the enormous and rapid growth of Vancouver, New Westminster and Victoria has created a demand for an easily accessible health and pleasure resort on a large scale. The Garden City of White Rock, Semiahmoo Bay, amply fills all the requirements of this demand.

White Rock is within one hour by rail from Vancouver. Good automobile roads lead to its beaches from all directions, and it has a sufficient area of land, sand, beach, shingle, and salt water to enable countless thousands of people to feel that they have really escaped from the crowds of town life and left the city streets behind.

Semiahmoo Bay, often favorably compared with the famous Adriatic Bay of Naples, is situated in the Surrey Municipality of New Westminster District, B. C., about twenty miles south from that city by rail and road.

The bay extends from the 49th parallel and has a magnificent north-westerly sweep of ten miles, with a panoramic beauty of cloud-dotted, mountain grandeur.

The port of White Rock, already famed as a summer and winter resort, commands the central position of Semiahmoo Bay, with Ocean Park and Crescent camp-

ing grounds along the extreme northwest shore, the latter bathing beach being practically within the confines of Boundary Bay.

The southeasterly portion, below the international boundary, is known as Drayton Harbor, the shore of which is occupied by the American city of Blaine, Wash.

At low tide Semiahmoo Bay, with its large area of firm, sandy beach and shingle, provides a splendid arena for all manners of out-door sports, etc.; automobiles, motorcycles and horses have all tried their speed upon this natural course, and last season one motor-cyclist pronounced the beach of Semiahmoo Bay to be the finest racing track in Canada. The beach, too, by nature of its formation and gentle slope to deeper water, affords an absolutely safe playground for children and those who are beginners in aquatic exercise.

Little tots can revel for hours in warm water left by the outgoing tide in the swails, and spend many happy days hunting the smaller fishes, crabs, starfish, etc., in these shallow pools; whilst the older children and adults can practice breast-stroke, side-stroke and overhand without fear.

At the end of the float, and at high-tide, those proficient in the art of diving and swimming can enjoy the deep water to the full.

In fact, Semiahmoo Bay is an accessible bathing space and seaside "Garden City" to the business cities of Vancouver and New Westminster; not only so, but residents in the inland town of Chilliwack and the adjacent district can board the morning electric car, be on the beach at White Rock before 2 p.m., spend several hours by the sea, and be home again before bedtime.

A special business men's train is run both morning and night by the G. N. R. during



THE SURF ON THE BEACH (TAKEN CHRISTMAS EVE, 1912)



PICNIC PARTY ON THE BEACH

the summer months between Semiahmoo Bay, Vancouver and New Westminster, and books of season tickets at reduced rates are being issued this season.

Many years ago, so it is stated, there was a great gathering of native clans in the vicinity of White Rock, the occasion being an invasion of the local clam preserves by the northern Indians. This act of war was resisted most strenuously by the Semiahmoo Indians, and many bloody encounters resulted before the feud was finally settled.

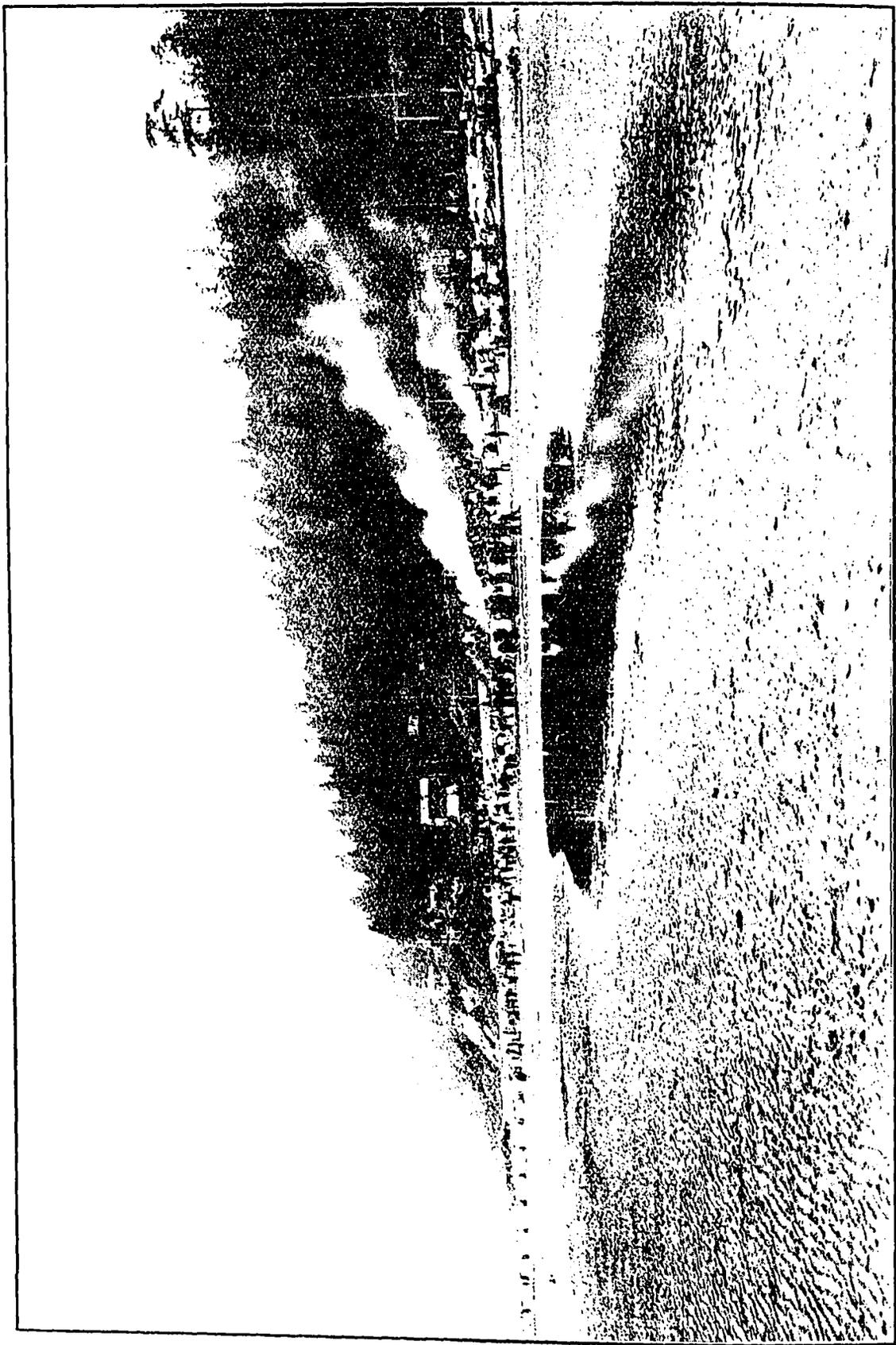
A former chief of the Semiahmoo Indians, long since dead, but well-known to oldtimers of the district, was present, and participated in several of these skirmishes, the date of which is believed to have been early in the last century. The modern history of White Rock commenced about 1886-7, when the land constituting the original townsite was homesteaded; in the month of October, 1890, it was subdivided and placed on the market, a considerable number of lots were sold, and in 1891 a large hotel was erected, a dock or wharf extending out to deep water being built.

But the hotel was never completed, and the wharf gradually vanished.

However, in recent years the Great Northern Railroad obtained rights to run its Pacific main line round Semiahmoo Bay,

and in 1909 the Dominion Government made White Rock a port of entry for customs and immigration purposes. In the summer of 1910 a syndicate of New Westminster business men took over the original townsite. A new hotel was built, numerous residences erected, and, judging by evidence on every hand, White Rock is coming to its own. That the Semiahmoo Bay district has a great future before it cannot be questioned; its magnificent and extensive beaches, its convenience and accessibility to the centres of population, together with its proximity to a large and very fertile agricultural district, to which White Rock especially is the natural outlet, assures its permanent and rapid development.

White Rock embraces all the advantages required by the busy city person who desires to enjoy the real out-of-doors. Its beach is by no means its only asset. The purest and coldest of spring water is brought to the cottager's door. At his back door lies a beautiful forest, through which drives have been cut, and over these the giant trees make wonderful green archways. Trails lead here and there, and the delights of a British Columbia summer may be enjoyed at any time. The whisper of the Douglas fir above, the thousand sweet sounds of the wood all about one, far below



ANOTHER VIEW OF THE BEACH AT WHITE ROCK



A FAMILY PARTY

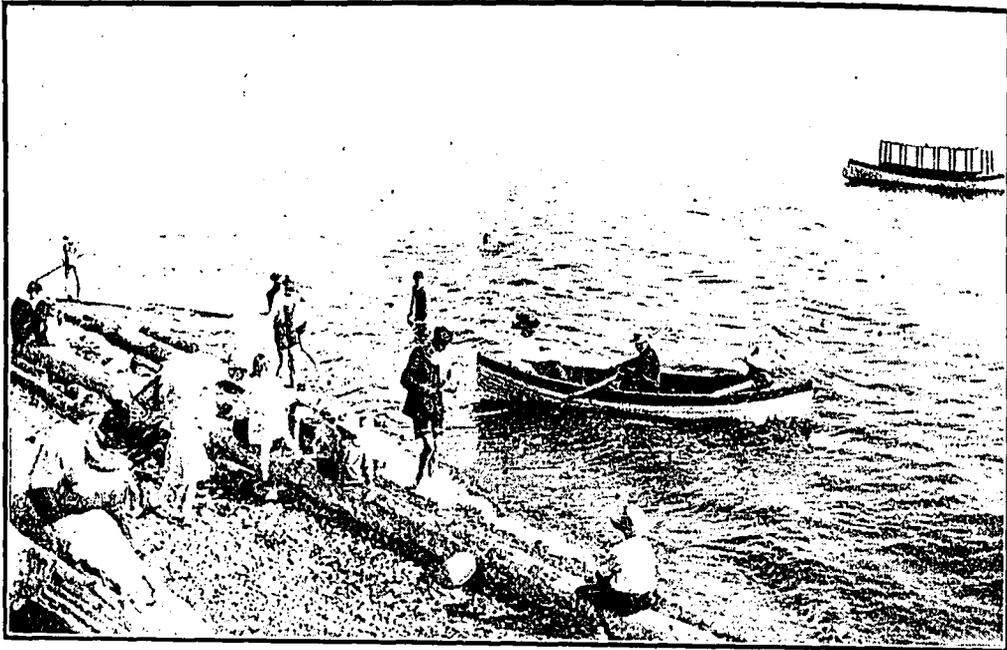
the booming of the waves on the shore, are sounds in which the city-worn citizen may well rejoice.

Those who are interested in the development of White Rock have exercised the utmost care and discretion in the manner of opening up roads and other improvements. Shade trees have been left standing in every instance where it was found practicable, and encouragement is given to those who beautify their bungalows and cottages by the planting of flowers and shrubs, so that in spring and summer White Rock richly deserves the name of "Garden City" not only on account of its natural beauties, but also owing to the profusion of flower-surrounded camps and houses.

Cool spring water is abundant, and each separate summer camp and group of houses have water piped to within easy reach. Someone has said that there is an ecstasy to be found in water for all of us, according to our tastes; in water hot or cold, salt or fresh, in styles British, Roman, Russian or Turkish. The gentle drop into some peaceful moss-fringed pool appeals to some, whilst the dash into the boiling surf stirs the blood of others. The sojourner at White Rock can take his choice of the two latter. True, the surf may not be actually boiling, and the fringe of the pool may be seaweed instead of moss, but the bather will find himself rested and invigorated by his dip in the waters of Semiahmoo Bay.



A PLEASANT SLOPING BEACH FOR BATHERS



A SAFE PLAYGROUND FOR THE CHILDREN

A spacious tea room and concert hall is being erected near the present floating pier and boathouse at White Rock, in close proximity to the "Rock" itself; here the restfully-inclined can lounge to their hearts' content whilst sipping nectar served by fair hands, and he can watch the sporting figures in the waves and on the sands, laughing, playing, splashing, rolling and tumbling in happy abandon. Tired mothers and little children, enjoying freedom from nursery and paved streets, the college youth or maiden free from set study, father and son enjoying to the full the joys of boat sailing, rowing or swimming, and the honeymoon couple oblivious of everything except their own happiness. These and many others have found the roomy beaches of White Rock an earthly paradise.

Although White Rock is peculiarly adapted for the vacation needs of women, children and the younger folk, it is also admirably situated and suitable for the heads of families and business men. Holidays are intended for those who are in need of rest, and the man who knows that it does not pay to work all the time, the man who realizes that one of the great lessons to learn in business is when to let go and take a rest. The really good worker is a good player too, and such a man will find scope for his energy on the beach and in the country lanes, and health for brain and body.

A new railway depot and Dominion Government customs and immigration offices were opened at White Rock on January 1st this year. At the same time the Ottawa authorities appointed Dr. Chester to be resident veterinary inspector for all cattle, horses and other animals coming into Canada at this point. A public telephone call office has recently been installed at White Rock, and the business man can, if necessary, keep in touch with his affairs in town by 'phone, telegraph or daily mail.

As there are four good general stores in the immediate vicinity of White Rock summer visitors and campers can obtain all necessary supplies on the spot, and need not go to the trouble of freighting anything but their own personal goods. Tents and semi-furnished bugalows or cottages can, to a limited number, be rented for the summer or winter months, though arrangements should be made as early as possible by intending visitors, for, after all, White Rock is a comparatively young resort and its resources are only just being developed. Owing to the sheltered position of Semiahmoo Bay, White Rock enjoys a most salubrious climate. The rainfall is much less than that of other points on the Pacific coast, the snowfall is almost nil, and there is an entire absence of fog the whole year round.

# The Markets for Our Fruit

By Stuart Wade

*Publicity Commissioner for New Westminster, B. C.*

IN October last, when I brought up the need of a market centre for the producers of the province to which they might consign their produce and be sure of fair treatment, honest returns, and up-to-date business capacity in looking after their interests, I did so with the object of working for the benefit of our citizens specially, *i.e.*, the consumers, as well as helping the hardworking farmer and fruit-grower—the producer.

For some years past both have suffered severely, notwithstanding the fact that we in the West have no crop failures to deplore; the consumer has been affected by the continually increasing high cost of living, and the producer, in many instances, by reason of insufficient remuneration for his toil. It cannot be disputed that much land on the coast has gone out of cultivation by reason of its ever-increasing value for settlement, but this, instead of making the markets of other districts more prosperous, seems to have acted the reverse. Why is this?

There appear to me to be several reasons: excessive freight rates, heavy express charges, delay in transportation, lack of public interest as to the source of supply, a tendency to belittle the home product and unduly belaud the food products of alien districts; these have much to do, in my opinion, with the neglect shown towards the men of British Columbia who are tilling our productive lands for benefit, not of themselves alone but of every man, woman and child in our midst, and particularly of those who are resident in our cities.

It has become a fashion—a fad—to depreciate Mission, Haney and Hammond strawberries for those grown in the gardens of Vashon Island, some few miles from Tacoma, and other outside points. My information is that every case of strawberries from that most productive centre has been already bought up by the wholesale men of Vancouver for this season. What does

this mean for the people who have bought our lands and are paying taxes to uphold our province? The same applies to our apples; those from Wenatchee and other parts of Washington are almost the only boosted varieties in the stores today; and yet I venture to say that it would require a very critical expert to discover the points of difference, in all save color possibly, from fruit grown by practical orchardists in this valley, in the Okanagan, Keremeos, and parts of the Kootenay.

Time does not permit of my going on in detail, but let me direct your attention briefly to a few Government figures dealing with the values of certain products of our own province:

BRITISH COLUMBIA PRODUCTS		
	1911	1912
Dairy products .....	\$4,280,462	\$ 2,469,300
Fruit and vegetables ....	5,084,241	2,871,806
Hay, grain, etc. ....	7,281,373	10,407,892
Nursery stock .....	199,038	270,000
Eggs .....	255,112	1,203,212
Meats .....	743,017	405,795
IMPORTED, DUTIABLE		
	1911	1912
Dairy products .....	\$ 394,260	\$1,072,435
Fruit and vegetables ....	543,114	614,388
Hay, grain, etc. ....	.....	.....
Nursery stock .....	19,506	33,547
Eggs .....	471,616	823,680
Meats .....	1,000,200	1,337,424

It will be noted that in 1912 we produced \$1,811,162 less of dairy products than in 1911; \$2,212,435 less of fruits and vegetables, and \$337,222 less of meats; and yet these are staple products for the Fraser Valley district. There is surely something wrong here; something which it is the duty of every Board of Trade and municipal council in the valley to study and find a remedy for.

It cannot be said that our population is decreasing, for Dominion statistics show that no less than 56,817 new settlers came into British Columbia from Great Britain and the United States. We know also that many came from Central and Eastern

Canada. The presumption is that many of these located in the prairie areas, for we find that the province produced over \$3,000,000 worth more of hay and grain than in 1911, and nearly double the hay and grain production of 1910, which was valued at \$5,347,530 only.

The coast cities are vitally interested in fruits, vegetables, etc., for it is in food products that the city worker (as distinguished from the agriculturist) finds his earnings drawn upon so largely. Let me give a few figures as to our imports in 1912, compared with the extent of our own products.

FROM OUTSIDE CANADA

Apples .....	11,438,430 lbs.
Large fruits .....	7,594,150 lbs.
Berries .....	1,172,987 lbs.
Eggs .....	3,744,000 doz.
Butter .....	3,090,000 lbs.
Milk .....	1,250,000 gals.
Mutton .....	4,854,869 lbs.
Pork .....	4,400,276 lbs.
Beef .....	1,405,900 lbs.

OUR OWN PRODUCTION

Apples .....	22,652,400 lbs.
Large fruits .....	4,682,144 lbs.
Berries .....	1,656,000 lbs.
Eggs .....	3,437,750 doz.
Butter .....	1,500,000 lbs.
Milk .....	7,960,000 gals.
Mutton .....	953,000 lbs.
Pork .....	2,102,000 lbs.
Beef .....	(No definite statistics)

The steady growth of imported food-stuffs is shown by the totals, as follows: In 1910 imports were valued at \$2,198,638; in 1911 at \$3,373,348, and in 1912 at \$5,045,728. In giving the foregoing figures it may seem that I have somewhat digressed from my subject, but if I have it has been done with the deliberate intention of showing the extent of importation and the need, even the imperative urgency, of action on the part of every citizen who is interested in the welfare of his country and his home town to protect home production, as well as to support home industries.

I have shown, I think, that we have a market for almost double what we produce in food products. The point for us to consider is, first, have we facilities for selling what we do grow, and, second, how can we increase home production of food-stuffs and bring them to a remunerative market?

The second point is one which I think we might fairly ask every city to join in deliberating upon. The first is vital to our-

selves. How best can our existing market facilities be improved upon for the benefit of the coast cities and the entire district? This is a subject well worthy of the expenditure of our best energy and brain power; for no greater advertisement can be obtained than that every newcomer can sell his produce here on the one hand; and the fact, on the other, that New Westminster is the rallying point of everyone desiring to purchase supplies.

I submit that our rapid growth here, and in the West generally, requires a distinct step onward without loss of time. There is ample evidence that our producers are victimized by middlemen; every enquirer can verify this for himself by investigating amongst the growers of the valley. The same applies to interior points, as was shown at the Vernon convention in October last. Wholesale men do not apparently study anything except to buy in the cheapest market; retailers are frequently satisfied if they can obtain marketable produce with a minimum of trouble. "Home-grown" does not signify much to many people.

Co-operation between the public and the grower, by an insistence that what is sold in the city should be grown as far as possible in the province, is probably the easiest means of combatting the "dumping" of foreign food supplies upon our markets. Does it mean nothing to us that we had in 1912 to pay freight, or express, on \$9,406,750 of food products from the interior; with duty added also to \$5,845,272 on articles of consumption imported from the States and elsewhere?

The remedy it may be hard to find! It will take energy and patient study, serious investigation and tactful education, if we are to make New Westminster the market centre it should be, from its situation and advantages in many directions.

I do not profess to do more than make suggestions for your consideration when I submit:

That our market is not now fulfilling its fullest activities.

That there is even now space which might be made useful for storage.

That the time is ripe for providing our local merchants with wholesale opportunities.

That there is need of a cold storage plant, on a small scale at least.

That in my opinion the market should be held twice weekly in summer time.

That auction sales of produce be held and produce graded by competent men.

That steps be taken to obtain government assistance in establishing our market as the central market of British Columbia, and meanwhile steps be taken to offer inducements, especially to Fraser Valley growers, to use the market in a greater degree.

In conclusion, I believe that if we only take up this subject with energy and press it on until we have established it on the same basis as the old English and Seattle markets we shall have done a work that will earn the thanks of the people of the Lower Mainland, and directly assist to reduce the cost of living.

The suggestions contained in the foregoing article were recently laid before the New Westminster Board of Trade by Mr. Wade, and the board passed the following resolutions:

"That this Board of Trade is of opinion that the time has arrived when the City Market should be made widely known throughout the province as a distributing centre for general produce; that immediate steps be taken to interest the city council in the enlargement of its scope so as to make it more useful as a wholesale market for the consumers of the Pacific Coast cities, whilst extending its existing characteristics as a retail centre for the producers of the Fraser valley."

"That a new standing committee consisting of three members of this board and one member from each board in the valley, to be known as the Market and General Produce committee, be appointed; and, that it be a recommendation to this committee that it get into touch with the agricultural committee of every board of trade in the Fraser Valley, with a view to stimulating the marketing of their local produce in New Westminster."

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## When Louis Quatorze Was King

Beau Debonaire, with your scarlet heel,  
Your swaggering foot and your silken hose,  
Your flowing hair and your scent of rose,  
Your sheen of satin and gleam of steel,  
The ribboned knee and the ruffled sleeve,  
And your spilling wine as the glasses ring,  
When Louis Quatorze was King.

Beau Debonaire, with your eyes aflame,  
And a fair one masked and a folded note,  
A shrouding mantle from foot to throat,  
A moonlit gate, and a whispered name,  
A fragile form and a fervent kiss,  
And a faded flower and a posied ring,  
When Louis Quatorze was King.

Beau Debonaire, with your sudden heat,  
And your face afire, and your stabbing tongue,  
The braggart's lie, and the insult flung,  
The stealthy padding of wary feet,  
As rapiers snarl from their scabbards drawn,  
And the slithering sound as the rapiers ring,  
When Louis Quatorze was King.

Beau Debonaire, they are quiet now,  
The cowardly heart that your cold blade stilled,  
The tender heart that your own heart thrilled,  
In a bygone romance, and yet I vow,  
As once, when the swords were wont to ring,  
In book and ballad you live and love,  
And Louis Quatorze was King.

LUCY BETTY McRAYE.

—From *Overland Monthly*.

# Life on the Fruit Benches

RICHLANDS, A SECTION OF BRITISH COLUMBIA INTERIOR

By John Harrison

AMONG the sections of the rich Okanagan and surrounding country which possess hitherto unrealized possibilities in the way of fruit growing that of Richlands is well worth the attention of the prospective settler. Four thousand acres in extent, this property lies on a great "bench," the road to which goes in an easterly direction from Vernon. At present this road is the main avenue by which Richlands is reached, but this state of things will probably not last long, since the Canadian Northern Railway Company have surveyed a line to be constructed eastward from Vernon as far as Lumby, the capital and interest for its construction having been guaranteed by the provincial government; and in course of time the extension of this line through the Richlands district may be expected. In addition the Canadian Pacific Company have already surveyed for a line passing through Richlands.

Richlands is 1,700 feet above the sea—a fact which is rather reassuring than otherwise to those who know the value of the upper "benches" for growing fruit. On the way to it from Vernon one passes through the famous Coldstream Valley, where the pioneer work in commercial fruit-growing in British Columbia was done. In 1891, when Governor-General of Canada, Lord Aberdeen purchased a large estate there and spent a considerable sum of money in clear-

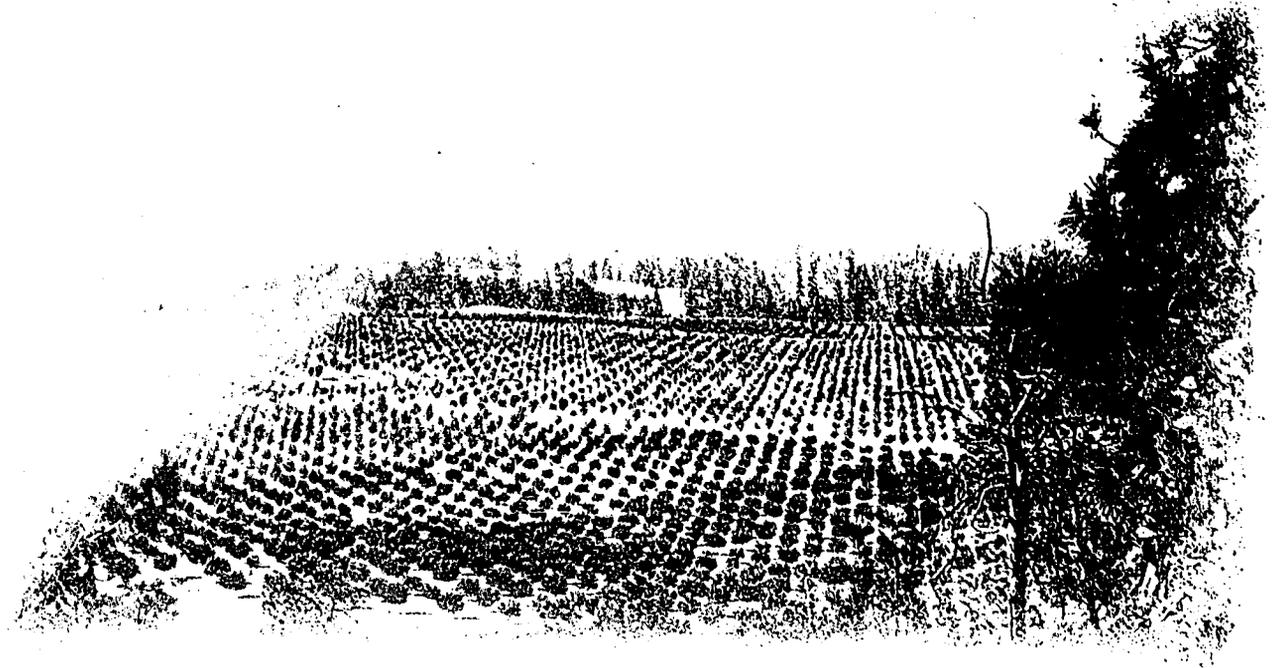
ing the land, planting orchards, laying out hop gardens, and in other directions. The result of this experiment has provided one of the classic instances of successful fruit cultivation in the province. Beyond the Coldstream estate the Richlands road passes through the village of Lumby and enters the valley of the Spallumcheen River, follows its left bank for a few miles, and then south-eastward along the Monashee road for a short distance to the open bench. Here is the fruit land—a beautiful spot, completely protected by hills. The climate is delightful, the soil excellent, and hostages to future prosperity and activity have been given in the shape of an hotel, a post office, general store and telephone connection.

In summer the temperature varies between 50 and 90 degrees and in winter the climate is crisp and bracing, affording good skating and sleighing. The rain-fall, however, is much greater than in other sections of the same district and this accounts for an agreeable change from the appearance of many of the other Okanagan benches. In the latter they are bare and brown, with only bunch-grass showing; but above Richlands they are green and covered with verdure. The fact that the annual precipitation is from twenty to twenty-five inches is regarded as a valuable asset to the district.

In the Okanagan the benches, having



A VIEW OF PRIMITIVE RICHLANDS



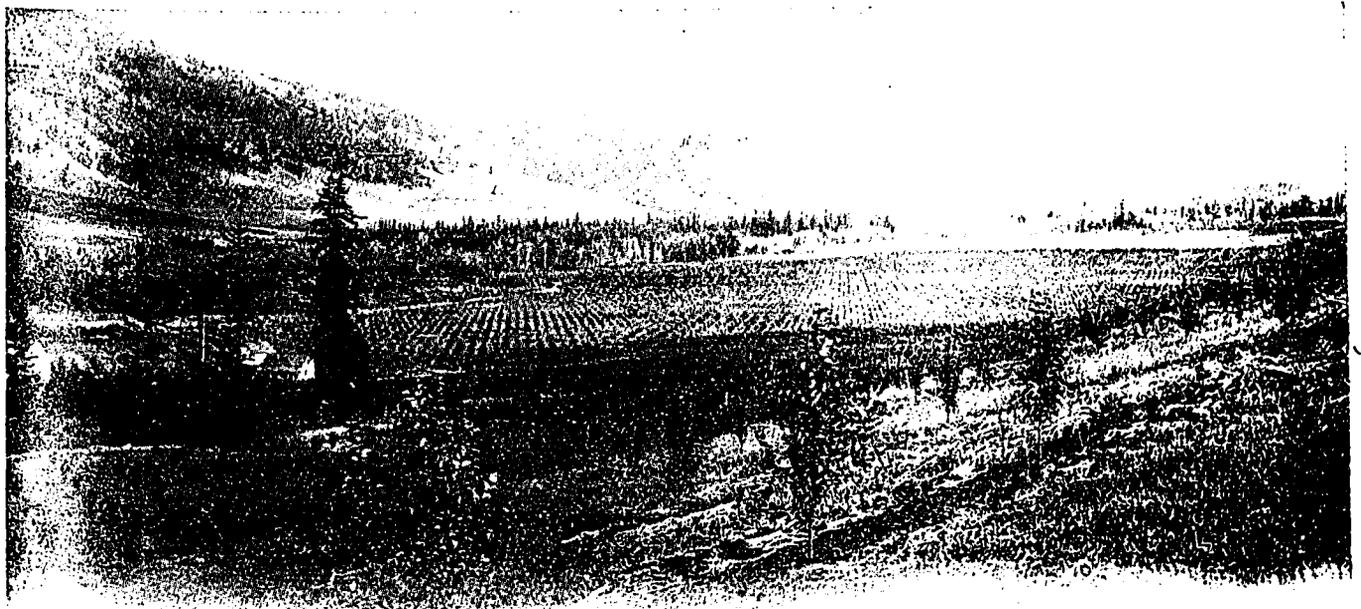
A STRETCH OF PRODUCTIVE ORCHARD LAND

the best of drainage and getting the full benefit of the sunlight have been found to be the best fruit lands. The Richlands soil varies from a brown loam to a light grey loam, having an average depth of two feet, and is practically free from stones. The subsoil of clay has a depth of four feet and over. After their chemical analysis of a sample of the fine light grey soil Messrs. Elliot & Co. reported that it contained:

Moisture .....	4.4 per cent.
Vegetable matter.....	11.7 per cent.
Insoluble and soluble silica...	64.7 per cent.
Iron and aluminium, etc. ...	9.6 per cent.
Phosphorus .....	.3 per cent.
Lime .....	2.1 per cent.
Magnesium, etc. ....	4.2 per cent.
Potassium .....	4.8 per cent.

Total .....

100.0 per cent.  
 "This soil," the analysts add, "is one of the best we have ever analysed, both in texture and chemical properties. On ac-



EARL GREY'S ESTATE, ON THE WAY TO RICHLANDS

count of the very high percentage of potash, etc., we would consider it particularly adapted to the growing of fruit, especially apples."

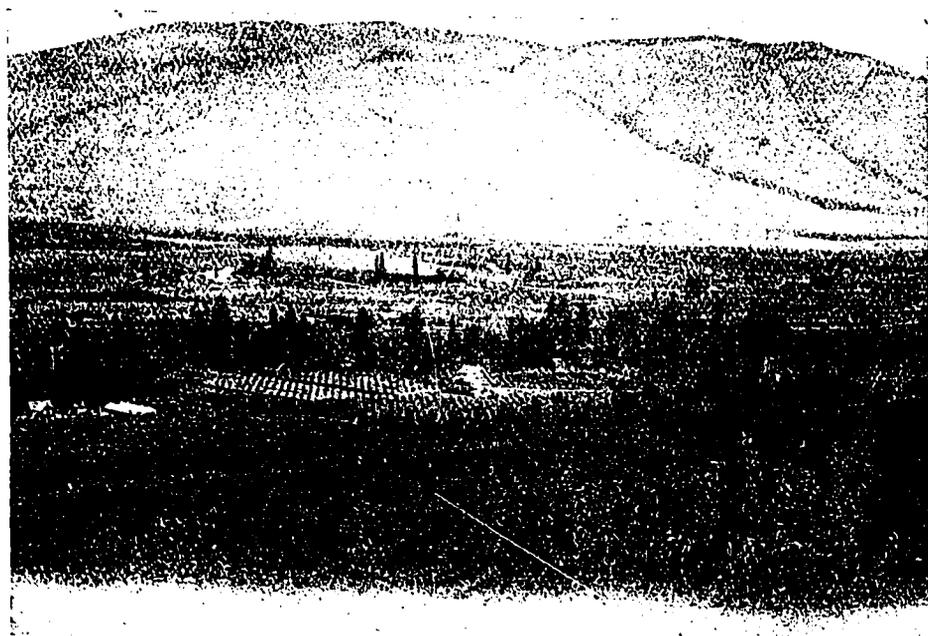
Supplementing the rain-fall, a first-class system of irrigation has been established, and on the main pipe is force enough to operate a hydro-electric plant capable of supplying light and power to the settlers.

The varieties of apples that are best adapted to the district are: summer variety, Duchess; fall varieties, Wealthy and McIntosh Red; winter varieties, Jonathan, Grimes Golden, Pippin, Rome Beauty, Wagener. These all bear in the fifth year. Pending the arrival of this period of fruition, the owner of a Richlands fruit farm can make enough by raising garden truck between the trees to keep himself and his family. The crops which can be raised in this way include potatoes, which average ten tons to the acre, strawberries and small fruits; while poultry-raising has been found a profitable business, even after the orchards begin to bear.

Allusion has already been made to one or two of the forms of recreation that can be enjoyed in this delectable country. One resident in Richlands writes that "grouse, deer and bear are very plentiful, and trout-fishing to be had in the immediate neighborhood is second to none in British Columbia. We have a district here which cannot be excelled, either for hunting or fishing."

Indeed, it is a land which offers rare opportunities to the lover of active, adventurous outdoor life. Only four miles away is Bonneau Lake, a beautiful sheet of water two and a half miles long. The fishing here and in the neighboring rivers and creeks is excellent. Brook trout abound in all the streams and furnish the best of sport. On the benches there are plenty of prairie chicken, grouse, ducks and geese. Deer in large numbers roam the hills, and further out, inviting the bolder spirits among the settlers, is the habitation of the bear. "This district," says a provincial bulletin, "is one of the most famous in the province; it has a glorious climate and is easy to travel in. For the gun there are prairie chicken, grouse and fair wild-fowl shooting, and there is also excellent trout fishing."

Fruit-growing in British Columbia has proved an attraction, perhaps more than any other in Canada, to men of superior education and intelligence, who have felt the need for a more open life than is possible in the cities either of the old or new world. Perhaps this is because it is the nearest approach which Canada can offer to the life of a country gentleman in England. There are differences, of course, but in the greater sense of freedom, the more imminent possibility of adventure, and the better prospect of profit, the advantage lies with the Canadian career.



ORCHARDS IN THE COLDSTREAM VALLEY

# The Teamster

A STORY FROM BRITISH COLUMBIA

By A. L. Burke

"GIT EP THAR! Barney! Jack!"

The leaders made an almost imperceptible response to this exhortation, but it seemed to satisfy the Teamster, for he relapsed into his former brooding silence. It must have been about half an hour since I had asked him to give me a lift and the only words that had passed his lips were these words of encouragement to his horses—always spoken in the same hard, low tones, innocent of emotion. Occasionally, if the response did not satisfy him, he would throw a small stone at the hindquarters of the offender, and there would be a slight increase of speed for a few paces, after which the team would settle down to their steady walk, for the load was heavy and the road, six inches deep in dust, wound up towards the mountains.

The Teamster was hauling stores to one of the many irrigation camps which are scattered about the south-central parts of British Columbia. He had probably been on the job for the past three or four months, using the same roads every day, going through the same dull routine, for he sat slightly hunched up, gazing straight ahead, occasionally glancing to right and left and at intervals looking behind him—but always with the same steady, apparently disinterested look in his greenish eyes.

It was this habit of gazing behind him at intervals, almost clockwork in their regularity, that had first drawn my attention to the Teamster. Being of the imaginative type I had got it into my head that this habit was due to more than mere curiosity, and I decided to see if by any sort of luck I could get a story out of him. Luck, however, seemed to be dead against me, for from the moment I had settled down as comfortably as possible on the spring seat beside him, he, by his apparent lack of emotion, and, indeed, of any sort of interest in life beyond the speed of his team, had seemed to fill me with a vague feeling of embarrass-

ment so that I could not for the life of me think of how I should broach the subject without appearing blatantly inquisitive.

Suddenly a happy idea occurred to me and the thought that it had taken over half an hour in reaching my brain made me feel rather foolish, though I don't think the Teamster noticed it, for he seemed to be completely unaware of my presence—a fact which added a feeling of pique to that of embarrassment.

I waited.

When he next looked back I turned, and, following his gaze, asked casually: "What are you looking for?"

By the faintest flicker of the eyelids, the Teamster showed me that he had heard my question, but after a full half minute of his backward gazing he hitched himself round with an apathetic: "Git ep thar, Barney! Jack!" and continued to ignore me.

I felt like a novice, awkward, flushed and slightly *de trop*. The leaders, Barney and Jack, each received a small stone in the region of the withers, encouraging them to tackle an extra steep hill, and then the Teamster, without removing his eyes from the road we were following, made amends for his off-hand treatment of me in a manner which showed me I had quite misjudged him.

"You ain't got no call fur to think me oncivil, young feller," he drawled affably. "I was jest tryin' to figure out what I was lookin' fur. I guess it's jest a habit that kind o' growed on me 'way back."

"Oh," I answered, then added innocently, "where's 'way back?"

The Teamster turned to me with a look of amused wonder. "Where's 'way back? You ain't been out long, I guess?"

I agreed.

"Well, supposin' you're settin' right here, 'way back' might be over in them mountains." He nodded his head towards a range some twenty miles distant, then he added

thoughtfully, "Or it might be somewheres across the prairies."

"I suppose it was in the prairies the habit got you?" I asked after a moment of silence. Then, as he made no reply, I suggested: "It must be a bit hard on the nerves living on a homestead—'way back."

"You betcher. It sure is kind o' lonesome anyway."

"So I suppose you got in the habit of looking behind you just sort of to see if there was anyone there to talk to?" I prompted.

The Teamster scrutinized me a moment quizzically.

"Say, young feller, this habit o' mine seems to be worryin' you some. Maybe you're scared that it might be catchin'?"

Though he spoke in evident amusement, I could see that he was growing a little suspicious, so I decided to give up my prompting tactics. "I'm not afraid of that," I laughed, "but, as you guessed, I'm new to the country, and I naturally like to hear the experiences of old-stagers. I thought, perhaps, you might have had some adventure which would account for it."

The Teamster again became absorbed in his horses, and Barney's right ear was the object of his peculiarly detached gaze. I began to experience afresh that feeling of embarrassment which had possessed me at first, but was soon to learn that this strange aloofness of his was not in any way intended for a gentle rebuke—it was merely that he was concentrating his thoughts in an effort to satisfy my curiosity.

We had left the open country and were following a rough roadway through the pines; somewhere in the distant canyon the rush of swift water sounded like an endless sigh. It was my first experience of anything approaching solitude; everything around impressed me. I saw on either side the blazed trees marking the trail of pioneers long forgotten—the trail which had since become a road—evidence of the gradual but never-ceasing civilization of the wild places.

After about five minutes we approached a small clearing surrounding a disused and dilapidated log hut, just such a hut as the Teamster might have occupied in his homesteading days. A little beyond this clearing was a steep hill, and in order to give his horses a breathe before climbing it, the Teamster pulled up within less than fifty

yards of the hut, at which he remained gazing for a full minute before speaking.

"That homesteader had a kind of adventure," he began quite unexpectedly in his emotionless voice. "If he got a notion to look behind him once in a while, why, I wouldn't blame him any; he's sure got to take what's comin' to him."

"Why, what happened to him?" I asked interestedly, for it seemed I was going to get a story after all, even though it might not be his.

"Nawthin' ain't happened to him yet," he emphasized, "but it sure will, and when it happens it'll come kind o' sudden an' swift."

He sat back in the seat in a leisurely manner, apparently ignorant of the fact that by those few words he had roused me to such a pitch of excitement that I could have expected to see the homesteader facing nothing less than a six-shooter; after a moment he went on slowly in his monotonous tones:

"I guess it'll be somewheres around fifteen years since he was last in that shack, and he ain't likely to go into it again unless he's kind o' pressed. He'd been homesteadin' there about two years and livin' all alone—there wasn't many around in them days, so he was kind o' lonesome an' dull, an' he got a notion that there'd oughter be somethin' doin' before he went bughouse. The snow was pretty thick, an' it was somethin' like twenty-five degrees below, an' barrin' a couple o' grizzlies an' a few coyotes, he didn't have no society to amount to anythin'. Then one night he got a fine slap-up show all to himself; there was some killin', a whole lot of blaspheming an' threatenin' an' pretty darned near a second killin'. You bet it was a dandy show all right."

He stopped a moment in thought, while I began to suspect he was pulling my leg, but I didn't want to lose the rest of the yarn, thinking it might be a good one, however fictitious.

"D' you mean that he murdered someone?" I asked, breathlessly.

"Well, no," he drawled pensively, "I wouldn't say murdered, though maybe a judge would be kind o' bloodthirsty an' interferin'."

"You think it was in self-defence?" I prompted.

The Teamster continued as though he had not heard my question. "It must 'ave

been close around ten o'clock an' a pretty rough night all right. Jim, the homesteader, was tryin' pretty bad to go to sleep, feelin' kind o' scary an' hearin' noises in his head, or it might 'ave been real noises. Anyways he didn't have to wait long before he heard a call 'way back on the trail; it sounded kind of uncanny an' didn't help him none considerin' his feelin's. Of course I guess he'd oughter gone out to rustle around an' turn himself into a one-man rescue party, but, as I say, he was mighty shaky in the head, an' pretty darned near bughouse; so he just unbolted the door an' put a light in the window so's if anyone was around it's a cinch he'd see the house an' walk right in. While he was waitin', an' the shouts gettin' closer an' more despairin', Jim gets his gun handy, feelin' more sociable an' easy that way, an' stays around till he hears someone knock at the door. 'Come right in!' he says, an' he does, leastways the door bursts open kind o' sudden an' a big, husky Lumber Jack, hikin' his partner on his back, jest falls in there at that door, an' settles right down as if they was dead. You can about guess that wasn't exactly a good sight for Jim, an' he jest stands right there lookin' down an' tremblin' like he'd got the fever, till the cold wind an' the snow blowin' in reminds him that the door ain't been shut. Well, he fixes that up all right, an' then he thinks of the dope; you'll savee there was plenty of that around, seein' the state of his mind. After he's taken a big snort himself, he feels kind o' relieved an' better all over, an' gets a few drops down the Lumber Jack an' his partner, him bein' weak a whole lot an' half froze. The fire's burnin' good an' hot, an' the warm air soon revives the big man; but the little feller, his partner, seems to be sleepin' kind o' deep. Jim hands the rye to the Lumber Jack, who gets a few more drops down his little partner, then takes a big snort for his own sake, which wakes him up complete an' permanent so's he can look after his little pard as best he can, not takin' much notice of Jim, standin' there, lookin' on kind o' helpless. Well, when the Lumber Jack gets done rubbin' the circulation into his partner, he jest gets up an' comes across to where Jim's standin' an' says kind o' quiet an' nasty: 'Seems to me youse all kinds of a coward—yahp, youse sure mean all right.' Well, sir, I guess

that was the last complete sentence that logger spoke; there may have been a few curses an' similar expressions of surprise an' annoyance, but it sure wasn't a great while before he rolled over by the side of his partner plumb full of lead, him bein' unarmed an' havin' no kind of a show against Jim's gun. Seein' him layin' there kind o' sobered Jim up a whole lot, an' he wasn't able to do more'n jest stand there starin' at the dead Lumber Jack. Then somethin' made him turn around to the other fellow, an' there he lay, wide awake an' watchin' him with a fierce, hard look in his eyes. He wasn't over-big, nor husky-lookin'—jest a slim, clean-shaved little feller with kind o' reddish hair, an' when he'd done sizin' Jim up he told him in a quiet sort of college voice: 'When I'm fit I'll get even with you.' An' there wasn't no denyin' the force that was behind them few words. Well, this kind o' riled Jim a whole lot, an' he started in to blaspheme an' threaten the youngster, an' the effect it had wouldn't amount to a whoop in hell, so he got his six-shooter up against the little partner's ginger head, to add weight to his argument. I sure don't know why Jim didn't shoot right then; it would have saved a whole lot of anxiety an' worry; but that kid had sand all right, good an' plenty, for he jest fixed him with those two eyes of his and said kind o' slow an' careful: 'Don't forget that when I'm fit I shall get even with you.' Well, sir, would you believe that Jim dropped his gun on the little pardner's chest like it was a hot spud, an' jest hiked out that door same as if the devil was chasin' him? Well, sir, that's what he done, an' he sure didn't waste no time tidyin' up or packin' blankets; he certainly did get a mighty hustle on that night."

There was another silence while I looked thoughtfully at the dilapidated hut. The story seemed to me a good enough one, and certainly fitted in very well with the scene; at the same time I rather doubted the truth of it, thinking it had probably become rather improved by frequent repetition. Still I was very interested, and asked the Teamster how it all ended.

"It ain't ended yet," he replied with conviction.

"But," I objected, "it was fifteen years ago!"

"It sure is a long story all right," he smiled grimly.

"Let's go in and examine the hut," I suggested.

"Nawthin' doin'!" The Teamster gave a ring of finality to his refusal, and with a low whistle started his horses up the long hill.

For some minutes I remained looking back at the scene of the yarn I had just heard, and on turning away noticed that the Teamster was gazing in the same direction in a lazily calculating manner. It was not until we had reached the top of the hill and lost sight of the clearing that he faced round to his sweating horses, and uttered his low encouragement: "Git ep, thar! Barney! Jack!"

I was left to my thoughts.

Our road lay for about a quarter of a mile down the side of the canyon's cliff, over the creek bridge, and then up again on the opposite side. It was a dangerous road with a steep slope and many loose stones, giving just room for the four-horse wagon with barely a foot to spare, and on our left a sheer drop to the creek if there should be a false step.

Still thinking of the Teamster's story, it occurred to me that this would have been an admirable place for a "hold up"; but as he did not seem to be troubled with nerves I felt moderately confident that we should reach the other side of the canyon in safety. We slid our way to the bridge below in silence, and on arriving there the Teamster got down from the wagon to

water his horses, while I sat watching the swirling creek, the bleak crags above, and the pines. Everything seemed very vast and wonderful to me, but the Teamster had seen it all before.

The watering of his horses seemed to occupy the whole of his attention, so that he did not see a man who came strolling along from the other end of the bridge and who followed him to the edge of the creek before making his presence known.

"Jim!" The voice of the stranger was sharp and commanding.

The Teamster started up and wheeled round to face the hungry barrel of a revolver. Before he had time to speak or make any further movement the shot rang out, and the Teamster, lurching forward with a stifled oath, rolled down the bank of the creek.

The stranger smiled grimly and threw the revolver after the floating body.

"There's your gun, Jim!" he called. Then, turning to the horses, who had recovered from their surprise almost before I had, he took up the lines and mounted the spring seat beside me. As he started the horses, the stranger—a small, wiry man with reddish hair—apologized in what might once have been a "college" voice.

"I'm sorry if I scared you," he said, "but he was a fellow that I had to get even with."

"I know," I said, quietly.

Somewhere, dashing against the rocks in the creek, floated the body of the Teamster.



# *Editorial Comment*

## WESTERN GRAIN AND WESTERN PORTS

WHILE everybody on the Pacific Coast looks upon Vancouver and its sister cities as the centres of a large grain-exporting industry, there is no disposition among thoughtful people to imagine that the thing will come about without enterprise or effort of our own. Mr. Magill, the chairman of the Dominion Government Grain Commission, which has recently held sittings in Vancouver, New Westminster and Victoria, gave some very useful hints to these ports as to what they should do in preparation for the coming of this industry. Mr. Magill did not come here to prophesy smooth things; and certainly he did not minimise the difficulties, though he brought the welcome intimation, which came as news to everybody here, that the Grain Commission three months ago recommended the erection of a Dominion Government elevator in the city of Vancouver, and that part of his errand was to find a suitable site.

So far, so good. But then, at New Westminster, Mr. Magill thought proper to go out of his way to warn us not to expect too much. In itself, he said, the placing of a Government elevator on the Coast will never bring the trade here. The trade would have to be vigorously sought, and he was good enough to indicate a few problems to which business men and politicians in the West would do well to apply their attention. These include:

1. Marine insurance.
2. The competition of eastern and southern routes.
3. Return cargoes.

With regard to the first, it was mentioned that, under Lloyd's registration, Canadian ports are classified as in the Northern zone. On account of this, shipping to these ports has to pay a higher insurance rate than does Portland and Seattle. This, surely, must be a survival of some old idea that all the ports of Canada are, like Montreal and Quebec, ice-bound for five months in the year, and that this constitutes an additional risk to shipping. This is certainly unjust to all the ports of the Canadian Pacific Coast, none of which need be closed for a single day in the year by stress of weather of any kind. To remove this handicap to British Columbia oversea trade ought not to be a difficult matter, and the Government, the civic authorities and the boards of trade ought to lose no time in making representations in the proper quarter.

As to the existence of competitive routes for the exportation of grain we are under no illusions on that score. Canada's principal customer for grain is, of course, Great Britain, and the eastward route to that country will still be much shorter than the route through Vancouver, even after the Panama Canal has abridged the latter by nearly six thousand miles. But the British Columbian ports have this great advantage over either the Hudson Bay or the Great Lakes and Montreal route, that they are open all the year round, and therefore lend themselves to a more reliable and steady trade. Moreover, the cheapness of ocean freight as compared with rail haulage ought to bring grain to the Western ports, at any rate from the nearer portions of the prairies. This implies, however, that the westward route will receive

fair play at the hands of the railway companies. We are not sure that such fair play is at present the ruling condition, and in this connection the facts and figures given by Mr. McKee in his article in the last issue of the *BRITISH COLUMBIA MAGAZINE* are worthy of a close study. Here again British Columbia must not hesitate to demand equal treatment, both now and hereafter. As to the competition of southern routes, which Mr. Magill mentions, it is not clear that his observations really amount to more than this—that Vancouver and other British Columbian ports will have to undergo a period of probation before they will be as expert in the grain-exporting industry as other ports which have been carrying it on for a long time.

One other question remains—that of return cargoes for the ships which are to leave here laden with grain and other Western produce. This aspect of Vancouver's problem has received singularly slight attention; but is it not nearly the most important of all? To the trade of a great seaport, imports are fully as necessary as exports. Financially one must be the complement of the other; in other words, a nation which buys wheat must inevitably buy it very largely in the country where it can sell its own goods. Again, the prosperity of a seaport must be determined to a very great extent by the consideration of whether the ocean freights to that port are high or low. That, in turn, depends upon whether there is a sufficient carrying trade in both directions. If the trade is all one way, the freight will have to be sufficient to pay the ship-owners for the double journey—and the prospect in the shipping world for the next few years is such that the ship-owner will be very well able to look after himself. The movements of trade in the near future will bring about new conditions in Western Canada—conditions very different from those which existed when Canada's present fiscal arrangements were formed. One of the tasks rising up before us is to find out what system these new conditions require.

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## OUR FRUIT INDUSTRY

THE fruit industry of British Columbia is just now going through a very critical period of its existence. That the Province can grow first-class fruit there is no doubt—the imposing list of awards gained in competition by British Columbian products in England and the United States is a sufficient answer to the sceptics—and in view of the large amount of planting that has been done in recent years, and the vast quantity of young trees that are rapidly approaching the fruit-bearing stage, it is clear that in the near future she will have a far greater quantity to negotiate than at any period in the past. The question of the moment is, how are we to find a market for it? The urgency of that question is shown in the statements made by Mr. Hill-Tout in his recent address to the Vancouver Progress Club, and by Mr. Stuart Wade in a thoughtful article printed in another portion of this issue. Among other things, these gentlemen show that, at present, large quantities of British Columbia fruit do not reach a favorable market, and that the growers suffer severe losses in consequence. For this state of things many explanations have been suggested—heavy railway freights, the unfriendly attitude of wholesale dealers, lack of adequate protection against imported fruit, and lack of organization, are amongst the number.

Let us examine briefly these supposed inimical influences. As to the railway freights, that difficulty will probably solve itself in the next few years. With the immense amount of railway building promised for British Columbia the problem of

getting the fruit to Canadian cities and to the Coast will become easier year by year; and the existence of competing lines will go far to correct any tendency to demand excessive freights. The allegation that preference is given by wholesalers in Vancouver, for example, to American fruit as against Canadian is serious. If it were well-founded such an attitude would demand the sternest measures that could be devised. But is it? Let us bear in mind that a charge of this nature, even if true, is difficult to prove. All the same, it ought to be proved before it is believed, and so far it has not been fairly brought home. Doubtless there have been instances where British Columbia growers have received harsh treatment, but this is always liable to happen in the course of business, even between next-door neighbors. It is one thing to contend that wholesale dealers have deliberately entered into a plot to keep our own Province's fruit off the market, and another to say that they have not been sufficiently alive to the importance of encouraging one of our most promising industries. On the whole, it may be that this aspect of the case has something to do with the supposed lack of organization. After all, the American growers are older hands at the business than ours, and it is only natural to suppose that longer experience has given them greater command of those details of the trading world, which mean so much to the success of any industry. British Columbia growers must not be afraid of combination; they must standardise their products so that the customer, wholesale or retail, will know exactly what he is buying; and they must co-operate, remembering that ten growers, working together, frequently have a better chance of doing business than any one of the ten would if working singly.

No doubt it is possible for the Coast cities of British Columbia to afford some help, and we strongly commend the suggestion for a better market service, made by Mr. Stuart Wade. It has also been proposed that the British Columbia housewife, when making her purchases, should demand fruit grown in the Province. This is friendly counsel, but one cannot help remembering that efforts along this line have often been tried before, without yielding any tangible result. Nor need we expect much from an increased tariff. Even if this expedient were available, it is to be feared that its principal result would be to put up the price and check the consumption of the fruit—a development nobody wishes to see.

What, then, is the outlook? It seems to be that, while the present is a trying time, the future is on the side of the British Columbia growers. One error that has been made in the calculations of some of their friends is the apparent assumption that they are dependent on the local, or at least the Canadian market. That is not so, or, at any rate, it will not be so for long. With the new vistas that are now opening up for oversea trade there ought to be opportunities, hitherto undreamt of, for the profitable exportation of British Columbia fruit. That is the trade we ought to prepare for. It will require organization, and it will command lower railway freights for the larger quantities carried. When British Columbia is producing fruit in a measure to supply the big consuming countries of the world, supremacy in the local markets will be a matter of course.

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### FALSE CREEK BARGAIN

THE vote by which the people of Vancouver have ratified the False Creek agreement was sufficiently decisive to enable its friends to claim public opinion as being in their favor. That the Canadian Northern Railway Company have secured an excellent bargain for themselves will be generally conceded; but, at the same time it is difficult

to see how the citizens of Vancouver could have come to any other decision. Vancouver is undoubtedly the best possible situation for a terminal for the company on the Pacific Coast, but it was not without rivals, and to have missed the opportunity of securing its position as the place where yet another trans-continental railway line will meet the tidal waters of the west would have been disastrous.

Still, the price is heavy. A hundred and thirteen acres in the heart of a great city is a valuable acquisition, and it cannot be denied that the Canadian Northern Company made an attractive bid. Besides the pledge that the land shall be used as the principal permanent Western terminus of the Canadian Northern Railway "for all time," and that four million dollars are to be spent on the station and terminals, the company also promises to establish and maintain a trans-pacific steamship line, with Vancouver as its home port. It is true that a period of eight years is allowed in which to bring about this latter desirable development, but the company may well wish to expedite matters as soon as the full length of line is open for traffic, and perhaps 1918 may be a more likely year than 1921 in which to look for these ocean steamers in Burrard Inlet. Also the company is to build a new hotel containing not less than 250 rooms, and there are numerous provisions in the agreement relating to a retaining wall which will mark the new boundary line of land and sea, together with new bridges and streets, industrial sites and a park.

If any guarantee was wanted as to the continuance of Vancouver's growth, it would be supplied by this agreement. The scheme is on such a gigantic scale as to strike the imagination and to convince even the doubting ones that the Terminal City is about to take a big step forward. The fact that two of Canada's great trans-continental railways are to have their principal Western termini within its limits, and that other lines, both American and Canadian, are also coming in, almost seems enough to establish its pre-eminence in perpetuity.

The agitation which preceded the popular vote on this great question was an exceedingly chequered one, and some things were done and said which, for the sake of the amenities of public life in Vancouver in the future, we hope will be forgotten as speedily as possible. The situation was one affording plenty of room for honest differences of opinion, and it would be well to give credit all round for good intentions. Over one matter which figured prominently in the discussion doubt still remains. The company was under some obligation to the Provincial Government to bring their line to Vancouver. The opponents of the agreement declared that this rendered quite unnecessary the new agreement, but this contention was warmly denied by supporters of the agreement. The matter was never satisfactorily cleared up, though for thousands of voters it was the all-important question. Certainly it would have been better if someone connected with the Government had made a statement as to the precise situation for the guidance of voters before the taking of the poll. However, this is merely an afterthought. The agreement has received the sanction of a popular vote, and it remains for everyone concerned to see that all its possibilities for the good of the city are realised. In particular, the Canadian Northern Company, having been treated so handsomely by the citizens of Vancouver, should see to it that the spirit as well as the letter of the agreement is scrupulously fulfilled.

# Pulp and Paper

A FINE OUTLOOK FOR THESE INDUSTRIES IN BRITISH COLUMBIA

By C. H. Vogel

BEFORE dealing with the situation as affecting the pulp and paper industry in British Columbia, it may be well to give a few general facts and figures.

The annual world's consumption of paper is estimated at 8,000,000 tons, with an annual increase of 200,000 tons. It is also estimated that of the 8,000,000 tons, about 6,500,000 tons are made of wood (21,670 tons per day) requiring 9,750,000 cords of wood per year, which, at eight cords per acre, would denude about 1,900 square miles per year. This does not indicate a pulp wood famine in the near future, for, from estimates, it appears that at the present rate of consumption, Canada could supply the world for about two hundred years, regardless of the new growth in the meantime. Neither does it mean that there should be no rapid advance in the cost of pulp timber, since its value depends on the cost of getting it to a water power-driven mill, plus the cost of getting the paper from the mill to the market.

In the short period of about eighteen years the writer has seen the price of pulp wood at the mills in the North Central and Eastern States advance from \$3 to over \$10 per cord, which represents an increase in the cost of news print paper of about \$10.50 per ton. The present cost at Detroit or Windsor, on the Great Lakes, is from \$8 to \$9 per cord, with additional freight to the interior mills. In 1909 the United States imported 783,954 cords, at an average cost of \$11.34 per cord (nearly \$8,900,000).

To show the rapid growth of the industry in Canada and the United States: In 1912 there were about one hundred and twenty-two pulp, paper and fibre mills in Canada, and about one thousand in the United States. In 1899 the United States had invested \$167,500,000 in the industry, and ten years later (1909) the investment

was \$409,000,000, or an increase of 144 per cent. over the investment ten years before. In 1909 the value of the product was \$232,741,000, showing an increase of 115.7 per cent. over that of 1899. The average price per ton in 1909 was about \$55.20, showing an increase of about 20 per cent. over that of 1899. In 1909 the output was over 4,200,000 tons, or about 14,000 tons per day.

The United States imports during the month of November last were:

Newspaper .....	11,447 tons
Mechanical pulp .....	17,448 tons
Sulphite .....	28,000 tons

Total ..... 56,895 tons  
of which Canada supplied:

Newspaper .....	10,997 tons (96%)
Mechanical pulp ..	16,848 tons (96.6%)
Sulphite .....	4,600 tons (16.44%)

which shows that Canada is practically supplying the United States imports of news print and mechanical pulp, while Europe is supplying the greater portion of the sulphite pulp. It is estimated that Canada is at present exporting less sulphite to the United States than three years ago; although her production is now very much greater, she uses much more in the manufacture of paper.

As an example of the growth of Canada's paper trade with the United States, her exports to the States during the month of October last were 16,234,000 lbs., while for the same period in 1911 they were 5,687,000 lbs. Canada's total imports and exports of paper for six months ending September 30, 1912, are as follows:

Total imports into Canada from all countries .....	\$7,228,793
Total exports from Canada to all countries .....	8,765,468

Assuming that twice the above amounts would represent approximately the year's

imports and exports, we have imports for 1912 approximately \$14,457,486, and exports for 1912, approximately \$17,530,936.

During this same year the imports from Great Britain were \$1,706,666, and the exports to Great Britain were \$613,687, while the exports to the United States were \$6,518,081, and the imports \$5,117,547. To these exports may be added pulp wood, which during the year 1909 amounted to nearly \$8,900,000.

For the purposes of the present argument 2,000 lbs. is taken as a ton, and 128 cubic feet of piled wood is taken as a cord. It requires from 1 to  $1\frac{1}{8}$  cords of spruce wood to produce one ton of mechanical pulp, and about 60 to 80 horse-power for twenty-four hours to grind it, or nearly 100 horse-power per ton of output to drive all the machinery for the plant. Water power is the only feasible source. Steam is not required except for heating the buildings. To produce a ton of sulphite fibre requires from 1.75 to 2 cords of wood, about 250 lbs. sulphur, about 300 lbs. lime or limestone, and about one ton of coal or its equivalent in mill refuse.

To produce a ton of fibre with the soda process requires about 2.5 cords of wood; 250 to 300 lbs. of 58 per cent. ammonia soda ash, from 700 to 800 lbs. of lime, and about  $2\frac{1}{2}$  tons of coal or its equivalent. The sulphate process is similar to that of the soda, the main difference being that salt cake or crude sulphate of soda is used. The soda and sulphate processes will dissolve a greater variety of wood than can successfully be done with the sulphite process, and are generally employed in the manufacture of "Kraft" paper.

It requires, approximately,  $1\frac{1}{2}$  cords of wood to produce one ton of news paper, and this wood, at the average cost of imported wood into the United States, would cost \$17.00 per ton of paper as against about \$7.50 in Quebec, making a difference of \$9.50 per ton. In the course of events the price of Eastern Canadian pulp wood will naturally advance, although we would hardly look for the same rate of advance that has taken place in the States in the past fifteen years.

The East has extensive areas of, strictly speaking, "pulp wood," the trees are too small for lumber, and very few pulp and paper mills are operated in connection with

lumber mills. Here in British Columbia the situation is very different and, following the lines of least resistance, the pulp and paper industry must naturally be adjusted to harmonize with local conditions, for, generally speaking, attempting to adjust local conditions to adopted standards in industries elsewhere is an expensive procedure. One advantage which the west coast has over the east is that logs can be towed to the mill at tide water the year round, thereby obviating the necessity of laying in a winter supply at the expense of rehandling. Here on the coast, generally speaking, the timber is large and one tree may contain several thousand feet of high-grade lumber, the equivalent of several cords of pulp wood and several tons of coal. The products from such a tree in the ordinary course of lumbering are a quantity of lumber suitable for export at excellent profits, a quantity of low-grade lumber which leaves no profits after paying mill expenses and freight, and a large quantity of bark, slabs, sawdust and culls going to the burner, at an expense.

By combining the pulp and paper industry with the lumber industry, the tree before referred to would produce a quantity of high-grade lumber for export at an excellent profit, probably several tons of paper, and enough fuel to run the sawmill and pulp and paper mill, and eliminate the coal bill which the eastern paper manufacturer is paying, and which, here in the West, would amount to over five dollars per ton, or a saving sufficient to pay the freight on the paper to the Orient or the Philippine Islands; or, by adding about \$1.00 per ton, it would pay the freight to Australia or New Zealand. It costs nearly \$10.00 to carry it to Liverpool, and we may expect the Panama Canal to reduce this to \$6.00 or \$7.00 per ton. To all the above need to be added about \$1.50 per ton for insurance and storage.

At present news print paper is shipped from Ottawa and Hull here at a freight cost of \$17.00 per ton, and the writer is told that some of it is re-shipped to the Orient.

The items exceeding in cost of production those of the eastern mills are principally labor and repairs, amounting to a difference of only a few dollars per ton of paper, which is much more than offset by the low

cost of wood and fuel; so it may be expected that British Columbia will not only take care of her home market, but will supply the prairie provinces and the American Pacific coast to a great extent, besides finding a market in the Orient, Australia and New Zealand, and eventually, with the aid of the Panama Canal and the increased cost of wood in the east, she may become a strong competitor in the European and Eastern States market.

The plants of the Powell River Co., Ltd., and the Ocean Falls Co., Ltd., are operating on similar lines to the above. These plants were promoted and constructed, and are operated, by big broad-gauged captains of industry, men who understand the lumber, pulp and paper industry from the ground up, and are quite capable of coping with any emergencies which may arise. The plants of the British Columbia Sulphite Co., Ltd., and the Western Paper Mills, though operated on different lines, have proven their success and the men associated with these enterprises deserve much credit for their achievements.

The turning of these raw materials into valuable products is the essence of true conservation, and the best talent of the government, the capitalist and engineer may well be employed in its promotion and development, for without such combination conservation may mean stagnation.

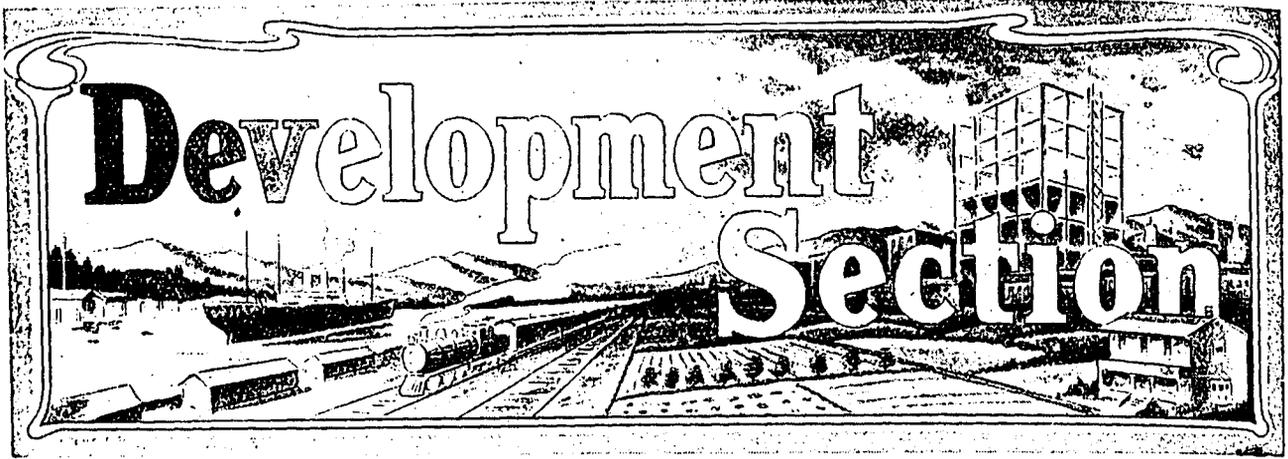
Considering this industry in British Columbia from an engineering standpoint: It calls for a knowledge of conditions prevailing on the British Columbia coast generally, their influences on various phases of the industry, and the advantages and disadvantages of the various combinations which may be made. It calls for a careful and thorough study of the site for the plant, and all the surrounding conditions affecting it, a thorough study and careful examinations of the water power, and the most feasible method of developing the same that may be best adapted to the pulp and paper plant. Booming ground and shipping facilities are two other important considerations, and, in connection with these should be worked out simple, effective and inexpensive methods for getting the raw material into the plant at one end and

the finished product out at the other end and on board steamer or cars as the case may be. The general arrangement of the plant in connection with the site admits of a multitude of combinations. The preliminary examination usually reduces these to but few, and possibly several others may be worthy of consideration, when from the result of surveys, soundings, test borings or such examinations as the nature of the site may require, the combination harmonizing best with Nature's provisions, will soon be determined. Afterwards the various details will have to be worked out.

Simplicity and system, both in construction and operation, are important factors and can be associated with modern methods. Conditions which would be apt to cause the frequent shut-down of a considerable portion of the plant should be eliminated; ordinarily a plant should run continuously from Monday morning until Saturday night; a shut-down of one hour would seriously affect the daily profit. Provision should be made for making renewals and repairs quickly. The plant should be designed with a view to minimize labor and at the same time keep the investment low. Unnecessary and complicated machinery should be reduced to a minimum, and the plant should consist of a good working unit, so that all departments are kept busy.

Since the construction and operation of plants of this nature engages considerable skilled labor, the establishment of comfortable quarters for the men, cottages for families, hospitals, schools, churches, clubs and amusements are factors affecting too forcibly the prosperity of the enterprise during construction and operation to be treated with indifference.

The paper industry has attained its present high state of development largely by combining ideas and improvements advanced by thousands of men employed or engaged in that industry in various capacities; its operations and progress are much more dependent on the human element than are many other large industries, and the high degree of respect and loyalty existing mutually between employer and employe appeals to the admiration of every good citizen.



### The False Creek Agreement

By a vote of 5,032 as against 1,385, the citizens of Vancouver on March 15 confirmed the agreement with regard to the utilization of the False Creek tidal flats arrived at by the city council and the Canadian Northern Railway Company some weeks previously. In view of the tremendous importance of this agreement to Vancouver and the surrounding district—indeed to a large section of Western Canada—it is worth while to recount its main features.

Of the 157 acres of land comprised in the agreement, the rights of which had hitherto been vested in the city, the company is to acquire 113 acres and the city to retain 44 acres.

The land acquired by the company is to be used as the principal permanent western terminus of the C. N. R. for all time, only for railway terminals, the company to pay the whole expense of extinguishing the riparian rights on nineteen lots on Main street, the land to remain city property.

The company to fill in the bed of the creek at their own expense; to commence work within ninety days; to complete three-fifths of the work within three years, and the remainder within five years from the start.

The company to expend not less than \$4,000,000 on a union passenger station and terminals. All the work to be done in five years.

The union passenger station, terminals, buildings, tracks, tunnels and facilities are all to be available for the use of the Pacific Great Eastern Railway and any other railway companies.

The company to provide sufficient yards, tracks and freight sheds to accommodate the handling of freight cars and freight of any other railway companies.

The one double, or two single-track tunnels to be electrified.

A sub-passenger station to be built at the other ends of the tunnels, and also another at the city end, should the latter be more than three-quarters of a mile from the union passenger station. Sub-stations are to be used for suburban passenger traffic.

Vancouver is to be the western headquarters and terminus for all time of the C. N. R., both for passengers and freight.

The company within eight years is to establish and maintain a trans-pacific steamship line. Vancouver to be its home port.

The supplies for steamships are to be bought in Vancouver, so long as prices are as favorable as elsewhere. The city is also to be the place for signing on and paying-off of crews.

The company is to build a first-rate hotel in the city within five years, the same to have not less than 250 rooms.

The company is to construct a retaining wall 300 feet west of Main street, or alternatively along the western boundary of Main street, from the south to the north side of the creek; to remove Main street bridge, and pave Main street across the creek.

After filling in the bed of the creek the company shall, within five years, make, grade and pave as city streets, a main road of 125 feet, running east and west through the property from the bridge to First avenue; also an additional street running to the eastern boundary of Scott street; also to pay half the cost of making, grading, paving and maintaining a 75-foot wide street from Main to Scott streets, south of the last-mentioned street.

After three years the company is to be assessed for taxes on its property in the same way as other lands and improvements, and to pay three-fifths of the taxes on the land value, including the value of the filling in. After this period, and up to 1924, the company to pay taxes on land value.

there being no exception for local improvements.

The company to give footing for a bridge either over Scott or Carolina streets, and to pay one-half of the cost of the bridge, whatever is the amount. The company also agrees that the city may construct two additional bridges running north and south over the property.

Whenever the city may desire to extend First avenue to connect at Clark Drive with the bridge over the property of the V. V. & E. Railway, the company to pay half of the total cost of purchase of the land.

The company is to extend this westerly bridge to Main street by ramps and bridges, all such extensions to be maintained by the company at its expense.

The company agree to the city extending sewers, drains and culverts through the property and to pay the cost of such extensions.

If the water courses running into the creek are diverted by the city the company is to pay the amount it would have cost the company itself to take care of such water courses.

The company to give the city a park fronting the station, with driveway, the cost of maintenance to be borne by the company.

The company will employ no Asiatics, and agree to forfeit \$1 per day, or portion of day, for every Asiatic employed.

The company is to pay all laborers the same rate of wages paid by the city at the time to competent workmen engaged on similar work with the same hours of work.

Preference for work is to be given to residents of the province. Every man is to be at liberty to live where he pleases. This applies also to all sub-contracts made by the company.

Prices being equal, all materials are to be bought in the province.

The city to have twelve acres for industrial sites north of First avenue extension.

The company may lease land not immediately required for terminal purposes, for manufacturing, industrial, or warehouse sites.

The company is to erect an hotel on railway property.

A bond for \$1,500,000 for the due

performance of the conditions is to be given before the conveyance is handed over. The company to indemnify the city against all work carried out by them.

All conditions as to railway companies coming in are to be subject to the order of the Lieutenant-Governor-in-Council.

The official estimate of the city engineer as to the value of the property was as follows:

Main street lots, \$1,000,000; filling in west of Main street, \$239,413; filling and paving west of Main street, \$838,036; bridge, ramps and land at First avenue, \$385,850; sewers, \$1,000,000; cost of filling C. N. R. land, \$1,408,010; total, \$4,871,309.

Taking the value of the 113 acres to be received by the company at \$27,500 per acre the amount would come to \$3,107,500. If this amount be taken from the estimate of the cost of the work to be done, there would remain a credit to the city of \$1,763,809 on the transaction, quite apart from any consideration as to the value of the railway and steamship terminals to the city.

### A Great Dock Scheme

MANY rumors have been heard from time to time in the last few years regarding schemes in contemplation for the harbors of Vancouver and Victoria. The latest is that Sir John Jackson, the famous English public works contractor, is to have charge of the work of improving the harbors of the two cities and building a drydock one thousand feet long, at a cost of \$20,000,000. The government of the province of British Columbia is reported to have guaranteed a bond issue of twenty million dollars to cover the cost of the work. It is understood that the new dry dock on the Pacific coast will be one of the largest on the continent, capable of accommodating a super-dreadnought.

### New Westminster and the C. N. R.

TO MAKE way for the establishment of temporary C. N. R. headquarters in New Westminster the removal has been going on of the last of the lumber and other materials from the Royal City mills, to get ready for the railway company, who purchased the property some time ago. The old mill buildings are being demolished in

readiness for the erection of the new terminals and storage yards. The office building will be retained as head offices for the company's construction staff.

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### The Grand Trunk's Progress

GOOD reports come to hand of the progress made in the advance through Northern British Columbia of the Grand Trunk main line. It is stated that excellent conditions have prevailed during the past month and the steel is rapidly being pushed east from South Hazelton. Confidence is expressed that the entire division of the line will be laid within a year, and that the trains will be able to make the run through to the east from Prince Rupert. Trains are expected to be running from the west to Fort George by the fall of the present year. The work has for a long time now been going along smoothly without interruption. There is now no lack of men, and no further trouble on this account is looked for.

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### P. G. E. Finance

THOUGH issued at a price which might have been supposed to offer a sufficient attraction to the investing public in London the \$1,000,000 par value 4½ per cent. debentures of the Pacific & Great Eastern Railway did not meet with a ready demand on their recent flotation, with the result that the underwriters had to take 62 per cent. of the issue. The bonds, which are redeemable in 1942, are guaranteed by the British Columbia Government, and the project for which the money is required is one of the most promising on the American

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### Fourteen New Stations

THE Canadian Northern Railway has announced the location of fourteen new stations to be constructed along the main transcontinental line. These are to be erected from Port Mann, B.C., east, and will be only six miles apart. The points at which they will be erected, beginning with Port Mann, are: Langley, Glenvalley, Mount Lehman, Matsqui, Sumas Mountain, Chilliwack, Rosedale, Popkum, St. Elmo, Floods, Hope, Trafalgar and Yale.

The construction of the stations is to be immediately undertaken. Following their completion a service on that section

of the line is to be inaugurated early this summer.

Grading of the C. N. R. in British Columbia from Yellowhead Pass to Port Mann terminals, according to a statement issued by the company, is now more than half finished. The percentage of the grading finished between Port Mann and Kamloops is 89 per cent. and the remaining portion of the line in British Columbia 35 per cent. The work on the tunnels between Port Mann and Kamloops is 93 per cent. complete.

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### Railways in the Tulameen

IN the southern interior of British Columbia, the Vancouver, Victoria & Eastern and the Kettle Valley railway lines are pushing construction this spring. Two large camps for the former company are being set up at Thynne's ranch and half way up Otter Lake, where it is estimated that 60,000 yards of work will have to be excavated.

The V. V. & E. hope to have 1,000 men at work in a few weeks, while the Kettle Valley anticipate employing about 600 on this stretch of track. The V. V. & E. will go ahead and build a separate track from the summit into Hope, no agreement having been reached as to using a joint line with the K. V.

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### The London Building, Vancouver

ONE of the handsomest business blocks in the city of Vancouver is the recently completed London Building, which has a very good location on the south side of Pender Street, just east of Granville Street. The site, in the heart of the financial quarter of the city, measures 52 feet by 120 feet, and the building comprises ten storeys and a basement. Each of the upper storeys has ten rooms.

The building is of the most modern design, and is fireproof, being reinforced concrete with partition walls of terra-cotta tile. On every floor is a fire escape and fire hose, and all metal windows left open will close automatically in the event of fire. The exterior walls are of hollow brick, rendering the building warmer in winter and cooler in summer.

Externally the appearance of the building is most attractive. Its front is built of Haddington Island stone, and the main

entrance is finished with panelled marble ceiling, walls and floor. The corridors are floored with terrazzo, the stair-treads are of marble, and the walls are finished with marble dadoes. The finished woodwork throughout the building is of oak, and the office floors are of maple. All the rooms are large and well-lighted and those on the upper floors command extensive views of the city and harbor.

The elevator cars have a speed of 400 feet per minute and will be operated from seven o'clock in the morning until eleven at night. The elevators have been provided with the most modern form of automatic safety clutch. The building is heated by steam and the radiators are fitted with valves which enable each tenant to regulate the temperature of his office to suit himself.

Each floor, containing ten offices, is arranged on the same plan, and some of the larger rooms are suitable for partitioning. The ground floor and part of the basement has been designed specially for the occupation of the owners, the London & British North American Company, Ltd.

### The Richlands Estate

THE North American Securities Company, Limited, of 300 Pender street west, Vancouver, are disposing of their Richlands Estate in the Okanagan Valley, on a development basis sure to interest those who have a desire to own a fruit ranch in this beautiful valley, but who do not feel justified in giving the time from their present occupation to do the development work necessary before the trees can become revenue producing.

This company have in their employ a staff of fruit specialists thoroughly acquainted with local conditions, and for purchasers so desiring they will prepare the ground, plant the orchard and take entire care of same for a period of five years at cost price, such cost, owing to the magnitude of the undertaking, being naturally much lower than that obtained by any individual purchaser. The owner at the end of this period would come into possession of a first-class orchard which should produce a handsome yearly revenue.

This property has a fine location, and the scheme should meet with a good measure of success.

### New Westminster Harbor

TENDERS in connection with the harbor improvements have been let by the city council. These include: Star Shipyard Co., for dredge hull, \$8,988; Allis, Chambers & Bullock Co., for Lidjerwood electric hoist, \$6,600; Taylor & Young, for Clyde electric hoist, \$5,200; Thomas Appleton, for tug Hero, without boilers, \$6,000; Washington Iron Works, two drum steam hoisting engines for dredge, \$4,050; Vulcan Iron Works, tubular boilers, \$2,900; Waugh, Meisener & Bailey, cedar piling, exact amount not specified, but over \$100,000.

### Advance Coquitlam

HAVING received its incorporation as a city, Port Coquitlam has placed its first mayor and aldermen in office by acclamation. The new city council will arrange for a city water supply, school buildings, street improvements, sidewalks and special improvements, and everything necessary to place it in line with its older neighbors on the British Columbia coast.

Last month we chronicled the advent of the Pacific Dredging Company to Coquitlam—this month announcement is made that Messrs. Smith & Davidson, of Fort William, will build a three-thousand-barrel flour-mill in First Division, Coquitlam, on the waterfront, and will also put up one or two large terminal elevators. The capital investment will amount to at least \$600,000, and the mill will employ about 150 men.

As the Canadian Pacific Railway Company had previously announced through its general manager, Mr. Geo. J. Bury, that its terminal elevators will be located at Coquitlam, the new city on the Pitt and Fraser Rivers seems to be getting a pronounced lead as the elevator town of the Vancouver District.

While looking over the ground generally on the Pacific Coast with a view to determining the location of the terminal elevators which the Dominion Government has decided to erect on the Pacific Coast, the National Grain Commission devoted one day to the study of Coquitlam's qualifications for a terminal elevator site, and another day to the other Fraser River points. Coquitlam people are very hopeful that the

commission will decide in favor of their city.

It is understood that two or three Eastern and American flour-mill companies are now figuring on locating plants at Coquitlam.

The influx of new inhabitants to the new terminal city continues, and it is now estimated that there are close to two thousand people within the corporate limits of the city of Port Coquitlam.

The shipbuilding yards of the Coquitlam Shipbuilding & Marine Railway Company are rapidly nearing completion, and are now laying the keel of the first steamship ever built on the Fraser River. The new boat will also be an oil burner, and it is stated that it will be the largest oil-burning steamer originally built in British Columbia.

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#### An Elevator for Vancouver

"THREE months ago," remarked Mr. R. Magill, chairman of the Dominion Grain Commission, at their sitting recently in Vancouver, "this Board sent in a recommendation to the government that an elevator be erected in the city of Vancouver. Now we are here to see where it shall be put."

This intimation came as a pleasant surprise to the leading Vancouver citizens who had assembled to point out to the Commission the suitability of Vancouver for grain exporting purposes. Asked what capacity of an elevator they would like, one of the speakers said: "One million bushels." The elevators at Vancouver today have a capacity of about 400,000 bushels. During their stay in Vancouver the commissioners visited the harbor and other places on Burrard Inlet in quest of a suitable site. On their subsequent visits to New Westminster and Victoria, arguments in favor of further sites for elevators were laid before the commissioners.

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#### For the Alaska Frontier

MR. T. C. DENNIS, of Ottawa, who will be the head of one of the two Canadian survey parties at work on delimitating the boundary line between Alaska and Canada this summer, recently arrived in the West. He was accompanied by Mr. D. J. Fraser of Ottawa, who will be the Canadian attachee with the American survey party.

Mr. Fraser announced that Mr. A. C. Baldwin, who will be in charge of the American survey work, will make an attempt this summer to scale the summit of Mount St. Elias, which is 18,000 feet high, from the north side. The feat of climbing this high peak was first accomplished by the Duke of Abruzzi, the famous Italian sportsman.

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#### Fort Fraser Busy

THE Fort Fraser sawmill will be kept running night and day during the summer to cut the large number of orders now on hand. Building is on the increase every day and much more building would be under construction were it possible to secure lumber. The large ice plant on the water front is nearing completion and the Fort Fraser Supply Company's new store building is also almost completed.

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#### Ore Discoveries Near Lytton

THE provincial assayer's office in Victoria has given returns on a number of large samples of ore which were sent there from the Winslow and Bourgeois group of copper claims for testing. An average value is shown of 32.8 per cent. copper, 12 ounces in silver and \$4 in gold.

The ore is grey copper and calchopyrite and was discovered last spring within one-half mile of the Lytton-Lillooet wagon road, and twelve miles north of Lytton. Messrs. Winslow and Bourgeois, the locators, have been developing all winter, trying to determine the width of the lead, but as yet there are no walls in sight.

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#### Telephone Cables to the Island

IN connection with the cable from Vancouver to Nanaimo to connect with Victoria, Mr. George McCartney, superintendent of construction of the British Columbia Telephone Company, and Mr. E. P. Labelle, plant engineer, recently visited Vancouver Island and examined the territory for the land line cable from Nanaimo to the capital.

It has now been definitely decided that this land line cable, which has been the subject of great consideration, shall be laid across Saanich Inlet, the route previously contemplated over the Sooke mountain hav-

ing been abandoned. There will be two lines whereby Victoria will be connected with Vancouver, the present one running along the famous scenic highway, Malahat road, over Sooke mountain, and the new one crossing Saanich Inlet.

#### A Court House for Victoria

THE city of Victoria, it is announced, is to have a law courts building which will be similar in style to the handsome structure at Vancouver. This announcement has followed the purchase of a large triangular site by the provincial government just below the cathedral on Blanchard street.

The site is two-thirds of an acre in extent and is one of the most commanding in the city. The summit of the new building will afford an uninterrupted view of the harbor and the ocean beyond. The site cost the government \$100,000. It is estimated that the building will mean the expenditure of close on one million dollars. Building, however, will probably not commence until 1914.

#### The Uses of Western Hemlock

THE British Columbia Forest Service has data showing that western hemlock, which is being cut in increasing quantities on the Coast, is a much more valuable timber than was heretofore thought. The sale is increasing throughout the Province, some companies having placed it on the prairie market in successful competition with Douglas fir, on account of the lower freight rate and the relatively smaller danger of splitting in nailing. This latter reason makes it acceptable for jointing and siding. At present the principal use of hemlock in British Columbia is in pulp manufacture, great areas in the North being cut over to supply this growing industry.

Authentic data are lacking with regard to the durability of western hemlock as compared with Douglas fir and other woods. The general impression is that Douglas fir is the more durable. A few experiments made to determine the adaptability of western hemlock to treatment with liquid preservatives indicate that, as compared to Douglas fir, it offers about the same resistance to impregnation across the grain; but that it is easier to penetrate along the grain.

Western hemlock is well suited for use

in all but the heaviest construction work, as shown by results of tests which have been made, but up to the present time it has had a limited use in bridges and trestles. It has been used in some instances for caisson construction.

A considerable amount is cut into cross ties. Many of the western railroads use Douglas fir, western larch, redwood and western hemlock exclusively for tie material. A large percentage of those ties are laid without preservative treatment. Occasionally it is cut into telephone or telegraph poles, but its use in this form has been very limited. It has the requisite strength for pole use and grows in such dimensions as to make it very suitable for this class of work. With a good treatment with some efficient preserving fluid it should give good service as a pole material.

Though practically all piling in the Province is of Douglas fir, western hemlock is used to a limited extent, however, for this class of work and has apparently given satisfaction.

In house construction it is used a great deal as a framing material. For this class of work it serves as well as Douglas fir, and locally commands the same price. Western hemlock dimension stock in cargo shipments commands a lower price, however, than Douglas fir, because of the prejudice which exists against it.

When cut edge grain it makes an excellent flooring material. It finishes smoothly on account of the uniform texture of the wood and it also wears evenly. It is not suitable for use in damp places on account of its tendency to warp under such conditions.

As a finish lumber it has the advantage of containing practically no pitch; it has a beautiful grain, works smoothly, takes stain readily, and when properly dried will not shrink or swell materially under normal conditions. It presents a comparatively hard surface and consequently does not mar easily.

Western hemlock slabs and edgings are manufactured into lath, and as a lath material it is equally as valuable as Douglas fir or other wood. In this form there is no distinction made as to species, all pieces of a suitable form to make lath being thrown in together and used indiscriminately.

It is used to a large extent for barrels and boxes for shipping food stuffs. For this purpose it serves admirably, since the wood is odorless and tasteless. A great development along this line may be looked for when British Columbia consumers realize the true value of the wood, and cease wasting it as at present.

#### Building Stone in British Columbia

IN British Columbia there are large potential resources of building stone. They have, however, been developed only in certain localities on the Pacific Coast and have been confined to Cretaceous sandstone and certain volcanic rocks, situated on Vancouver Island and adjacent islands. Varieties of marble are also quarried on Texada Island.

The region bordered on the east by the Great Plains, and on the west by the Coast range, does not, so far as known, contain extensive clay resources. Shales also are rare because, in most instances, the deposits of argillaceous material have been altered to slaty rock or schists.

Exploration in the Pacific Coast region has, thus far, disclosed only a limited extent of clay resources, but important shale deposits are found at Sumas Mountain, southeast of Vancouver. Surface clays are more extensive than the shale deposits and a number of these clays are found in the vicinity of Vancouver, Victoria and on several of the islands in the Strait of Georgia.

#### The Wood Pavement Industry

THE prospects of a great wood pavement industry in this Province are becoming constantly brighter. With the enormous wealth of fir timber of classes Nos. 1 and 2 common, which is regarded everywhere as almost the best, if not the best in the world for the purpose of paving, British Columbia offers a wonderful future to this most important industry in the development of great towns and cities.

The growing communities of the prairie and coast provinces are laying every year hundreds of miles of streets, which might be paved with creosoted wood block if only its virtues were more widely known. The city of Calgary has laid two streets, and they have proved remarkably successful. There have been numerous tests made of paving materials in the great cities of

the world in Paris, London, Boston, Chicago, New York and St. Louis, and all of these great cities find wood block paving best, being of reasonable cost, durable under any traffic, easy to maintain and to clean, practically dustless, firm under the feet of horses, and of low traction resistance. The Rue de Rivoli, Paris, has a pavement of wood blocks which have stood for years the city's heaviest traffic.

In Baltimore in 1901 a test strip of miscellaneous pavement was laid on Holiday street. This strip contained eleven test sections of paving material, which were in every case furnished by the manufacturer—one of creosoted wood blocks, one of vitrified brick. The superior durability of the wood blocks was clearly in evidence after four years, and in 1907 every area save that paved with wood was in such bad condition that the test was officially declared closed. The wood blocks in question, however, together with such others as were needed, were immediately relaid in paving the entire original test area.

THE contract for the erection of the Georgia-Harris viaduct in Vancouver city has been awarded to the J. McDiarmid Co. of Winnipeg. The amount of the contract is \$455,000 and a period of eighteen months is allowed for the completion of the work.

THE annual report of the Hedley Gold Mining Company, recently issued, states that the period covered was the most prosperous in the history of the corporation. The net profits were \$385,880, of which \$360,000, amounting to 30 per cent. of issued capitalization, was disbursed in dividends, leaving a surplus of \$25,880 for the twelve months and increasing the total reserve fund to \$226,841.

THE city council of North Vancouver has deferred for the present the proposal to purchase the land known as the Bailey property for the purpose of a city hall.

A SITE five acres in extent has been secured for the new Magee school at Kerrisdale, \$20,000 in cash being the price paid. The money was forthcoming from the government grant of 1912.

A PROPOSAL is on foot to introduce, at an early date a telephone system in New Hazelton, with long-distance connection with old Hazelton, all the mines, Morricetown, Glentanna, Chicken Lake, Aldermere and Telkwa.

NEGOTIATIONS have been in progress with regard to a proposal to build, construct and operate a rural tramway with its powerhouse at a point near Ladysmith, and operating from the city as its centre. Under the scheme it is expected that residents in the suburbs of Ladysmith will be able to secure electric light at a minimum rate.

REPORTS from the Mount Ida mining group are to the effect that work is progressing very satisfactorily. It is stated that the rock all across the face of the tunnel is now showing good signs of mineral and samples brought down are supposed to be as rich, if not more so, than some which was struck in the early days.

THE sum of \$75,000 is to be expended by the Waneta Development Company on its proposed power plant at the junction of the Salmon and Pend d'Oreille Rivers near Waneta. The plant will be of an initial 2,500-horse power development and so constructed as to permit of extensions.

It is intended to build a power line to Sheep Creek to supply the mines of that camp, and possibly to extend to Salmo. The project is being financed with American capital.

## Are You Going to Build at White Rock?

If so, do not fail to get my estimate. My work speaks for itself. Look over some of the houses I have built here. Good work guaranteed on summer cottages, bungalows or larger residences.

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## BRITISH COLUMBIA INVESTMENTS

A First Mortgage on Vancouver city property is a safe and profitable investment for your funds. We arrange loans on a basis of 50 per cent. of a conservative valuation, which is an ample margin for security in this growing city, where values are steadily increasing from year to year.

Having made a specialty of this branch of our business for many years we are in a position to make the most desirable loans at the highest current rates of interest. Fire Insurance covering the amount of the loan is always written, with loss, if any, payable to the mortgagee.

Correspondence invited.

References: Bank of British North America, Vancouver.

**JOHN J. BANFIELD**

377 Seymour Street

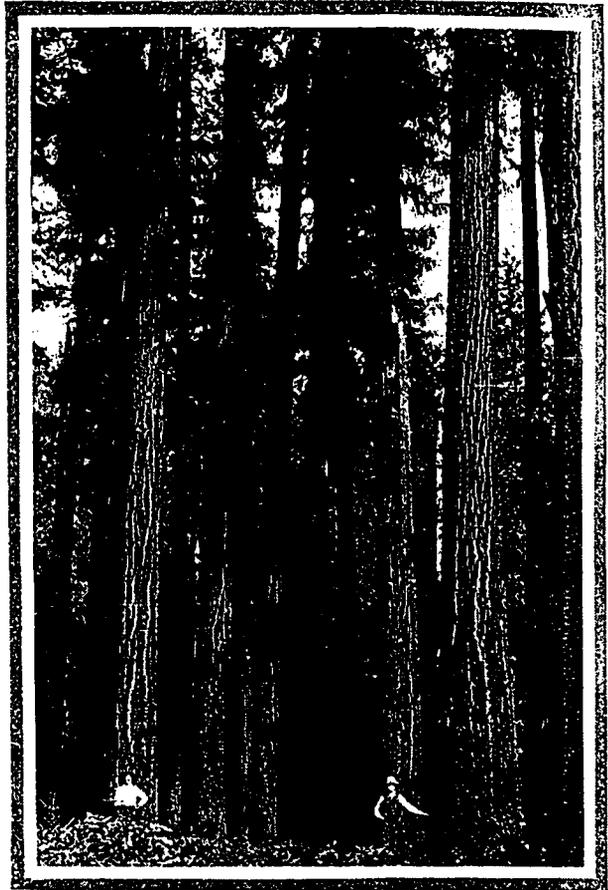
VANCOUVER, B. C.

Established 1891

# Port Alberni, B. C.

ANYONE who is at all familiar with the history of British Columbia can readily see that an investment in Port Alberni property now, whether city or suburban, will net him handsome returns before any great length of time. Manufacturing sites with the most excellent facilities may be had, there being a very large potential water-power in the falls of the Somass River, close to the harbor. On the waterfront splendid sites are also procurable at reasonable prices, these offering every advantage in the way of trackage and shipping. The C. P. R. has a fine modern depot in the town, and trains connect each day with Victoria, and thence by boat to Vancouver. Port Alberni lies at the head of the Alberni Canal, a long indentation on the west coast of Vancouver Island and at the mouth of the Somass River. It is backed and flanked by Copper and Arrowsmith Mountains, which, however, offer no impediment to entering railroads. The site of the town is a gradual slope from the waterfront, opening into the magnificent Alberni Valley, which is already extensively farmed and is one of the best districts on the Island. A short distance from the townsite are Buttles, Cameron and Sproat Lakes, some of the most beautiful bodies of inland waters in the province. These lakes offer splendid opportunities for hotels and resorts for the tourist, and the Canadian Pacific has already constructed some chalets in close proximity to the lakes and mountains. On the ocean, and but a short distance from Port Alberni, stretches twenty miles of magnificent sandy beach, the famous Long Beach, which is the resort and delight of thousands of tourists every summer. It is the intention of the C. P. R. to erect a chalet here, which alone will be a distinct advantage to the town. It is the gateway to a paradise for the hunter, fisherman and tourist, in addition to being one of the most advantageous sites for a great city ever laid out. Excellent motor roads now reach every part of the Island, and there is no difficulty in reaching the Port in a short time from Victoria over the famous Pacific Highway, for which this town is the terminus.

As to climate: The rainfall is less here than in Vancouver, which is less than in many parts of the eastern provinces. Severe winters are unknown on account of the proximity of



STANDING TIMBER, PORT ALBERNI DISTRICT

the Japan current, and the summers are indescribably delightful. In summing up the advantages of Port Alberni, it is seen that it has the natural advantages of a harbor unexcelled, a townsite of ideal location, excellent water-power resources of incalculable value behind it for which it is the natural port; a busy, progressive administration which is engrossed in making it one of the most attractive towns to the homeseeker and manufacturer, as well as investor, in this fast-growing country; banks, schools, business houses, hotels, wharves, factories, railroad, shipping facilities, and in fact every component of a manufacturing and shipping centre. There can be no doubt but that for every dollar invested in Port Alberni the investor will gain manifold in the next ten years.

## On Vancouver Island

In the Alberni, Nanoose and Newcastle Districts, splendid farming land at

**\$35 per Acre**

in 10, 20, or 40-acre tracts, on terms of one-fifth cash and one-fifth each year.

**This is Your Golden Opportunity**

**CARMICHAEL & MOORHEAD, LIMITED**

OFFICES

VICTORIA, B. C.

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VANCOUVER, B. C., CANADA — Franco-Canadian Trust Company Limited, Rogers Building

# Cranbrook, B. C.

Population, now close to 5,000, is rapidly increasing

CRANBROOK is a divisional point of the C. P. R., whose payroll is over \$75,000 a month.

Railways: From east and west, the C. P. R., and from middle and eastern States and Pacific coast point, the Soo-Spokane-Portland.

Great Northern, via Lethbridge, Alta., or Elko, B. C., connects with British Columbia Southern (known as Crows Nest Branch of the C. P. R.).

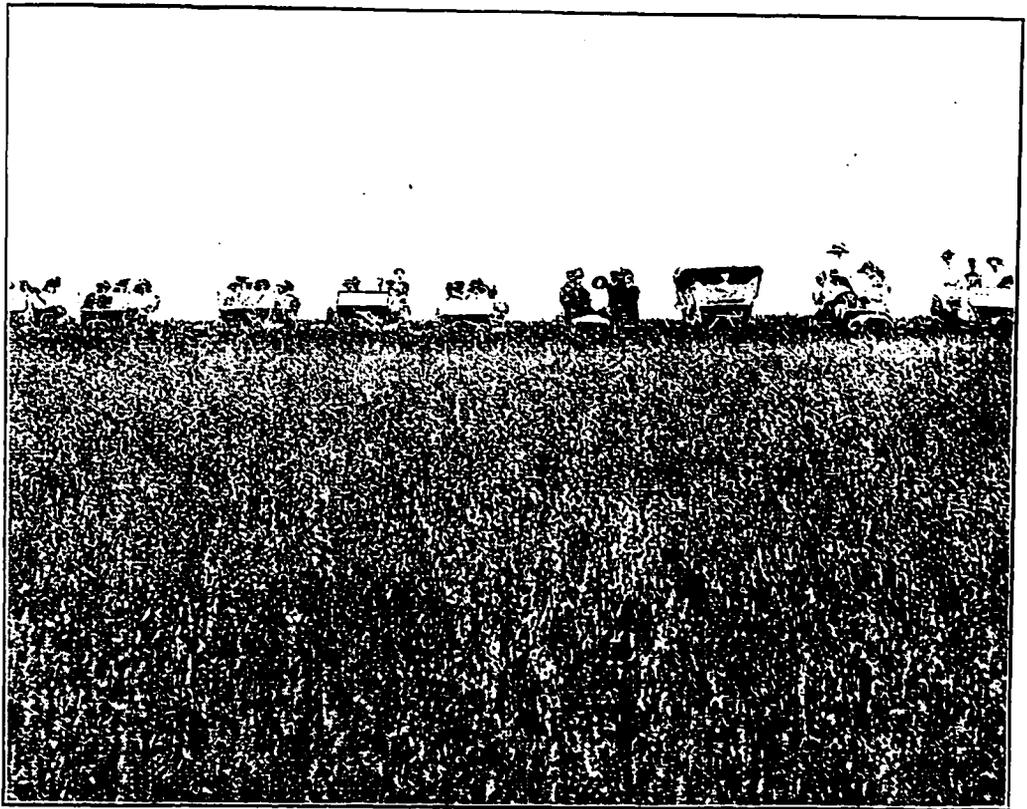
Kootenay Central Branch of the C. P. R. connects with all points north. And the North Star branch of the C. P. R. reaches Kimberly and Marysville districts.

In the vicinity are twenty-five sawmills, five planing-mills, three sash and door factories, mining camps and many other industries, employing a large number of men the year around.

The climate of CRANBROOK approaches the ideal as near as may be found in Canada. The scenery is unsurpassed in variety and grandeur. Large and small game is found in abundance. It is the centre of a district 100 miles square, rich in timber, minerals, etc. From an agricultural standpoint the land in general is well suited to mixed farming.

The fruit-raising industry is as yet in its infancy owing to the fact that up to the last few years the chief attention was given to mining and lumbering. However, experiments have proven so satisfactory, and the markets are so great, that land is rapidly increasing in value.

The different points in the district are connected by first-class roads, in fact the roads



AUTOS IN A FIELD OF GRAIN NEAR CRANBROOK

are so good that Thomas N. Wilby, while here on his pathfinding trip from coast to coast, said: "The roads out of this city look as if they had been gone over with a flat-iron, they are so smooth."

This city has a municipal hall, new \$75,000 post office, six churches, three banks, three theatres, large hospital, two rinks, several places of amusement, five schools, large Y. M. C. A. building, Masonic Temple, I. O. O. F. and K. of P. halls, and eight hotels with excellent accommodation. Also electric lighting, gravity water and sewer systems. Magnificent natural power facilities await development. Large mercantile establishments and wholesale houses meet the needs of a rapidly growing community.

The C. P. R.'s new transcontinental line from Winnipeg to Vancouver will go via CRANBROOK and the Crows Nest Pass.

## Fruit and Vegetable Land

Near the big markets, in a delightful climate, a mile and a half from the prosperous, growing CRANBROOK, B. C., is what the sensible farmer is looking for.

There is a 3,000-acre tract at APPLELAND that is just waiting to grow the best fruits

and vegetables in British Columbia. All perishable products can be disposed of readily. Your product picked at noon is eaten by the consumer for supper.

Ask us about the 5-acre tracts for \$500.00; one-quarter down.

**THE CHAPMAN LAND & INVESTMENT CO.**

CRANBROOK, BRITISH COLUMBIA

# Creston, B. C.



EIGHT-YEAR-OLD BLACK WALNUT TREE, CRESTON, B. C.

CRESTON is a new town in the heart of Kootenay Valley, commonly known as "Creston Fruit District," and comprising that portion of land lying between Kootenay Lake and the International boundary line.

The valley is twelve miles wide and covers an area of over one-fifth of the genuine fruit lands of British Columbia. One of the most pleasing features of the valley—especially to old residents of the province who have visited Creston for the first time—is the mild climatic conditions in winter and summer. Kootenay Lake never freezes up, wild fowl can be seen on the water all winter, and there are no damaging winds or summer frosts.

The fruit-growers are cheerful and appear satisfied that they have located the home of all

homes in the valley. Besides having a cheerful home, they have also a cheerful revenue from berries, tomatoes (that ripen in the open fields from July to late in October), apples, pears, peaches, apricots, nectarines, plums, prunes and vegetables.

While not one per cent. of this great block of land is under cultivation, yet we can easily see where Creston farmers are sure to win, being especially favored with a mild climate, rich soil, no irrigation required, the production of high-class fruit and vegetables, favorable transportation facilities, and one day nearer the great market than any other fruit district in the province.

The present population consists principally of Anglo-Saxon origin.

## INVESTMENTS AND HOMES IN CRESTON FRUIT DISTRICT

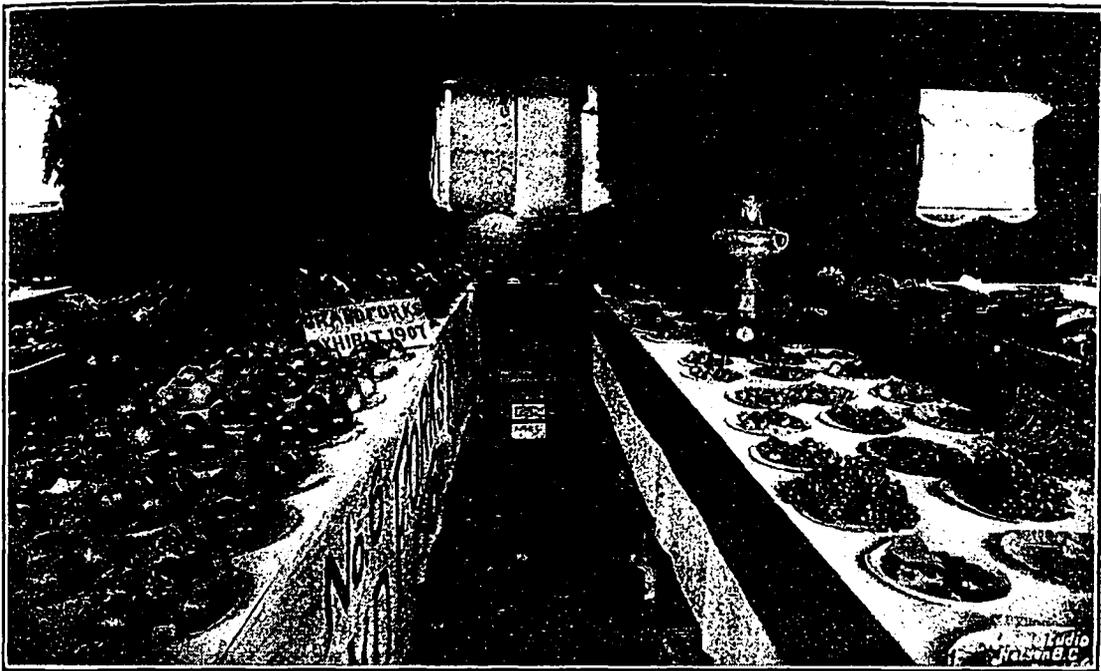
*Are Safe, and Sure to Increase in Value*

R. LAMONT, CRESTON, B. C.

Buys and sells Creston Fruit Land in large or small blocks

REFERENCE: *Canadian Bank of Commerce, Creston, B. C.*

# Grand Forks, B. C.



GRAND FORKS' FRUIT EXHIBIT

WITH seven separate lines of three railways, each built and in operation, radiating from this city, Grand Forks has already held an unrivalled position on the railway map of British Columbia. With further assured railway importance in its creation as divisional point and joint terminal by the Canadian Pacific and Kettle Valley Railways, Grand Forks is not only on the eve of great development but will continue to hold in an unmistakable way the premier position in the interior of the province from a railway standpoint, and is destined to be one of the hubs of the West.

In consideration of the concessions granted by the city of Grand Forks, the Canadian Pacific and Kettle Valley Railway Companies agree to:

Make Grand Forks a joint passenger terminal and divisional point for the Canadian Pacific and Kettle Valley Railways.

Commence construction forthwith, within the city limits, of a round-house of at least a ten-stall capacity, a machine shop and all other necessary buildings and plant for maintenance of same; and maintain same for a period of ten years.

Establish a joint passenger station on site of present Kettle Valley Railway depot, on Third street, and make necessary additions thereto to properly care for transportation business. Maintain such depot for a period of ten years.

Run all passenger trains through the city over the present route of the Kettle Valley Railway for a period of ten years.

Establish an industrial spur for delivery of carload freight at convenient point within a quarter of a mile of the Kettle Valley depot.

The by-law further requires that actual construction work be commenced within three months and be completed within one year.

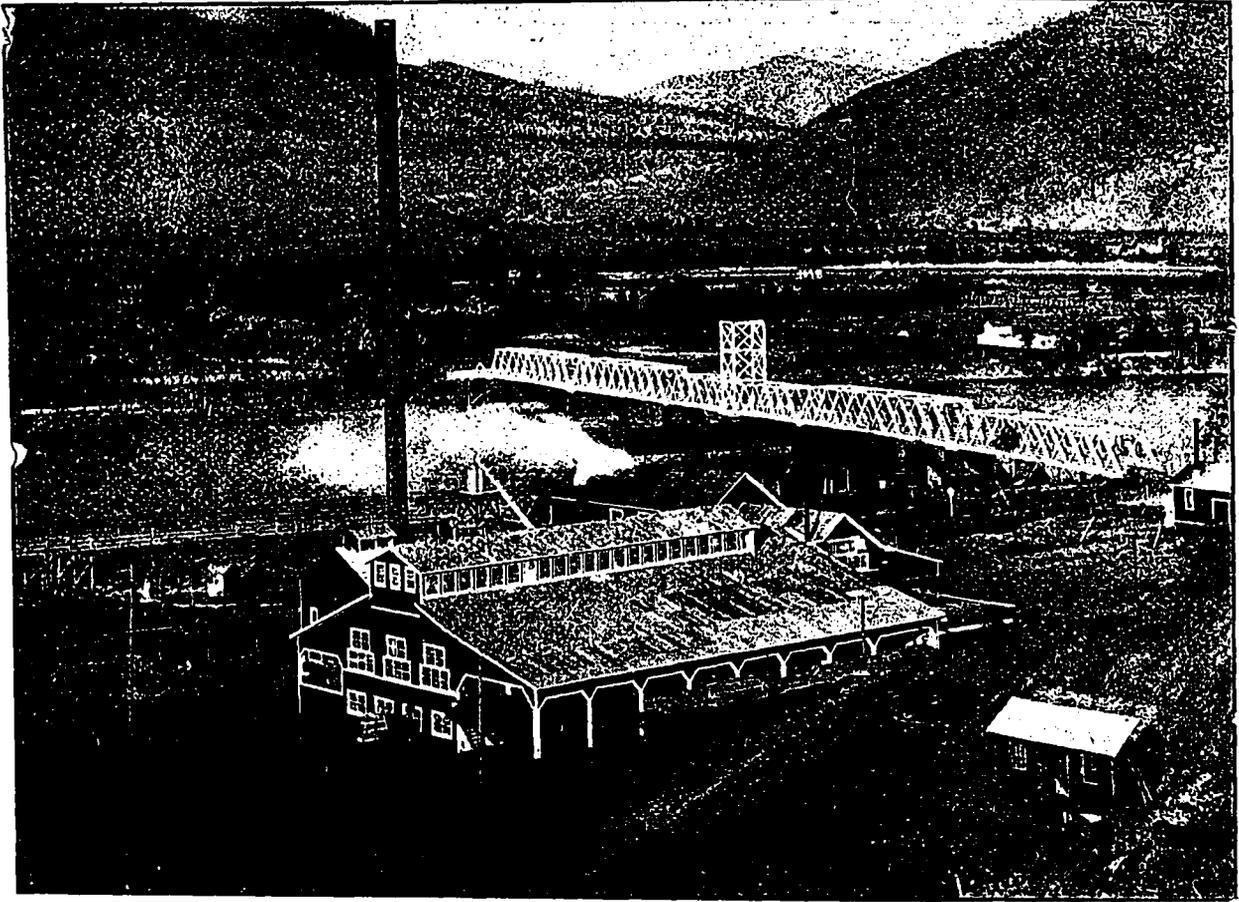
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Established 1901

GRAND FORKS, B. C.

# Kamloops, B. C.



BRIDGE OVER THOMPSON RIVER AT KAMLOOPS

## SOME FACTS

KAMLOOPS was started one hundred years ago as a fur trading post.

Kamloops has a mayor and six aldermen.

Kamloops was incorporated in 1893.

Kamloops is recognized as one of the best kept cities in the West.

The derivation of the word Kamloops is from the Indian language, meaning "Meeting of the waters."

Eight years ago no man thought Calgary, Edmonton, Lethbridge, Saskatoon, or Regina would become large cities. Their location favored them, and they are among the leading cities of Western Canada today. Kamloops

was nicely chosen as a location, being the centre of a number of fertile valleys branching out in various directions, with roads running north, south, east and west, and steamboats running east, west and north. For these reasons Kamloops will surprise the most sanguine of today.

Kamloops is conceded to have as fine a climate as can be found.

Kamloops' streets are carefully looked after both in the business and residential districts, and in consequence are always in a sanitary condition.

Kamloops is recognized as the commercial centre of southern British Columbia.

## EVANDER McLEOD

### *Real Estate, Insurance, Investments*

References: Dun's

KAMLOOPS, B. C.

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RANCH AND FRUIT LANDS MY SPECIALTY

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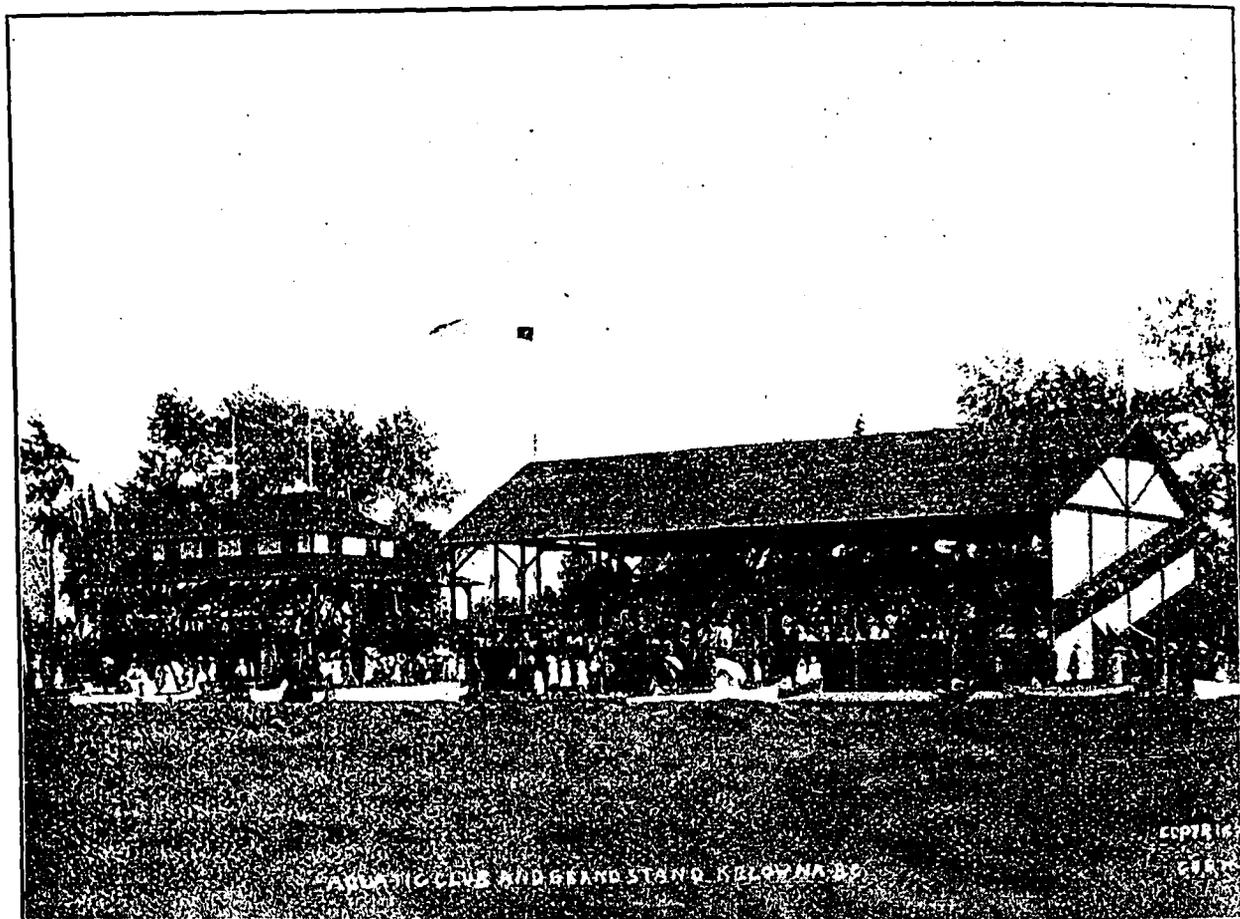


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## Kelowna, Okanagan Valley, B. C.



NOT ONLY does Kelowna grow the best apples in British Columbia, but we also produce that whole-hearted enjoyment of outdoor life, assisted by our surroundings, as depicted above. This makes for the best that is in mankind.

All of these things we are anxious to share with thousands of others. Washington and Oregon fruit lands are three and

four times as expensive as ours. This year's net result to their growers has been far less than ours have received. In open competition with American apple exhibits, Kelowna has taken the best prizes.

Come and see for yourself. For any information or illustrated booklet write: G. A. Fisher, Secretary Publicity Department, Board of Trade, Kelowna, B. C.

# BELGO-CANADIAN FRUIT LANDS CO.

First-class Fruit Lands in the Kelowna  
District for Sale

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# WHITE ROCK

*"The Real Playground of British Columbia"*

The situation of the original Summer Resort Townsite of White Rock, for which we are the official agents, is unexcelled for convenience of transportation, scenic surroundings, bathing, boating, sea beaches, fishing, and delightful walks and drives.

Four trains daily each way stop at White Rock, and on and after June an additional White Rock "special" will be run.

A daily mail, post office, stores, hotel, bathing and boat houses and lunch rooms, long-distance 'phone, etc., are at your service.

The railway station is the most commodious and modern on the G. N. R. system in British Columbia.

The beach is a magnificent strip of sand over five miles in extent.

The bay, with its vista of islands, headlands and the snow-clad Olympias, has been named by visitors "The Bay of Naples of the Pacific."

We have opened up the roads, laid water mains, built houses and made other improvements on a large portion of the property we are offering for sale.

A limited number of houses and tents for sale and rent, but to secure these early applications should be made.

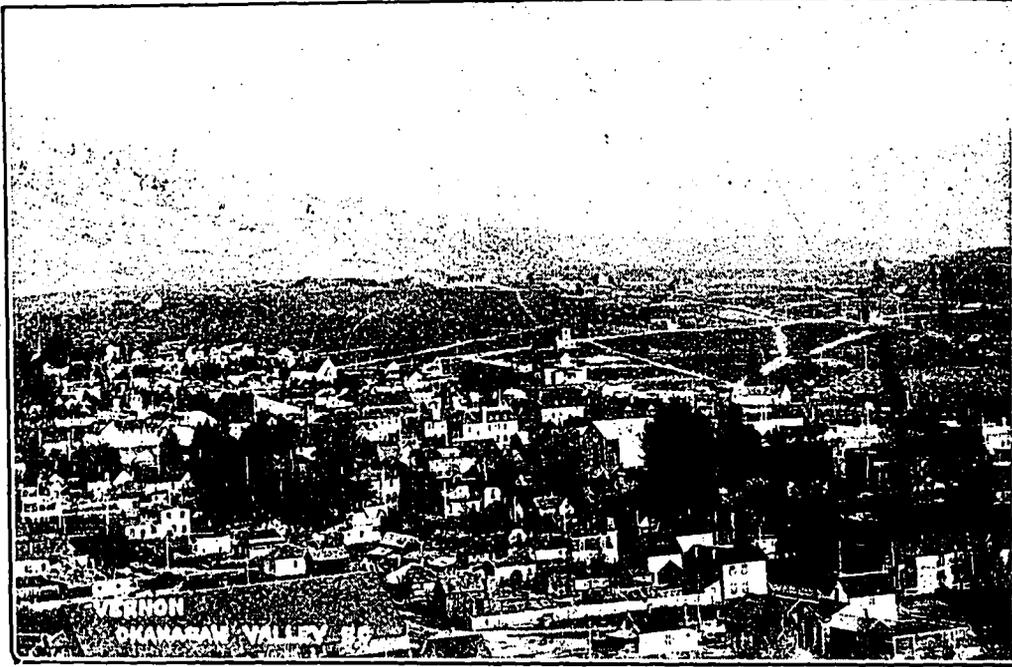
## WHITE, SHILES & CO.

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NEW WESTMINSTER AND WHITE ROCK, B. C.

E. H. SANDS, *Resident Manager*, WHITE ROCK COTTAGE

# Vernon, B. C.



BIRD'S-EYE VIEW OF VERNON

VERNON is the principal city and centre of the Okanagan Valley, with a population of over 3,000 people, and is located about 45 miles south of Sicamous Junction on the Canadian Pacific Railway, with which there is daily train communication. Fruit-growing, mixed farming, dairying and poultry-raising are the principal industries of the district.

The average net profits of an apple orchard in this district are about \$200 per acre. The cost of a ten-acre orchard, with the land purchased at \$250 per acre, will amount to about \$4,500 at the end of five years, and thereafter paying returns may be reasonably expected.

Vernon is equipped with all the necessities of modern life. There are six hotels, a modern lighting system, an ample supply of pure water and an excellent public school system. The

Canadian Northern Railway has practically completed the surveys and will shortly start the construction of a branch line from Kamloops, on their main transcontinental line, to Vernon, Lumby and Kelowna, and according to charter it will be completed on the first of July, 1914; and have also acquired the water-power rights from the Couteau River and will also be in a position to supply electric power in a year or so.

The present post office and customs house are jointly located in a fine new building erected at a cost of over \$50,000 on the main street.

A new court house and government offices are also in course of construction at a cost of about \$200,000 and when erected will be one of the finest buildings in the interior of British Columbia.

## R. FITZMAURICE

Fruit and Farm Lands in Vernon District, Okanagan Valley; also Vernon City Property

Financial Broker

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Fire, Life, Accident and Automobile Insurance  
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Cable Address: "Fitzmaurice"

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VERNON, B. C.

# WHITE ROCK



One hour from Vancouver.

Eight trains daily.

Stores, post office, daily mail service.

Miles of sandy beach.

Magnificent views of mountains and islands.

Warm in winter as well as in summer.

Safe bathing. Safe boating.

Lots close to beach from \$300.00 each on easy terms.

Make an appointment with us to go to White Rock. DO IT NOW.

## Fraser Valley Development Co. Limited

198 Hastings Street West

VANCOUVER, B. C.

AND AT WHITE ROCK



### WHITE ROCK HOTEL, Comfortable Family Hotel

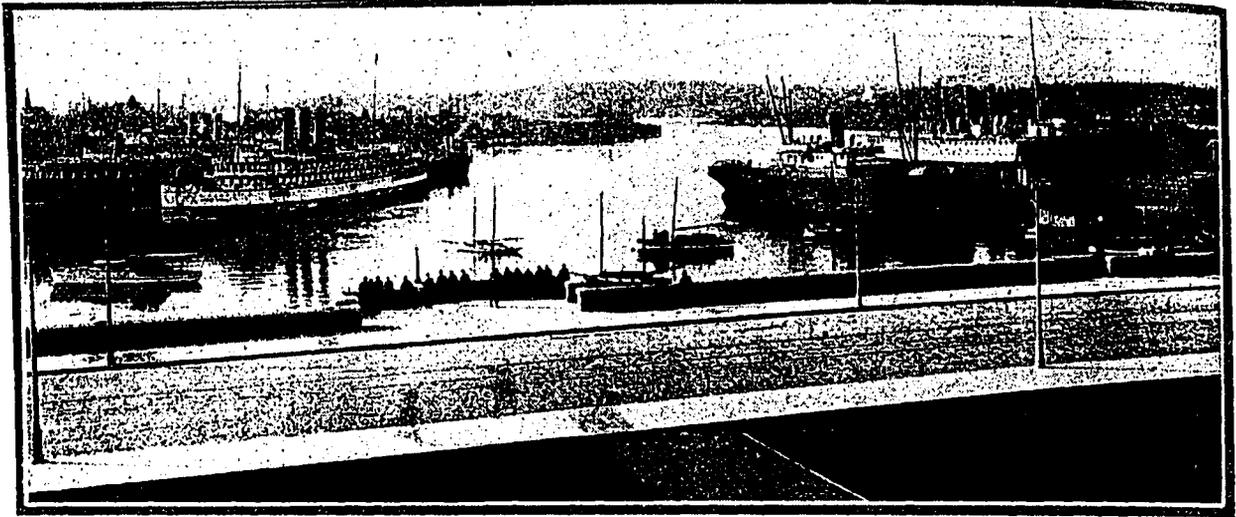
Forty minutes' run from New Westminster, fifty-five from Vancouver, on G. N. Ry. All trains stop at White Rock.

Fifty rooms, large dining-hall, magnificent view of Bay and Gulf; only five minutes from Railway Depot; hot and cold water. Rooms can be engaged en suite, suitable for children and families. European and American plan; gymnasium hall in connection, also a store containing full line of groceries. For terms and rates apply

White Rock, B. C.

P. GREYELL, Proprietor.

THIS HOTEL HAS BEEN REMODELLED AND FINISHED THIS SPRING



## Victoria, British Columbia, Canada

The Leading Port in the Dominion

THE City of Victoria, B. C., Canada, the Capital City of the province of British Columbia, is the first port in the Dominion of Canada. That is one reason why the Dominion Government is equipping it with the present-designed splendid outer harbor. When it is recorded that during the six months of the first fiscal year ending September 30, 1912, a total of 5,747 vessels, foreign and coastwise, in and out, came and went from local wharves, the magnitude of the shipping trade from Victoria is impressed upon even the most unthinking.

Not one of the eastern ports can show anything like the record of shipping as does Victoria. And the increase in the shipping grows steadily and surely. Examine these figures.

1909-10—Total number of ships arriving and departing, 7,254; total tonnage, 4,826,769.

1910-11—Total number of ships arriving and departing, 8,475; total tonnage, 5,673,697.

1911-12—Total number of ships arriving and departing, 9,778; total tonnage, 7,207,274.

While the coastwise trade is advancing rapidly, it is in the foreign trade that the greatest advances are being made. Last year the foreign trade of Montreal, inward and outward, totalled 845 vessels, with 3,385,951 tons, as compared with 2,834 vessels with 3,522,851 tons at Victoria. At St. John the foreign shipping inward and outward in the same time was 2,442 vessels, with 2,012,425 tons; while Halifax had 2,344 vessels in and out, foreign, with 3,111,535 tons. Freight landed by foreign vessels at Victoria has trebled in the last three years.

TAKE NOTICE, MANUFACTURERS, INVESTORS, RAILWAYS, STEAMSHIP LINES, SHIP-BUILDERS AND CAPITALISTS—ALL ROADS AND ALL PORTS LEAD TO AND CONNECT WITH VICTORIA.

For free booklet, fully illustrated, on Canada's Greatest Port, address VANCOUVER ISLAND DEVELOPMENT LEAGUE, Victoria, B. C. Room 44.

### Shoal Harbor, Saanich Peninsula

WE have several eight to twelve-acre pieces on this beautiful harbor, cleared and in orchard, all ready for that summer home. Splendid view. Ideal boating, fishing and hunting. Safe anchorage and sandy beach. The loveliest spot on Vancouver Island. The price and size of the plots and natural location make this an *exclusive* summer home colony. There are only fourteen plots and two of these have been sold to wealthy residents.

FOR FURTHER INFORMATION WRITE

Western Dominion Land and Investment Company, Limited

Fort and Broad Streets, VICTORIA, B. C.

*Famous*  
for  
*Fifty Years*  
**CHASE &  
SANBORN'S  
COFFEES**



**SEAL  
BRAND**  
IS THE  
**HIGHEST GRADE**

---

**CHASE & SANBORN  
MONTREAL**

137

VIDAL'S ADDITION TO  
**White Rock**

Across road from new station. All lots one-fifth acre.

Streets 66 ft. wide, slashed but not graded.

Choice of level or bench lots.

Front lots will be used for business purposes.

Indefeasible title.

WRITE FOR PARTICULARS TO

Co-operative Investment Co.  
or J. H. Vidal

714 Columbia Street  
NEW WESTMINSTER - B. C.

POST OFFICE AND STORE

*The Pioneer  
General Store*

OF WHITE ROCK

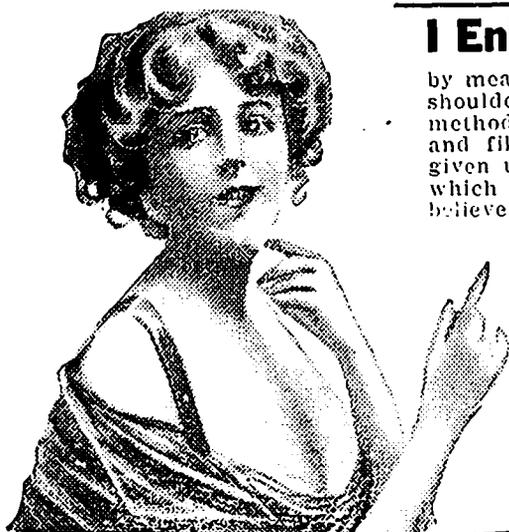
*Full lines of Groceries, Provisions,  
Fruits in season, Confectionery, Camp-  
ers' Supplies, Builders' Supplies, Hard-  
ware and General Sundries.*

*Best goods at right prices. Delivered  
to your house or camp site. Our store  
is open summer and winter from early  
morning till late at night.*

MEALS PROVIDED

**FRED C. PHILP**  
POSTMASTER

*Pioneer Store of White Rock, B. C.*



## I Enlarged My Bust 6 inches in 30 Days

by means of accidental discovery. My chest was flat, my face, neck and shoulders thin and sunken. I had faithfully tried every conceivable method, and spent large sums of money in efforts to develop my bust and fill up the hollows, but all without result. At last, when I had given up all hope of success, I stumbled on to the secret by means of which I enlarged my bust 6 inches in 30 days, and by which I firmly believe

### I Can Do the Same For You

I use no glass or wooden cups with vacuum appliances, neither dangerous drugs nor massage, but a simple, harmless method which not only develops the bust and fills out hollow necks and shoulders and sunken cheeks, but which also improves the health, makes you feel better and stronger from the beginning. As I am desirous that every woman should know how to secure this marvellous development, I have written a valuable and interesting booklet on my secret, and I will send it free to anyone who is interested in enlarging her bust or filling out thin cheeks, neck and shoulders. All I ask is that you agree to read it carefully, and that you send two 2c. stamps for reply. Address MARGARETTE MERLAIN, (Dept. 1726A), Pembroke House, Oxford St., London, W., Eng.

## The Key Note of the Mutual Life of Canada

For Forty-two Years

HAS BEEN FAIR DEALING WITH ITS  
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CANADIAN PUBLIC.

PAST ACCOMPLISHMENTS AND NOT  
FUTURE PROMISES HAVE BEEN ITS SURE  
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ASSETS \$18,750,000

CONSULT YOUR OWN BEST INTERESTS BY  
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VANCOUVER, B. C.

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Vancouver Island

The Valley of Opportunities  
The Oldest and Best Farming District  
on the Island

### For the Settler

IMPROVED farms, logged-off  
lands, bush lands, sea and river  
frontage, small tracts suitable for  
fruit and poultry, on easy terms.  
Good climate. Good markets.

### For the Investor

TOWN lots, business chances.  
The C. P. R. and C. N. R. build-  
ing here; the two largest coal  
and lumber companies in British  
Columbia spending millions in de-  
velopment work. Get in line with  
them and make their money make  
you money.

We want your enquiries. Write  
us now.

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The Comox Valley Specialists  
COURTENAY, B. C.



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THE IDEAL SUBSTITUTE FOR LATH  
AND PLASTER

It is waterproof, rigid, and may be used  
on the walls, panelled or papered, with-  
out the risk of splitting at the joints;  
and being moderate in price is all that  
can be desired for finishing the interior  
walls and ceilings of bungalow or man-  
sion.

Samples and Prices from the Agent  
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Phone Sey. 3394 VANCOUVER, B. C.

# LAKEVIEW GARDENS

The Choicest and Cheapest

## FRUIT LANDS

in British Columbia

Situated seventeen miles south of Kamloops in a **PROVEN** fruit-growing district.

Enjoy a delightful and healthful **CLIMATE**, a rich, fertile fruit **SOIL**, an abundance of pure **WATER**, excellent **TRANSPORTATION FACILITIES**, fine **ROADS**, good **MARKETS** at high prices, and are suburban to an important city.

**LAKEVIEW GARDENS** are **CLEARED** and **READY TO PLANT**, and can be purchased in blocks of ten acres and upwards, on **EXCEPTIONALLY EASY TERMS** at

**\$125 to \$200** PER ACRE INCLUDING WATER

**ROSS & SHAW**

318 Hastings Street West  
Vancouver, British Columbia

# The PEACHCLIFF FRUIT FARMS

at

**Okanagan Falls**  
British Columbia

offer the investor the very best opportunity to get the choicest fruit land, in the healthiest climate in Canada, at the lowest price, before the railway arrives.

The Great Northern Railway is surveyed by it, and the station will be within three-quarters of a mile. There is a daily boat and mail service at present.

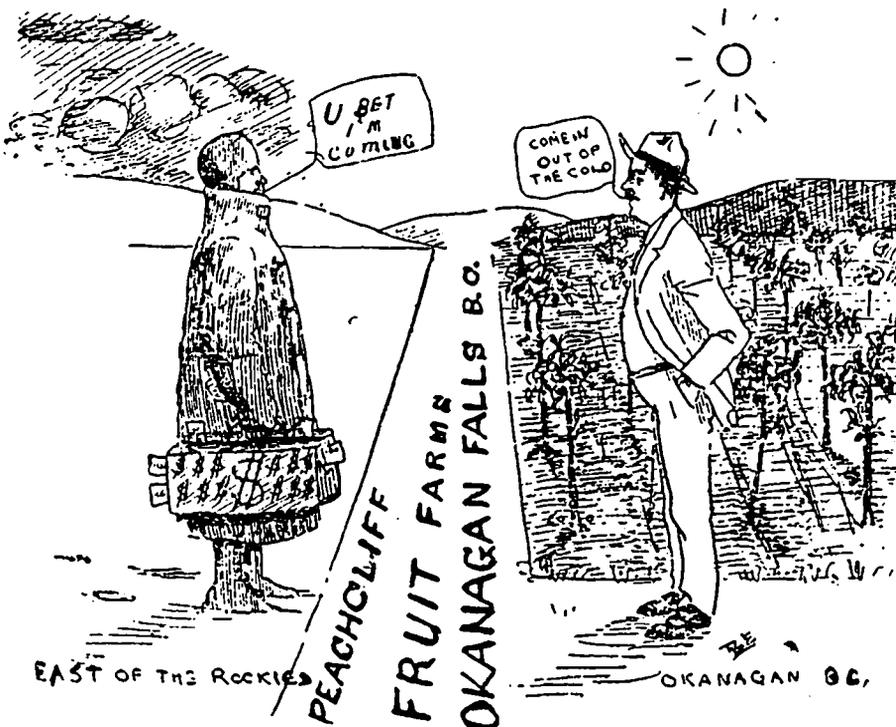
There are about 800 acres for sale, in lots from one to ten acres, or would prefer selling in block. Land is irrigated. Good water records.

Price from \$10 to \$150 an acre for unplanted land, and \$250 up for planted land. Part is planted, and some of it bearing. Two houses on it.

**A. J. SMYTH**

976 Seventh Avenue W.

**Vancouver, B.C.**





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**MATCHLESS  
LIQUID  
GLOSS**

Keeps Furniture  
Looking Like New

*Get a trial can. Hardware, furniture  
and department stores everywhere.*

**THE IMPERIAL OIL COMPANY, Limited**  
Toronto, Winnipeg, Montreal, St. John, Halifax

"For Mother,  
the Others—  
and Me"



*Taylor's*  
**INFANTS-  
DELIGHT  
TOILET SOAP**

The supreme test of a toilet soap is its use in the nursery.

Infants-Delight Toilet Soap received its name from the fact that it has proved soothing and refreshing even to the delicate, velvety skin of a baby. And what is good for baby's skin certainly cannot irritate the fairest lady's cheek or the tenderest shaven face.

Everyone who tries it likes Infants-Delight Toilet Soap. 10c everywhere.

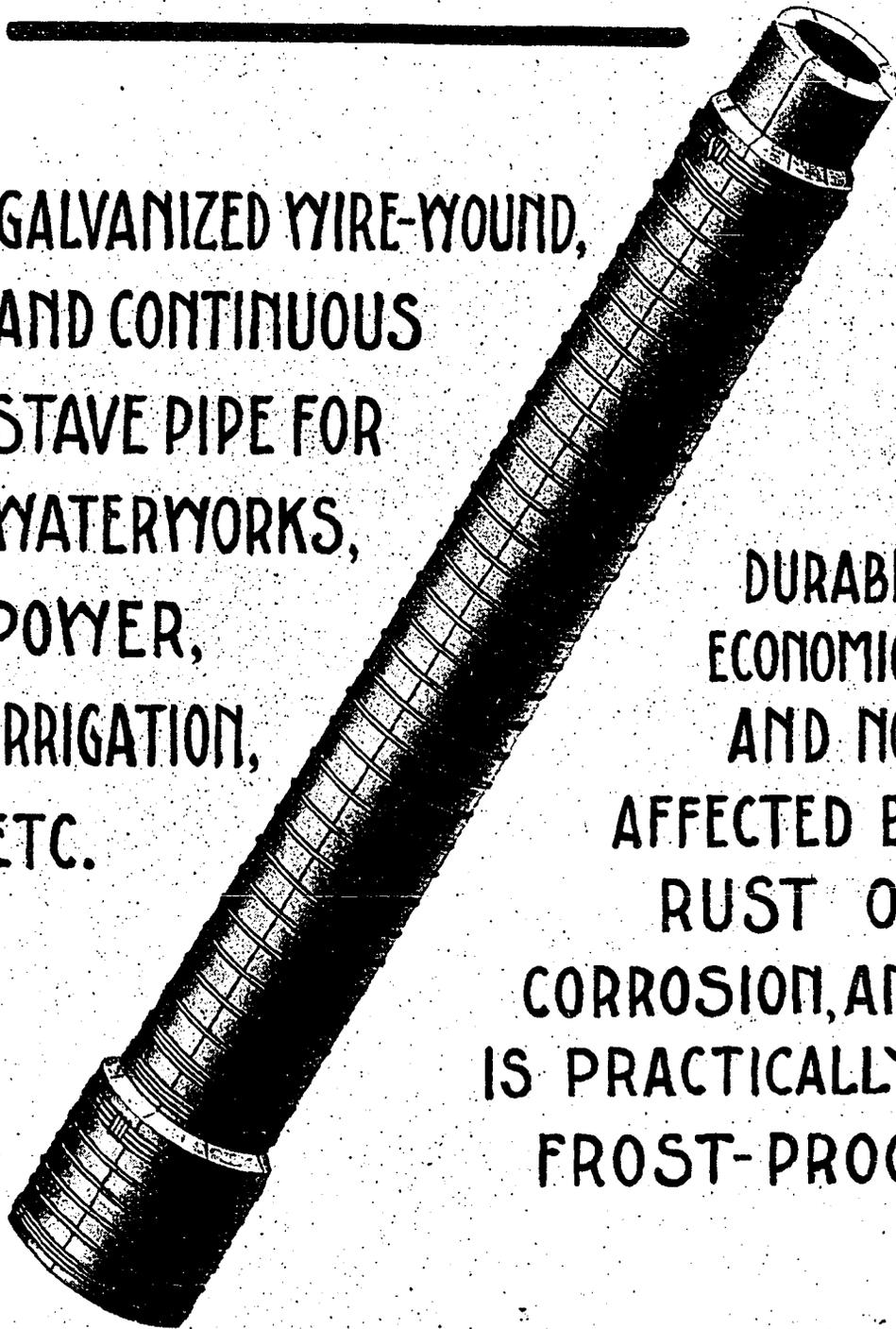
**JOHN TAYLOR & CO.  
LIMITED  
TORONTO**

**OLDEST AND LARGEST PERFUMERS  
AND TOILET SOAP MAKERS  
IN CANADA**

# WOOD STAVE PIPE

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GALVANIZED WIRE-WOUND,  
AND CONTINUOUS  
STAVE PIPE FOR  
WATERWORKS,  
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DURABLE,  
ECONOMICAL,  
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AFFECTED BY  
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CORROSION, AND  
IS PRACTICALLY  
FROST-PROOF.

THE DOMINION WOOD PIPE COMPANY LIMITED.

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Vice-President

NEW WESTMINSTER, B.C.

W. H. WILSON  
Managing Director

# Vancouver Island, B. C.

## Canada

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### *Its Principal Cities Outside of Victoria*

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In all the various districts of Vancouver Island the tokens of development and progress continue to multiply. Railway activities and the steady work of extending and improving the island roads and highways have a great deal to do with this, and the constant influx of settlers to the country communities, the towns and the cities continues to widen the sphere of action both as to urban and agricultural potentialities.

The Alberni District, with the promising and energetic little cities of Port Alberni and Alberni, is progressing with sure strides, and the incoming of the Canadian Northern Railway into the neighborhood is the latest move which is adding impetus to the already live condition of affairs. Not the least important feature of this district's future is the coming opening of Strathcona Park and its world-heralded beauties. That thousands of visitors will come through in this way to reach the park is assured, and that numbers of them will fall in love with the district and remain there is also an undisputed fact.

Nanaimo is fast coming to the front because of its geographical position, fine harbor, and vast natural resources. It has always been a great coal-mining centre, and yet this is in reality only one of its commercial factors. The lumbering and fishing industries, and more lately, manufacturing, promise to rival the mining interests in time to come, for year by year the trend of capital to Nanaimo and the signs of the financial zodiac point to very large industrial developments at this point. Nanaimo is now and has for some years past been agitating for a tramway system. That this will be installed does not admit of a doubt, and it will go far towards metropolitanizing the city. Its harbor is a splendid one, and its shipping trade considerable. A few years hence and this centrally located and thriving place will have gained greatly in population and commercial importance.

Cumberland and Ladysmith are both up-to-date, virile and go-ahead little cities, remarkable for their civic spirit and systems of municipal government. Each has rivalled the other in the matter of enthusiasm for the betterment of existing conditions, and the result has been of the greatest possible benefit to the citizens. Both are in the heart of the coal measures of their districts, and Ladysmith has a fine harbor, thus affording rail as well as sail transportation for its mining output, her situation on the main line of the E. & N. Railway giving through connection with all island points on this line. Cumberland connects by rail to Union Bay, and is moving energetically for further rail service by way of the Canadian Northern Railway. Their future is a bright one, and founded on solid advantages.

Duncan and Sidney are centres for agricultural districts, Duncan being especially favored as the trading metropolis of the famous Cowichan Valley. This recently incorporated little city has one of the finest general stores in Canada, a flourishing Creamery and Egg Association, and its reputation for the finest of butter and eggs is so firmly fixed that the highest prices are realized for its product. Sidney, at the terminus of the Victoria and Sidney Railway, may yet become an important terminal manufacturing point as well as an agricultural centre. All of these cities have their boards of trade, which are busy in forwarding the interests of their communities in every possible manner.

*"You can't buy a poor piano from a House selling only good ones"*



# Haines Bros. Pianos

(Established 1851)

**(Madame Patti's Old Favorite)**

Have been before the public for more than 60 years

**ADELINA  
PATTI'S**

beautiful tri-  
bute to the  
Haines Bros.  
Piano:

The Haines Bros. Piano is today one of the most famous in piano history—and deservedly so, for its makers have ever been alert in discarding old methods when new inventions of value became known.

THE NEW STYLE

**Haines Bros. Pianos Compel Attention**

MORE THAN EVER BEFORE

Haines Bros.:

Gentlemen.—The upright pianoforte arrived in perfect condition at the castle. I must say I never heard one with such lovely tones. Each time I use it I am the more surprised and pleased. Until I became acquainted with your instruments I believed it an impossibility to find such pure quality and volume of tone in any instrument but the Concert Grand.

To music-lovers of refined taste Haines Bros. Pianos are sure to please, both in case designs as well as purity, sweetness and evenness of tone—combined with Haines Bros. responsive touch. Haines Bros. Pianos are the choice of many of the world's most prominent artists. You should see and hear the Haines Bros. before buying.

Let not your better judgment be thwarted by the protestations of the dealer who sells the "just as good" piano. Very few are "just as good" at any price.

During our clearance sale of the large surplus stock of holiday pianos we are offering unusually large discounts. You can now get a high-class piano at a big saving.

Old pianos taken as part payment. Very liberal terms when wanted.

SOLD EXCLUSIVELY BY

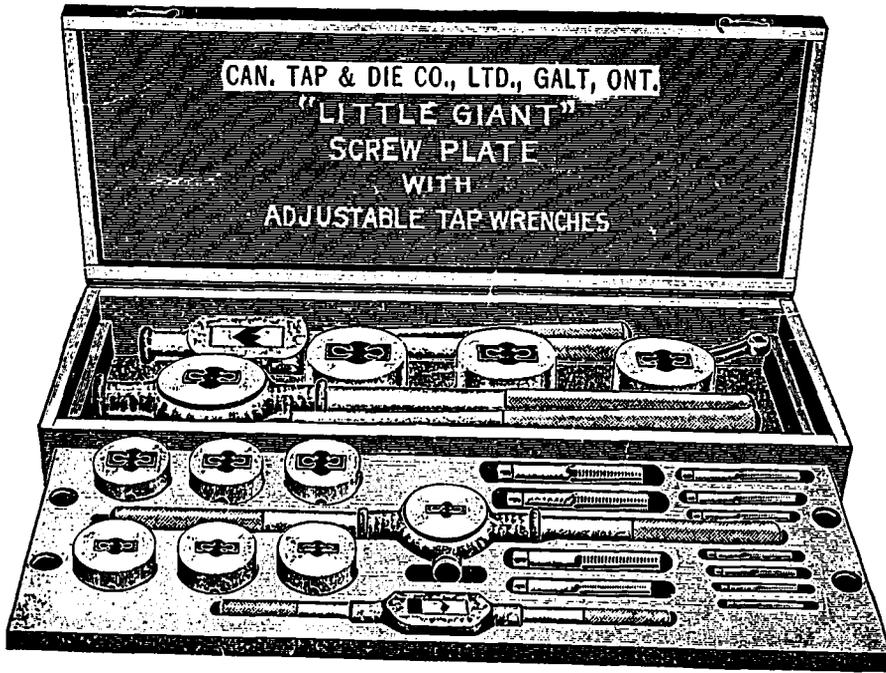
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*Western Canada's Largest Piano Dealers*

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Try Our No. 40

**LITTLE  
GIANT**

Complete Range  
 $\frac{1}{4}$  to  $1\frac{1}{4}$  in.

Two Stocks  
Two Tap Wrenches

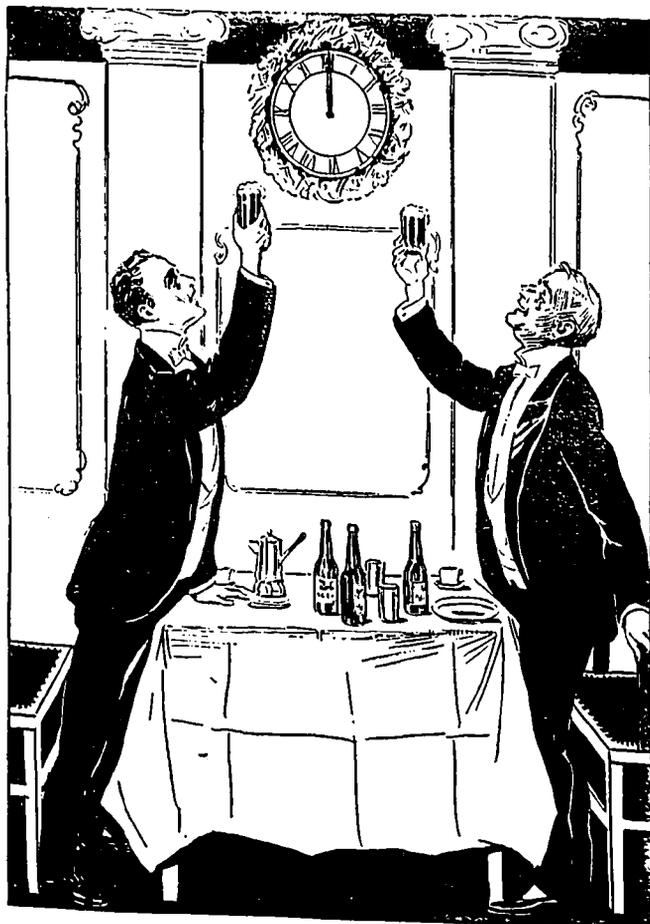
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**The Canadian Tap and Die Company Limited**

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Wholesale Distributors

McL. and McF. VANCOUVER, B. C.



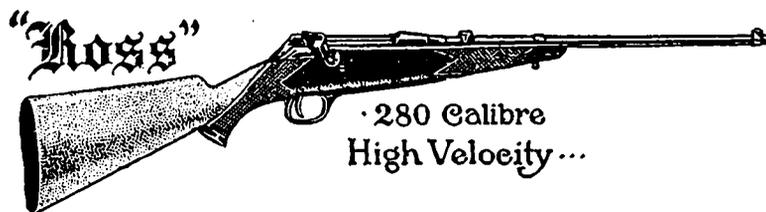
Here's a Toast in Malt  
and Hops

**Heidelberg  
Beer**

So popular because it's so good. Brewed of best Saazer hops, selected barley malt and Capilano water. Aged for months in our storehouse before being offered to the public. Bottled only at the brewery. Costs \$2 the case of two dozen bottles. At all reliable dealers.

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& MALTING COMPANY  
LIMITED  
VANCOUVER, B. C.

**DON'T MAKE THE MISTAKE OF SELLING A  
CHEAP ARM TO A MAN WHO CAN AFFORD  
TO BUY A MORE EXPENSIVE ONE**



It pays you to sell the "Ross 280"  
High Velocity.

Not only is it the best sporting  
rifle made, but the retailing price  
is \$70.00 and it is a sale worth  
making.

Moreover, any man fortunate  
enough to own a Ross High  
Velocity is sure to be proud of  
it and it will prove itself a walk-  
ing advertisement for your store.

Your jobber can supply you.

For illustrated catalogue and  
trade discounts apply to

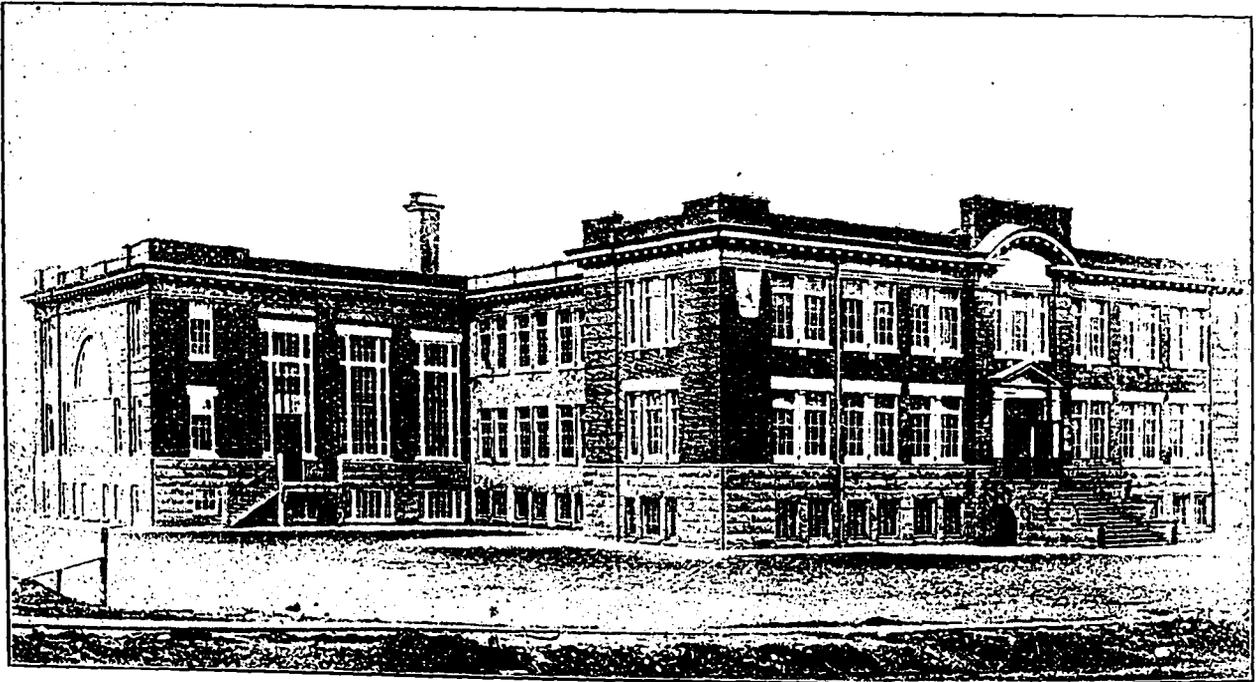
**ROSS RIFLE CO.**

Quebec, P.Q.

# VANCOUVER

CANADA

*"The Liverpool of the Pacific"*



VANCOUVER SCHOOLS ARE MODERN, FIREPROOF STRUCTURES

## Vancouver—An Educational Centre

Vancouver is the educational centre for the British Pacific Northwest. The University of British Columbia occupies a magnificent site overlooking the entrance to Burrard Inlet and the waters of the Straits of Georgia at the extreme western part of Point Grey. Here imposing administration, lecture, assembly, and dormitory buildings are being erected under the direction of the provincial government, and the first classes will begin university work of the highest rank in October, 1913.

In addition to the university the Anglican, Presbyterian and Methodist Church bodies maintain denominational schools for theological students, and McGill University College gives instruction in the first three years in arts and two years in science along the lines pursued at McGill University in Montreal.

There are ten private schools for boys and girls where special attention is paid to music, languages, and matriculation subjects prescribed by the leading universities of Canada, Great Britain and the United States.

The School Board of Vancouver has jurisdiction over a normal school, a model school, two high schools, five manual training schools, and twenty-seven public schools. In addition there are five public school and four manual training school buildings included in the programme of construction for 1913.

During 1912 there were enrolled 12,393 pupils

in the schools of the city, exclusive of private schools, and 340 teachers assisted by 67 special instructors were employed. One of the important departments of school work in Vancouver is the night school system. During 1912, 1,972 pupils and 62 instructors were in attendance in this work, and a vast number of technical and scientific subjects were included in the curriculum.

By midsummer accommodation will have been provided for class-room and teaching purposes aggregating an attendance of 20,000. The chief difficulty that has confronted the Vancouver School Board in past years has been the problem of providing adequate accommodation for the rapidly increasing enrolment of city children of school age.

Vancouver's population has been increasing at the rate of 10,000 a year for the better part of a decade, a fact to which the increasing demand for educational facilities bears striking testimony. There are many obvious reasons for this remarkable growth. May we send you fuller particulars under separate cover? Write Department C.



**PROGRESS CLUB**

P. O. Box 1300

**VANCOUVER - CANADA**

# Dollars for You

The passing of the False Creek Agreement means money to East End property owners.

## ARE YOU ONE OF THEM?

The C. N. R. Bylaw was ratified by the City Council some time ago and on March 15th voted upon and approved by the citizens.

Read the summary of this agreement:

Agreement is made between City of Vancouver, Canadian Northern Pacific and Canadian Northern Railway.

Of the 157 acres comprised in agreement, company to have 113 and city 44.

Land to be used as principal permanent western terminus of C. N. R. and for all time only for railway terminals.

Company to pay whole expense of extinguishing riparian rights on nineteen lots off Main Street, land to remain city property.

Company to fill in bed of creek at own expense. To commence work within ninety days.

Company to expend not less than \$4,000,000 on union passenger station and terminals.

Union passenger station, terminals, buildings, tracks, tunnels and facilities are all to be for use of Pacific Great Eastern Railway and any other railway companies.

Company to provide sufficient yards, tracks and freight sheds to accommodate handling of freight cars and freight of any other railway companies.

The one double or two single-track tunnels to be electrified.

Company within eight years to establish and maintain trans-Pacific steamship line; Vancouver to be its home port.

City to have twelve acres for industrial sites north of First Avenue extension.

Company may lease land not immediately required for terminal purposes, for manufacturing, industrial or warehouse sites.

Company to erect hotel on railway property.

Company to give city park fronting station, with driveway, cost of maintaining to be borne by company.

Think what this will mean to the adjacent properties.

We are specialists in this district and recommend the buying of business property and hotel sites on the following streets: Hastings, Pender, Keefer, Harris, Union, Prior, Main, and streets running parallel with Main, lying to the east.

A stimulus will also be given to houses, residential lots, and apartment house sites in Grandview and Mount Pleasant.

Write us today about property in these districts.

## The Acadia Trust Company Limited

H. L. BEAMAN, *Manager Real Estate Department*

150 Hastings Street East

VANCOUVER, CANADA

ENJOY GOOD HEALTH AND SPIRITS BY DRINKING

# Wolfe's Aromatic Schiedam Schnapps

It is not only the most wholesome spirit obtainable as a stimulant for general use; it has a beneficial effect upon the liver, kidneys, and other organs as a pick-me-up, tonic or digestive.

*Wolfe's Schnapps is always opportune.  
It is superior in every way to ordinary gin.*

AGENTS:

**THE HOSE & BROOKS CO. LIMITED**

504 Westminster Avenue, Vancouver, B. C.

*Obtainable at all Hotels and Retail Stores*



## WILSON'S INVALIDS' PORT WINE

(a la Quina du Perou)

*"Health is the vital principle of bliss"-Thompson*

### DOCTORS KNOW!

"Would the old feel young? Would the sad feel gay?  
Then list for a while; I'll sing you my lay—

'Wilson's Invalids' Port' is the theme of my song.

I was weak and depressed; now I'm merry and strong;

No enjoyment had I till I tasted this wine,  
It acted like magic—health and strength soon were mine.

Oh, delay not an hour this great tonic to test;

Parsons, doctors and nurses pronounce it the best;

It will give you much strength of a natural sort,

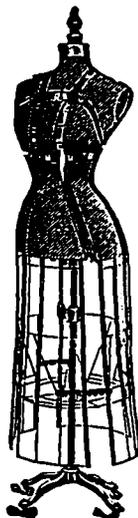
This wonderful tonic, 'Wilson's Invalids' Port.'

—J.M. Turnbull, St. George's Rec. Goderich, Ont.

ASK YOUR DOCTOR  
BIG BOTTLE ALL DRUGGISTS

## Bust and Hips

Every woman who attempts to make a dress or shirtwaist immediately discovers how difficult it is to obtain a good fit by the usual "trying-on" method, with herself for the model and a looking-glass with which to see how it fits at the back.



### "HALL-BORCHERT PERFECTION Adjustable Dress Forms"

do away with all discomforts and disappointments in fitting, and render the work of dress-making at once easy and satisfactory. This form can be adjusted to fifty different shapes and sizes; bust raised or lowered, also made longer and shorter at the waist line and form raised or lowered to suit any desired skirt length. Very easily adjusted, cannot get out of order, and will last a lifetime.

Write for illustrated booklet containing complete line of Dress Forms with prices.

**Hall-Borchert Dress Form Co.**  
of Canada, Limited  
158F Bay St., TORONTO, Can.



WHITE ROCK BEACH

# Read This Over Carefully Then Call On Us

Greatest offer ever made in Canada. Building lots 33x124 feet free for your subscription to the British Columbia Magazine for one year, and small fee to cover cost of deed, etc.

LET US EXPLAIN THIS  
GRAND OFFER TO YOU

The British Columbia Magazine is looking for more circulation, and we feel sure this grand premium lot offer will secure us many hundreds of new subscribers. That's all we want.

## WHITE ROCK HEIGHTS BY THE SEA

A place where YOU and PLEASURE and PROFIT can meet. This beautiful summer resort—on Great Northern Railway—only sixty brief minutes away—Sea Beach, Bathing, Boating, Fishing, Hunting, Woods and Streams.

### British Columbia Magazine

PREMIUM DEPARTMENT

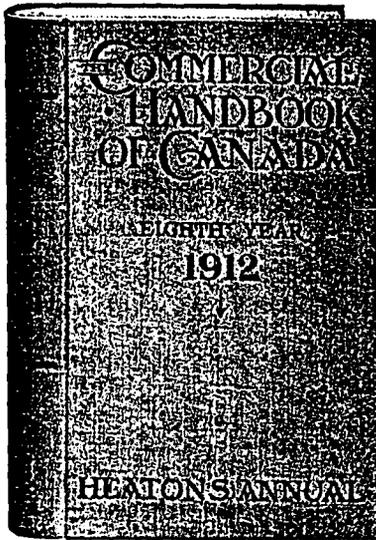
525 Pacific Building 744 Hastings St. W.  
Vancouver, B. C.

British Columbia Magazine,  
Premium Dept., 525 Pacific Bldg.  
Vancouver, B. C.

I read your offer of free lots in White Rock Heights in the British Columbia Magazine. Let me know more of your offer, without obligating myself in any way.

Name .....

Address .....



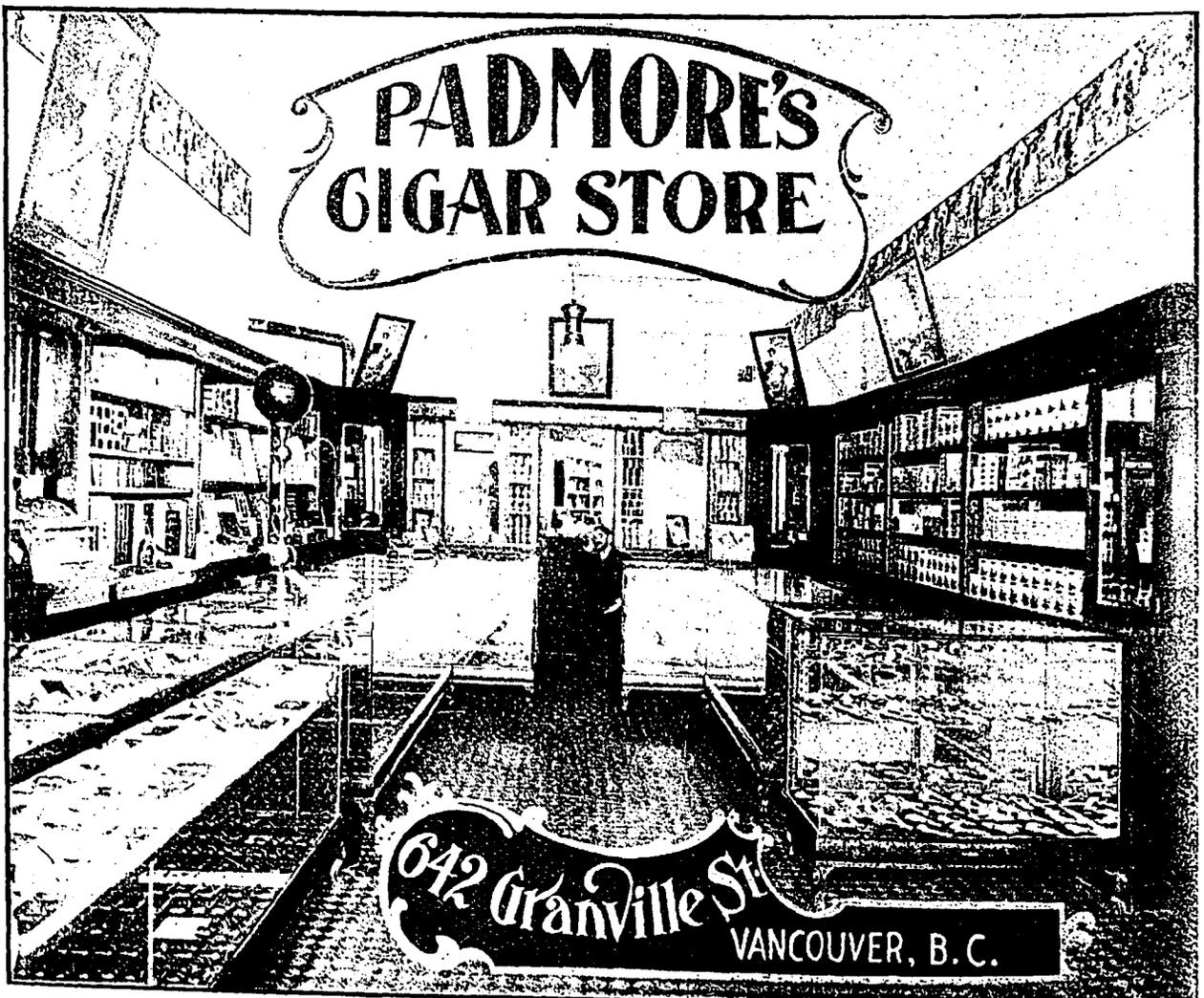
## HEATON'S ANNUAL

*(The Commercial Handbook  
of Canada)*

The ninth edition of this book is ready for distribution. A copy will be forwarded on approval to any person anywhere.

Price \$1.00; postage 12c.

HEATON'S AGENCY - 32 Church Street, Toronto, Ont.



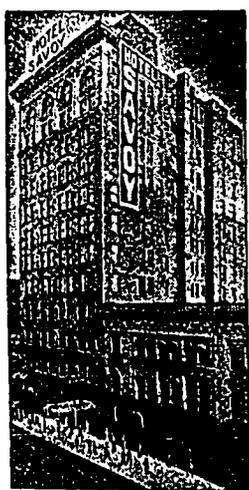
# *Is Your Printing In Spring Attire?*

**I**S it clothed with new ideas, appropriate color scheme, attractive paper stock—a freshness, a “difference”—to tell your story most convincingly?

The printing that we do, be it during any of the four seasons, is calculated to give each and every prospect who reads it food for reflection—a reflection of the house which issues attractive, readable literature. It is our business to make your customers reflect in the right channel



*Saturday Sunset Presses*  
711 Seymour Street - Vancouver



**"Twelve Stories of Solid Comfort"**

Building, concrete, steel and marble.  
 Located, most fashionable shopping district.  
 210 rooms, 135 baths.  
 Library and bound magazines in reading rooms for guests.  
 Most refined hostelry in Seattle.  
 Absolutely fireproof.  
 English Grill.

Rates, \$1.00 up

Seattle's House of Comfort

**Hotel Washington Annex**

Canadian visitors to Seattle invariably make this hotel their headquarters. It is centrally situated in the heart of the theatre and shopping section. Modern in every particular, with excellent cuisine and service. Auto 'bus meets all trains and boats. Wire for reservation.

J. H. DAVIS, Proprietor

**Windsor Hotel**

New Westminster - British Columbia  
 P. O. Bilodeau - Proprietor  
 Phone 188 P. O. Box 573

Rates: - American Plan, \$1.50 to \$2.50  
 European Plan, 75c to \$1.50

**COLLECTIONS**

BAD DEBTS COLLECTED EVERYWHERE. No collection, no charge. American-Vancouver Mercantile Agency, 336 Hastings Street West, Vancouver, B.C. Phone Seymour 3650.

**NEW KNOX HOTEL**

Besner & Besner, Proprietors

The New Knox Hotel is run on the European plan. First-class service. All the latest modern improvements. The bar keeps only the best brands of liquors and cigars. The cafe is open from 6.30 a.m. to 8 p.m. Excellent cuisine. First-class service. Rooms 50 cents and up. Hot and cold water in every room. Steam heat throughout building.  
 First Avenue PRINCE RUPERT, B. C.

**FRUIT LANDS**

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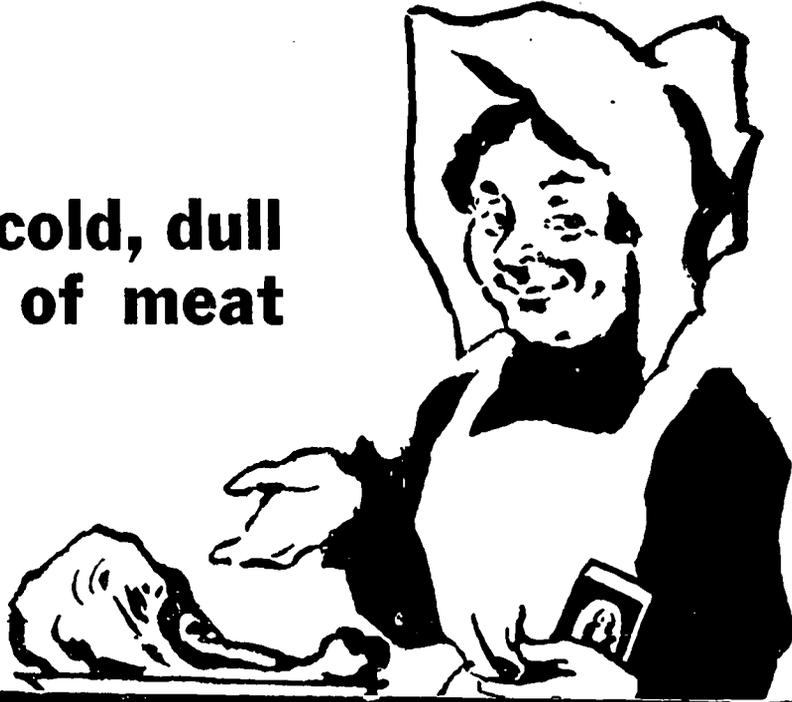
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**That cold, dull  
piece of meat**



those little pieces of potato and cabbage that didn't get finished up yesterday—don't, *please don't*, throw them away, and don't, please don't, serve them up as they are, or you'll feel you've had enough before you even start.

Odd pieces of meat and vegetables will make one of the finest dishes that ever came to a table if you just warm them up and pour over them a good bowl full of Edwards' Desiccated Soup hot from the fire.

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Edwards' Desiccated Soup is a thick, nourishing soup in dry, granulated form. But although it is such a fine soup by itself cooks say that it is A1 for strengthening stews, flavoring hashes and improving other soups. *Remember to boil it for half an hour.*

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*Edwards' Desiccated Soups are made in three varieties—Brown, Tomato, White. The Brown variety is a thick, nourishing soup prepared from beef and fresh vegetables. The other two are purely vegetable soups.*

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