

COURTENAY



AND THE

COMOX VALLEY

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COURTENAY

AND

THE COMOX VALLEY



Issued by

CAMERON & ALLAN

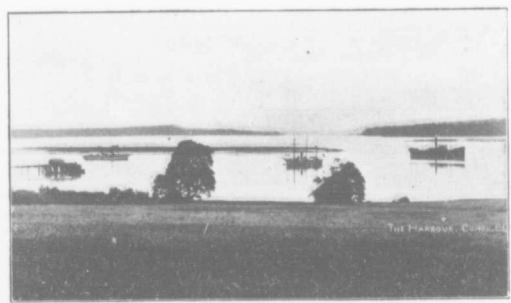
COURTENAY, B.C.

CANADA

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FOREWORD



Comox Harbor



HERE ARE NO DISCOMFORTS OF TRAVEL between Vancouver and Comox. The steamships of the Canadian Pacific Railway Company and of the Union Steamship Company are luxuriously fitted for passenger service. The opportunities for pleasure offered by the trips from Vancouver, Victoria and Nanaimo are becoming widely known, and there is excellent hotel accommodation for tourists and anglers at Courtenay and Comox. A summer day spent in sailing through the beautiful

scenery of the Vancouver Island coast will be remembered as a holiday; and surely the man who is in search of a home or an investment can afford to look at a district that promises more than less favored districts, and invites him to find business in enjoyment.

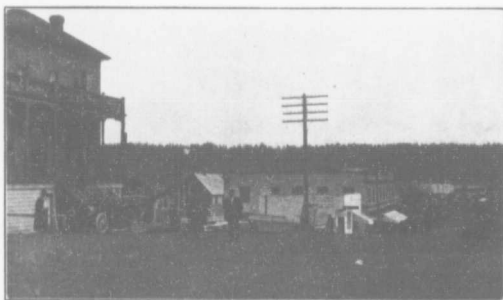
INTRODUCTORY

FOR THE INFORMATION of those who are not yet acquainted with this firm, a short introductory note may not be amiss.

MR. FRANK D. CAMERON is a Scotchman by birth, and, after a short connection with the shipping business in the old country, came to Canada about ten years ago. After some experience ranching on the prairies, he settled in the Comox Valley, where he has been a resident for the past five years, and is thoroughly acquainted with land values and every phase of farming in this district and is able to give expert advice to those in the old country who are desirous of settling on Vancouver Island.

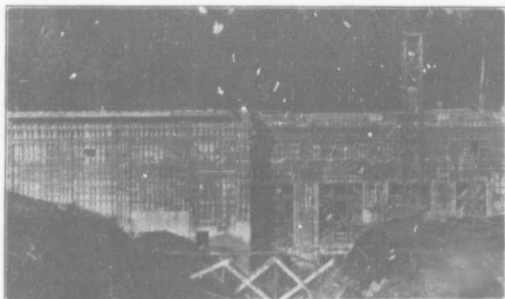
MR. ROBERT M. ALLAN, who was born in Ottawa, Canada, has had an extensive business experience in Eastern Canada, the Prairie Provinces and on the Pacific Coast, having been connected with some of the largest land and timber companies in the Dominion. He has been a resident of the Comox Valley for over five years, and has been associated with the Canadian Western Lumber Co. here, one of the largest timber companies in the world, and has a thorough knowledge of business conditions in the Comox Valley.

Both members of this firm are young and progressive business men who have settled permanently in the Comox Valley, and who, in building up a sound investment business, have at heart the colonization and best interests of the district. They believe this district offers more advantages commensurate with sound and substantial growth than any other part of the Great West.



A Street in Courtenay

COURTENAY



The Power House



Pipe Line to Power House



Number Eight Shaft

TO THE INVESTOR

IT IS NOT THE PURPOSE of this booklet to conjure up alluring dreams of prosperity in the future. We do not prophesy and conjecture; we bring present conditions in this district to the notice of the public. Every statement on these pages is based upon personal knowledge of existing conditions. We believe that the future of the town of Courtenay, and of the farm lands of the Comox Valley, can be outlined with reasonable certainty by any man who will give his attention to an understanding of the facts. There are opportunities today in this district that cannot be offered by any other district of British Columbia. This may seem to be a bold statement; we do not ask you to accept it until you have examined the evidence that brings the proof.

We direct the attention of investors and home seekers to circumstances which bear upon real estate values, and upon the welfare of this community.

For fifty years Courtenay and the Comox Valley have depended on transportation by water from Comox wharf. In 1913 the Canadian Pacific Railway will arrive in Courtenay; it is approaching from Victoria in the south. It has purchased fourteen acres for a railway station and yards in Courtenay. When this line is completed Courtenay will be a divisional point, and on this ground machine shops could be built which would add a number of skilled workmen, earning high wages, to the population of the town. The Canadian Northern Railway is approaching from Alberni in the west; the survey approaches to a point within three hundred yards of the Canadian Pacific Railway station, and, from that point, runs parallel to the Canadian Pacific Railway in a northerly direction. Victoria is at present the only town on Vancouver Island that has two railroads running into it. In the event of the bridging of Seymour Narrows, the Grand Trunk Pacific will have a share in the development of Vancouver Island; and the difficulty of finding a good grade through the foothills will compel this railroad also to pass through Courtenay.

The daily output from the Cumberland coal mines in the vicinity of Courtenay is at present about 2,000 tons, and when No. 8 shaft, which is now being sunk at a point two and a half miles

COURTENAY AND THE

from Courtenay, ships coal, the output will be 3,000 tons. This will be followed by the opening of another mine nearer to Courtenay. The Canadian Collieries (Dunsmuir) Ltd. have completed the construction of a hydro-electric plant three miles from Courtenay, on the Puntledge River, at a cost of \$750,000. This company has a monthly pay roll of \$170,000. Extensive drilling in the valley has proved the great extent of the coal area which will eventually be developed by the railroads.

There are large deposits of valuable iron ore waiting for the railways in the country north of Courtenay. The coal in the Comox district is of a quality perfectly suited to the requirements of the iron industry, and there are extensive limestone deposits, which are necessary to this industry, on Tuxeda Island, a few miles east of Courtenay. On the establishment of an iron and steel industry a host of industries would follow.

The Canadian Western Lumber Company ships twelve million feet of logs each month from their camps, and have enough of



C. P. R. Station Site

Showing the right-of-way, looking North

timber in this district to last for fifty years at this rate of cutting. Their monthly pay roll for five hundred men amounts to \$40,000; the payrolls of the contractors who are associated with them will bring the total to about \$50,000. They laid forty-six miles of logging railroad last year; they have constructed one hundred and forty miles, and expect to construct one hundred miles next year. They are now building a new saw mill, which will cost about \$100,000.

COMOX VALLEY



Bringing Logs in by "Flying Machine"

The Canadian Collieries and the Canadian Western Lumber Co. are subsidiary to the C.N.R. This corporation is recognized as the most aggressive in Canada. The proof of the development of the district lies in the expenditure of capital by this corporation.

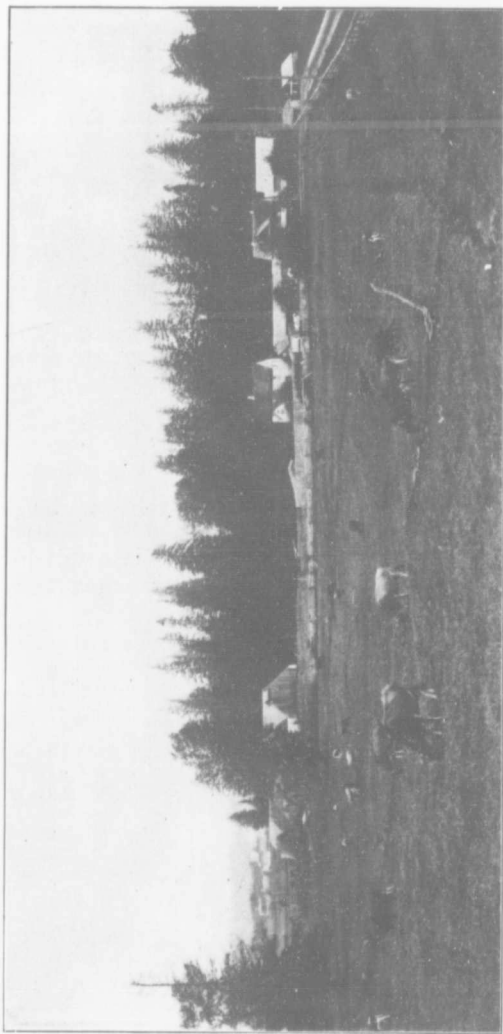
Courtenay is the centre of the largest agricultural district on Vancouver Island, and the clearing of logged-off land is rapidly adding to the area under cultivation. Improved transportation and industrial activity mean a constant and increasing demand for all farm products.

At present Courtenay has a population of about seven hundred. A waterworks system will shortly be installed to supply the town with abundance of absolutely pure water at good pressure. This



Logs Loaded on Cars

COURTENAY AND THE



A Dairy
Scene

COMOX VALLEY

spring great activity prevails in building. Buildings actually under construction include the Tarbell hardware store, the Marochi Bakery building, a warehouse and wharf for the Builders' Supply Co., and a ten thousand dollar addition to the Riverside Hotel. The Royal Bank of Canada, the Bank of Commerce, and several other business buildings will be begun within the next few months.

We have chosen to point to the facts of the present; we might be justified in pointing to the possibilities of the future. Having shown you that the district contains coal, iron, lumber and water-power, and having pointed to the approaching railroads and to the transportation by water, we ask you to form an estimate of the future for yourself.

It is expected that the district will be rapidly settled by farmers. There are three thousand acres of logged-off land at present available, and this is being added to at the rate of twenty acres a day. We draw attention to farm mortgages as safe and profitable investments. Frequently the settler on logged-off land is handicapped by lack of capital for clearing and working his farm.

We are in touch with all the activities of the district, and frequently we are able to advise clients in advance of developments that promise to make Courtenay and the Comox Valley more profitable to the investor and more desirable to the man who intends to make his home in British Columbia.

The arrival of a railroad in a town of Western Canada marks the beginning of a rapid advance in growth and prosperity. With this fact in view, we are conscious of the futility of attempting to give satisfactory and up-to-date information in a printed booklet. Conditions must change, and the inducements that are offered to investors today may pass out of reach or be surpassed in a few months. It is our business to keep the investor and settler in touch with the progress of the department in which he is most interested. We respectfully request our correspondents to give a clear description of their requirements and to state the amount of capital which they expect to invest, for by doing so they will enable us to give a concise and practical description of the listed properties that are most likely to prove satisfactory.

COURTENAY

AND THE COMOX VALLEY

VANCOUVER ISLAND is about two hundred and eighty miles long, with an average width of about sixty miles. It is mountainous and the valleys are heavily wooded.

Courtenay is a hundred miles from Vancouver, one hundred and thirty miles from Victoria, and forty miles from Nanaimo. It is connected with these ports by two lines of steamships; ships call at Comox five times a week.

The recognition of the superiority of the Comox Valley as an agricultural district is recorded in the history of British Columbia. The party of fifty settlers who left Victoria in 1862 to take up land in the north, did not choose this isolated district because they were eager for solitude. In the early years of settlement a boat called at Comox once in three months; there were no roads



COMOX VALLEY



Courtenay River

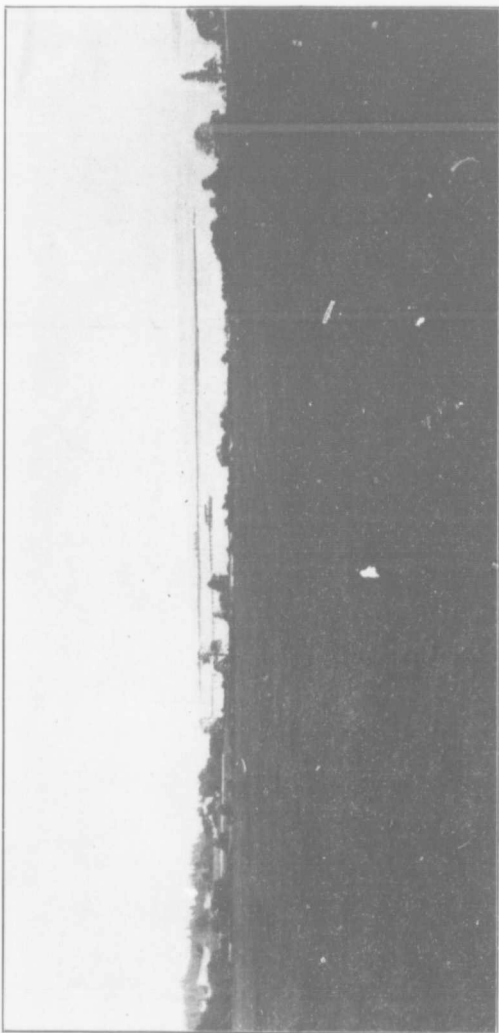


A Field of Clover



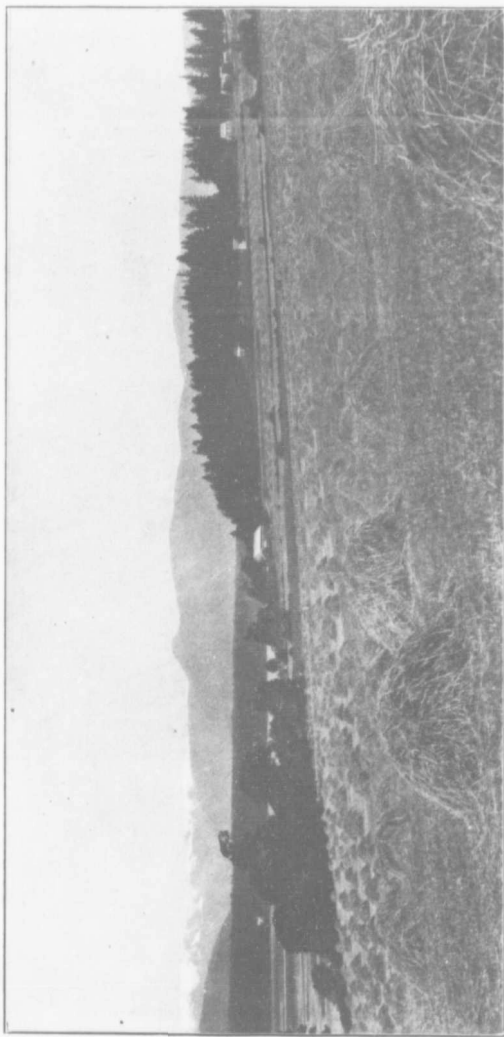
A Potato Field

COURTENAY AND THE



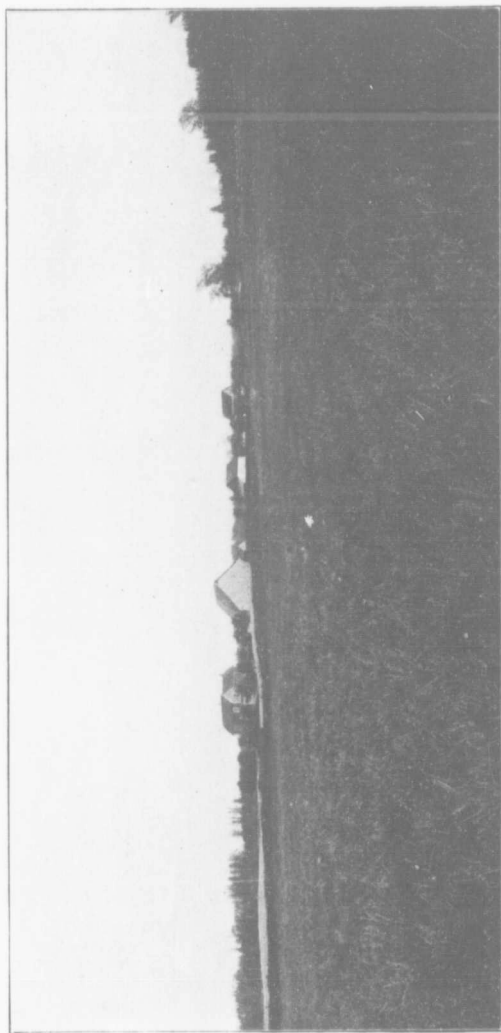
Courtenay
Harbor

COMOX VALLEY



Looking
West
from
the
Comox
Road

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24
Valley
Farm

COMOX VALLEY

nor trails through the forest to the south. The sole reason for a settlement in 1862 was the superiority of the soil and the climatic conditions. The undulating country between the mountains and the sea gave a choice of soil and location that no other district on the coast or on Vancouver Island could offer. The records of half a century of successful farming justify the choice of the pioneers.

CLIMATE

There are no extremes of heat or cold. The mean temperature during the coldest part of winter is about 45 degrees; the temperature falls occasionally to 10 degrees above zero. In summer 90 degrees is considered extreme heat. January is the coldest month. November, December and February are, as a rule, the wet months, and in those months a third of the days are fine. As a rule there are a few inches of snow during three or four weeks of winter, but a prolonged storm is unusual.

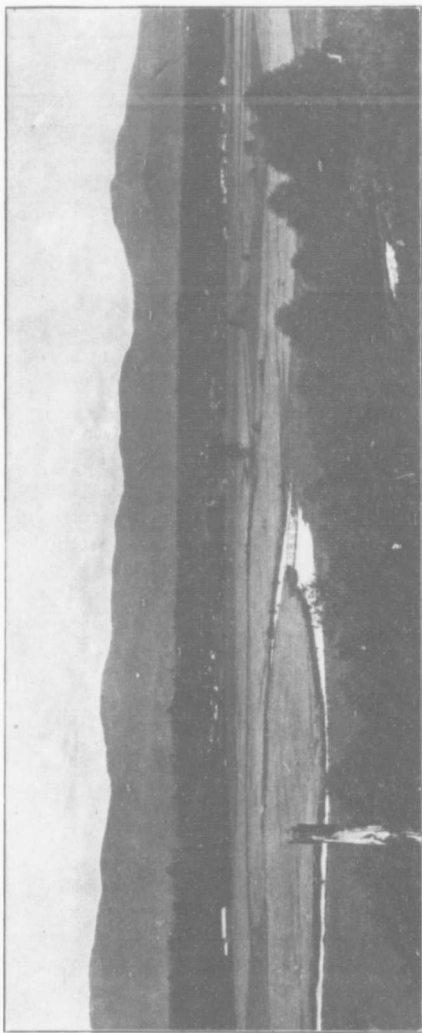
The difference in climatic conditions between the shore and foothills is remarkable. This is a point that must be considered in estimating the probability of growing varieties of fruit which are grown to perfection only in districts that have some months of winter cold.

DAIRYING

Dairying has been the chief agricultural industry of the valley and butter is the only farm product that is shipped to market. In the mild climate of the Comox Valley it is a more pleasant business than in a country of rigorous winters and late springs; and here the Comox Creamery Association relieves the dairyman of the work of butter making and marketing. Although this is a co-operative association, it is not necessary to become a shareholder in order to enjoy the benefits. It was formed to help the dairy farmers of the Comox Valley; the stock bears five per cent. interest, and the patrons receive any additional profit in the prices paid for their produce. Last year the creamery made 118,000 pounds of butter, and paid an average price of 33 2-3 cents a pound for butter fat.

It is impossible to give an exact statement of the average profit of dairying. The value of heifer calves is, of course, indefinite, as

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Comoy Valley. Courtenay in the distance

COMOX VALLEY

it depends upon care and knowledge in breeding. Calves sold for veal are worth ten cents a pound, live weight. The dairymen keep hogs and poultry, and the skim milk adds to the profits in these departments.

Wages for dairy hands run from \$30 to \$50 a month, with board.

From these figures the experienced dairyman can see that dairying in the Comox Valley is profitable. If he has been accustomed to selling the milk from his herd he can appreciate the saving of time and expense, and the added opportunities for leisure to enjoy life in a community where the farmers dispose of their cream to an association that works to increase their profits.

HOGS

The price of good marketable pork on the Courtenay market is $11\frac{1}{2}$ cents a pound, live weight. At this price hog raising is exceedingly profitable. Clovers and other legumes flourish in this district. Skim milk and waste from orchard, garden, potato and grain fields is turned into dollars by hogs.

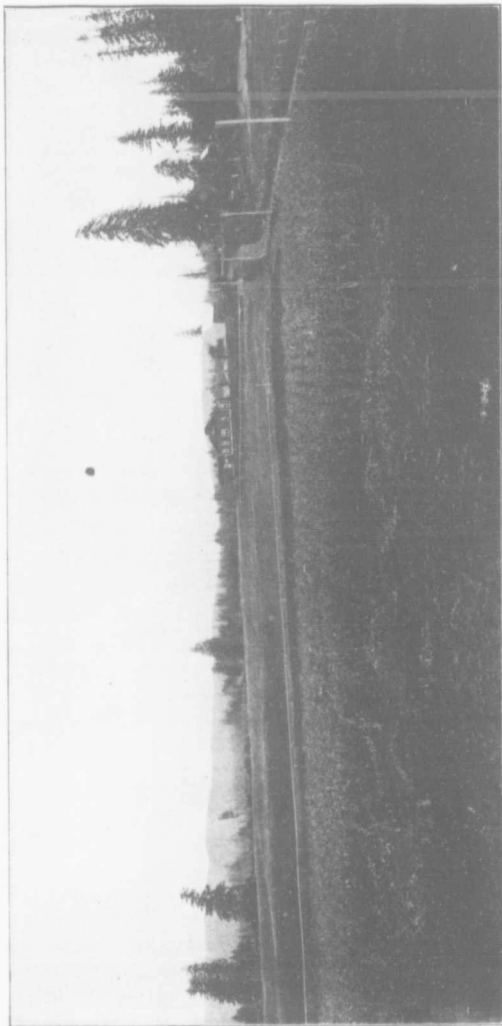
POULTRY

Some sections of Comox Valley are especially adapted to poultry keeping. The yearly profits per hen range from \$1.50 to \$2.50. Eggs sell at from 30 cents to 70 cents a dozen; chickens bring 30 cents a pound. The cost of housing a flock of 100 hens should be about \$80; the cost of grain feed from \$80 to \$100. The egg production is about twelve dozen per hen.

BEEES

The record from one hive of Red Clover Italian bees in the Comox Valley is 175 pounds of strained honey. The abundance of clover and other blossoms in the cultivated land and in the woods offer a constant supply of honey. Bees cost about ten dollars a hive. The production from each hive should be from 40 to 50 pounds of strained honey, worth 25 cents a pound. The winter loss is small; no protection is necessary; the hives are left on the summer stands.

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A
field
of
corn

COMOX VALLEY

FRUIT AND VEGETABLES

It is unnecessary to exaggerate the possibilities of fruit growing in British Columbia. Fruit from this province has won the highest awards at horticultural exhibitions in America and Great Britain, when competing with fruit from all parts of the world.

The Comox Valley has been an isolated community; it has never been advertised. We believe that, in the district surrounding Courtenay, the growing of small fruits will be a commercial success just as soon as the opportunities become known to a sufficient number of settlers. The man who buys now has a choice of thousands of acres of land, and this land is not being sold at fruit land prices. If he knows anything of soils suitable for fruit growing he is certain to profit by being first in the field.

For successful fruit growing four conditions are necessary: soil and climate suitable for producing first-class fruit; a sufficient area of fruit land under cultivation to make car-load shipments possible; transportation to market, and a cannery; co-operation among fruit growers in growing standard varieties and in marketing. In addition to these there is the question of sufficient labor at harvesting time.

Berries, currants, sour cherries, pears, Italian prunes, and early varieties of apples can be grown successfully. In the past these fruits have been grown in the farm orchards for home use. On Vancouver Island, strawberries have yielded as high as 8,000 lbs. per acre. Probably the logged-off land in the foothills will produce winter apples of the finest quality. Vegetables of all sorts do well, and there is a local market for them in mining and lumber camps. Potatoes grown here are much superior to those grown in the river valleys of the mainland. The C.P.R. will be in Courtenay this year, and fast transportation and an increased local demand will lead to the production of fruit in marketable quantities. Co-operation is necessary. In this district the farmers have learned the value of co-operation, for, besides the Creamery Association, there is a Co-operative Poultry Association, and a Co-operative Butcher Shop.

For these reasons we feel justified in advising the experienced fruit grower to visit this district, to compare prices of land in this district with prices in those districts where fruit growing is an established industry, and to estimate the possibilities of intelligent co-operation in the future by studying the results of the haphazard, careless methods of the past. If a settler plants an apple orchard

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Salmon Weighing 68 lbs., caught in Comox Bay
The man who is holding the fish is over six feet tall

in a section that is devoted almost exclusively to apples, he must wait eight years for a satisfactory return on his investment, and no one can predict the price of a certain variety of apple eight years ahead. In this district berries and small fruits will yield good returns when grown in marketable quantities, and the fruit grower is assured of an income during the six years that must elapse before his trees begin to bear.

PRICES OF LAND

At present bush land is selling at from \$35 to \$50 an acre, and cleared land from \$200 an acre. Because of the increasing number of settlers whose income is not derived from the land, waterfrontage, or residential property that is otherwise desirable, commands prices that are above its value for agricultural purposes. There is plenty of land for sale in blocks of from five to twenty acres, and some of this is on long terms of payment.

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ROADS

The roads of Vancouver Island are becoming famous for their excellence and for the beautiful scenery through which they pass. The tourist traffic is increasing in volume every year; and the settlers find opportunities to combine pleasure with business by making long trips by automobile. A local automobile association was formed recently and quickly secured forty-four members. In 1913 the Government will spend \$155,000 in building and repairing roads in this district. In the two previous years \$215,000 was used in this work. The Island Highway from Victoria runs through the valley.

CLASS OF SETTLERS

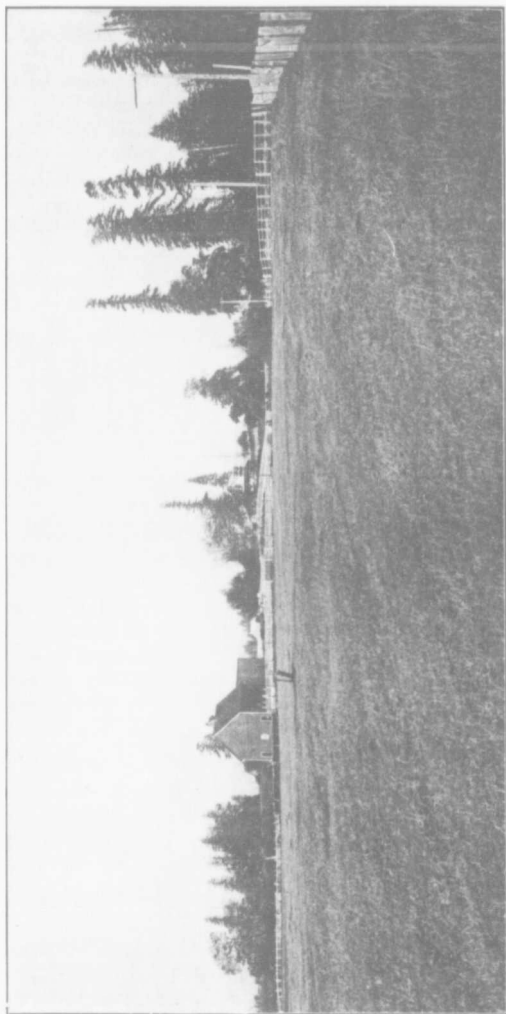
Most of the large farms in the valley are still owned by the old settlers or their families. Small blocks of land have been bought by Englishmen as sites for country homes, and high prices have been paid for pieces that have sea or river frontage, or that are otherwise desirable from the point of view of the man who does not expect to gain a living from the soil. Retired officers of the army and navy, and the class of business men who enjoy life on small country places, will probably come to this district in increasing numbers. Men with small capital have begun to buy small blocks of land with the intention of engaging in some form of intensive farming. Some of these have gone in for poultry keeping and have been very successful. We believe that when a sufficient number co-operate in growing small fruits and vegetables there will be a great advance in the prosperity of the district.

Wages for all classes of skilled labor are high. Ranch hands receive from \$30 to \$50 a month with board.

COST OF BUILDING MATERIALS

Dimension lumber	\$12.00
Flooring and ceiling	35.00
Shiplap	14.00
Lath	3.00
Shingles (per thousand)	3.00
Bricks (per thousand)	25.00

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24
Valley
Farm

COMOX VALLEY

INSTITUTIONS

The Presyterian, Church of England and Roman Catholic denominations have places of worship in Courtenay. The fraternal societies are represented by the Masons, Orangemen and Woodmen of the World. There are good schools throughout the district. The Royal Bank of Canada and the Canadian Bank of Commerce have branches in the town.

There is a rural mail delivery, and good telephone service through the valley in connection with Vancouver and Victoria.

SPORT

The man who enjoys shooting and fishing can find a greater variety of sport in British Columbia than in any other part of the world.

Fishing for the Tye salmon begins in June, and until the end of September anglers from all parts of the world may be found along the coast of Vancouver Island. Last year the record fish caught in Comox Bay with rod and line weighed 68 pounds; twelve fish weighing nearly five hundred pounds were caught by the same angler at one tide. During the greater part of the year the fresh fish trade of Vancouver and Victoria is supplied with Spring and Coho salmon, which are caught by the Indians with hook and line. The Courtenay River affords excellent trout fishing. Steelhead trout run as high as 25 pounds in weight, Cut-throat trout from $\frac{3}{4}$ pound to 2 pounds. Ducks, geese, brant, wild pigeons and two varieties of grouse supply a variety of wing shooting. Deer are plentiful. Bear and cougar are hunted with dogs. One man has shot nine cougar in one week in the foothills. Seal are plentiful on the small islands.

IMPORTS

To illustrate the fact that there is no danger of overstocking the local market, we give the following table of farm products imported into British Columbia in an average year:

Butter	\$ 969,908
Condensed milk and cream	383,700

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Eggs	971,616
Cheese	655,806
Poultry	1,200,000
Meats	2,000,000
Fruits and products	800,000

TAXATION

On personal property, one-half of one per cent.; on improved real estate, one-half of one per cent.; on wild land, four per cent.

The following exemptions are allowed: On mortgages as personal property; on the unpaid purchase money of land as personal property; on household furniture and effects in dwelling houses; on homesteads under the Dominion Land Act for two years from date of entry and to the extent of \$500 for four years thereafter; on farm produce and on live stock and machinery on the farm up to the value of \$1,000, and on all income from the farm.

RAILROAD FARES

Through tickets to points in British Columbia can be obtained from agents of the Canadian Pacific Railway in London, Liverpool, Bristol and Glasgow. The second-class rate from Great Britain is \$89.25.

Second-class rates from points in Canada are as follows: St. John, \$72.20; Montreal, \$62.50; Ottawa, \$61.45; Toronto, \$56.05; Winnipeg, \$40.00; Saskatoon, \$40.25; Moose Jaw, \$39.10; Calgary, \$25.90; Strathcona, \$31.65.

Settlers' excursion rate is \$10.00 less than second-class rate from all points.

Settlers' effects may be brought into Canada duty free.

COMOX VALLEY

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 and business chances. The C.P.R. and the C.N.R. building here; the two largest coal and lumber companies in British Columbia spending millions in development work. Get in line with them and make their money make you money.

—

**WE WANT YOUR ENQUIRIES
WRITE US NOW**

CAMERON & ALLAN

THE COMOX VALLEY SPECIALISTS

COURTENAY, BRITISH COLUMBIA