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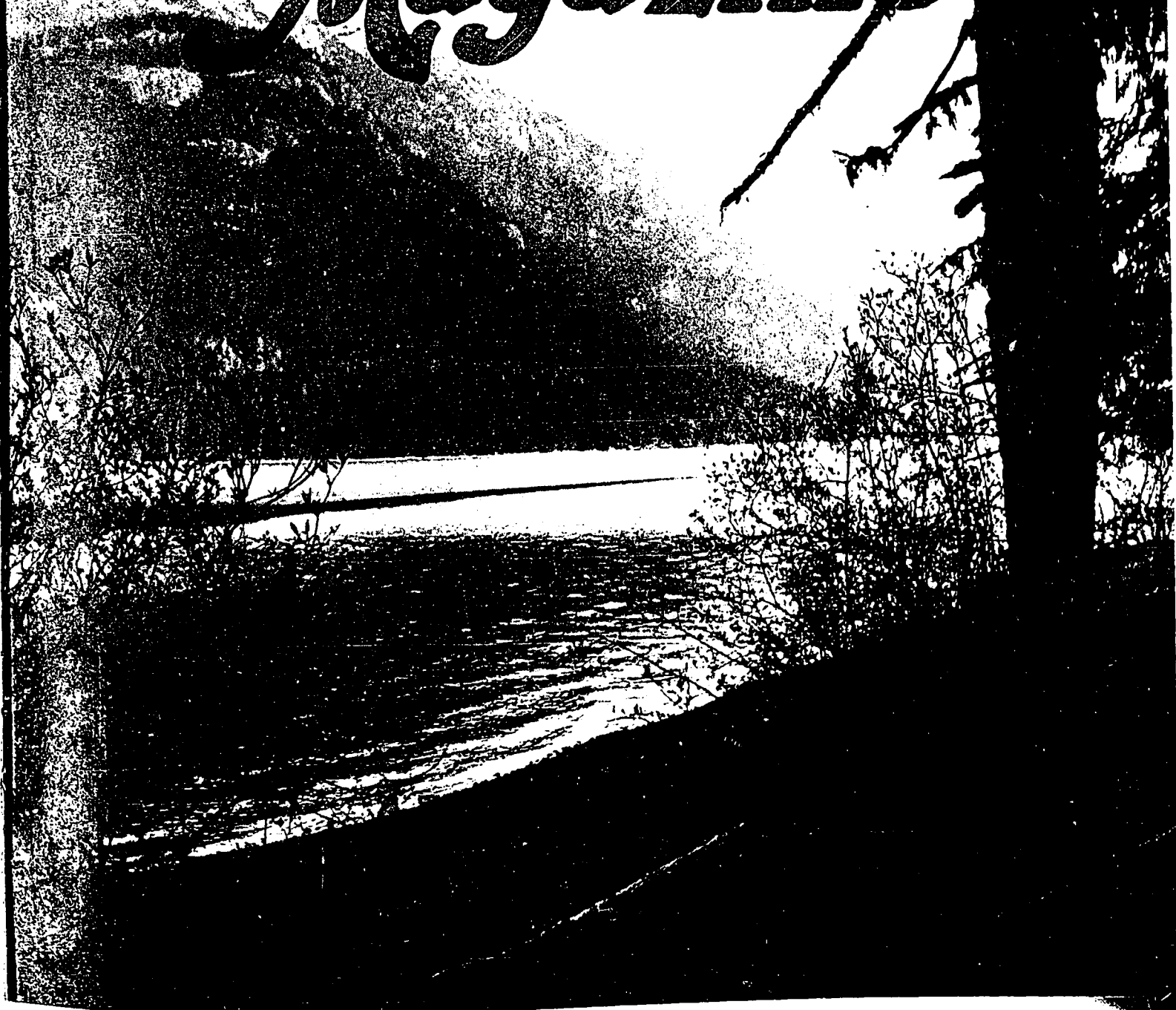
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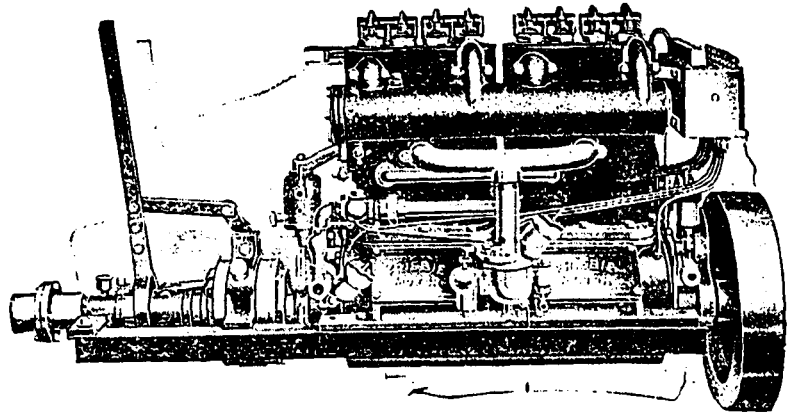


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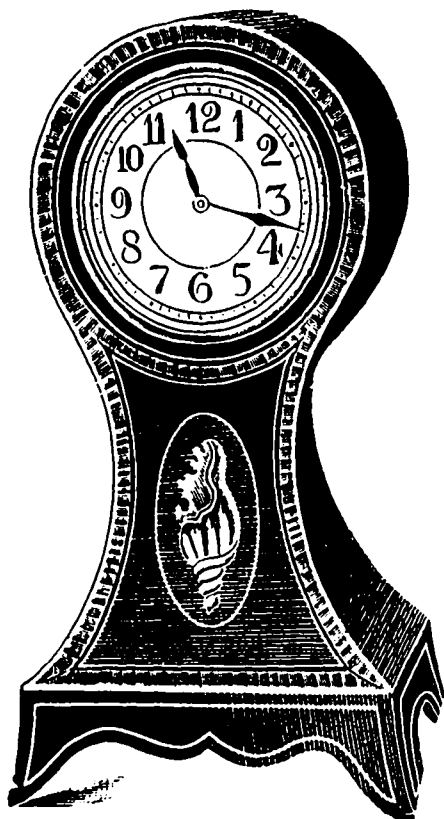
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THE BRITISH COLUMBIA MAGAZINE

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VOL. IX

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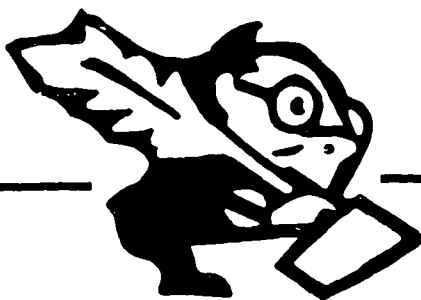
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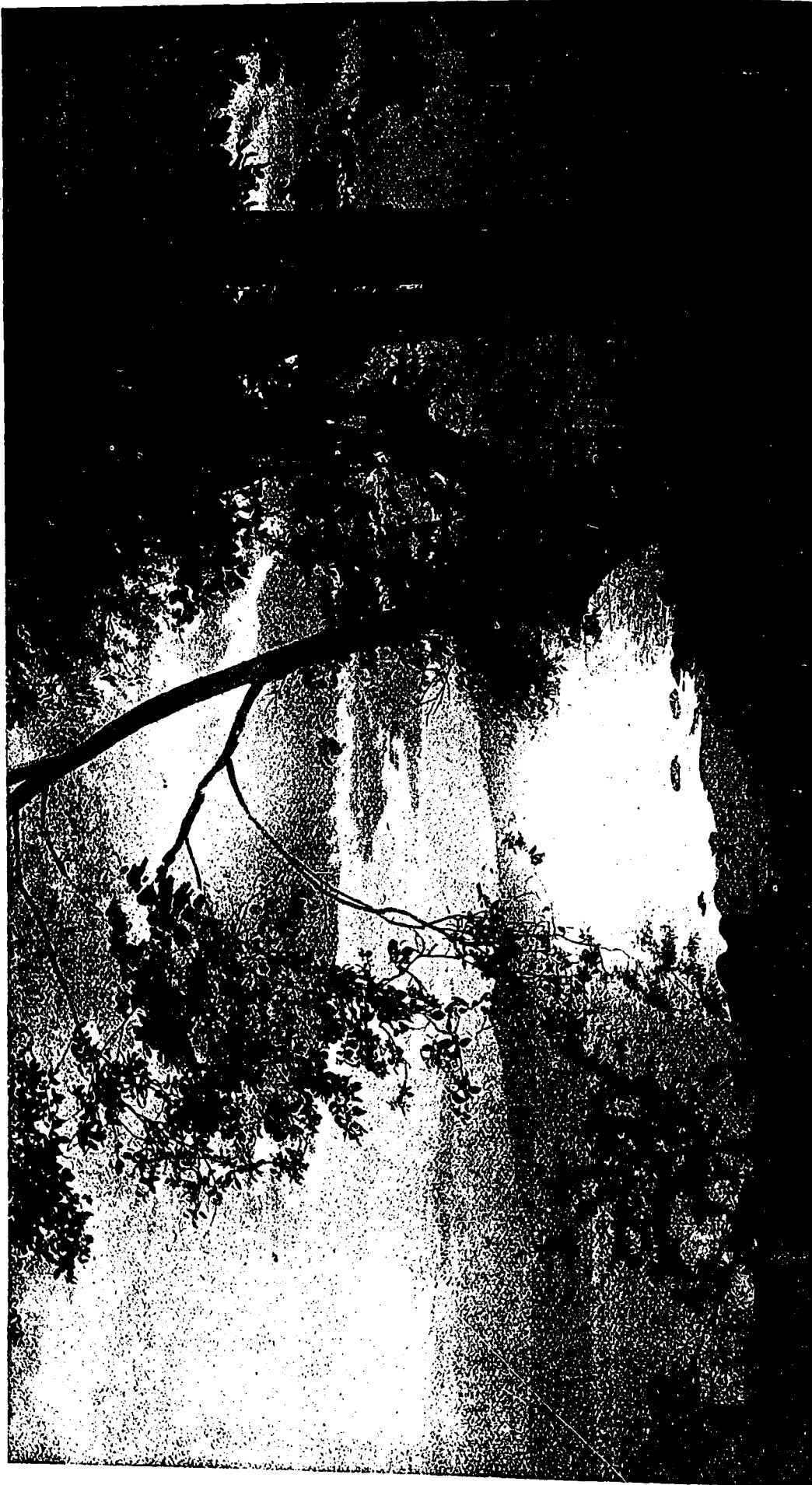
Love Pervadeth All

*Quaking-grass upon the hill,
Dewy moss beside the rill,
Modest shell upon the shore,
Azure space where strong wings soar;
These, to eyes grown keen to see,
Outward emblems are of Thee,
All-creating Will!*

*Slow, soft sigh of snowflakes' fall,
Springtime's clear, resistless call,
Summer streamlets gently flowing,
Rustling leaf--rain, golden, glowing;
These, to ears attuned by Thee,
Chant in holy harmony,
Love pervadeth all.*

Annie Margaret Pike.

Vancouver, B. C.



SUNSET OVER ENGLISH BAY, VANCOUVER

BRITISH COLUMBIA MAGAZINE

Vol. IX

AUGUST 1913

No. 8

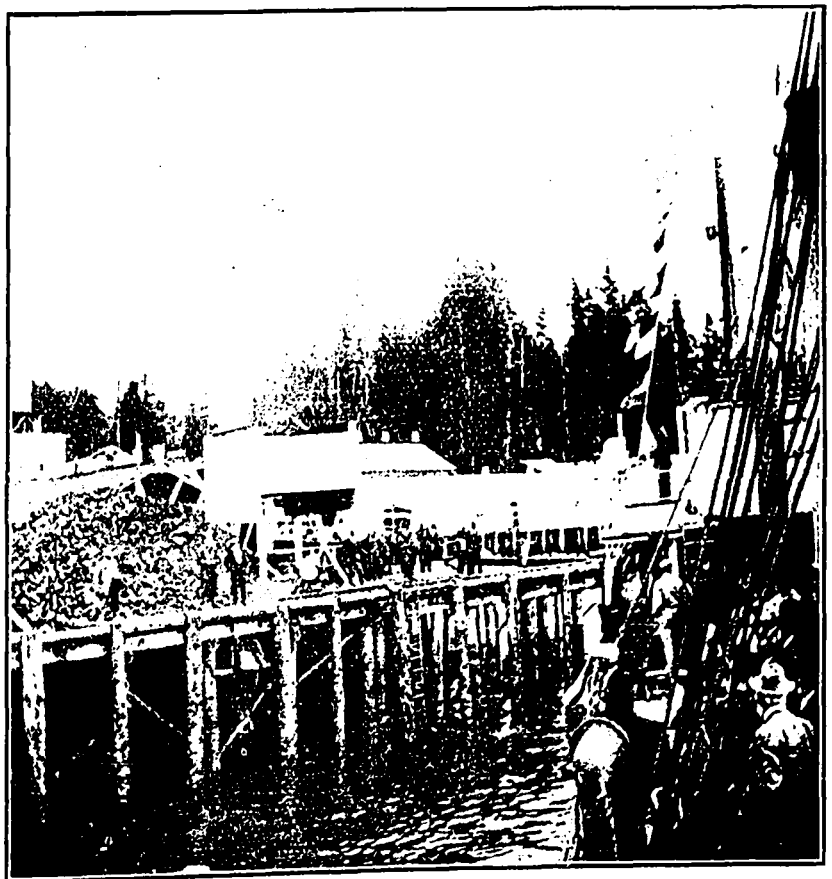
Bobbing for Whales on the West Coast

VANCOUVER ISLAND stretches from Victoria north and north-westward to Cape Scott; and along the west coast from Barclay Sound to Kyuquot. The Pacific Ocean is harvested for a crop of whales. Sperm whales and humpbacks; big whales and little whales; whales of low and high degree; and whales upon whales, until the stations at Sechart and Kyuquot are infested with a weird smell which can be scented for leagues from the rendering plant.

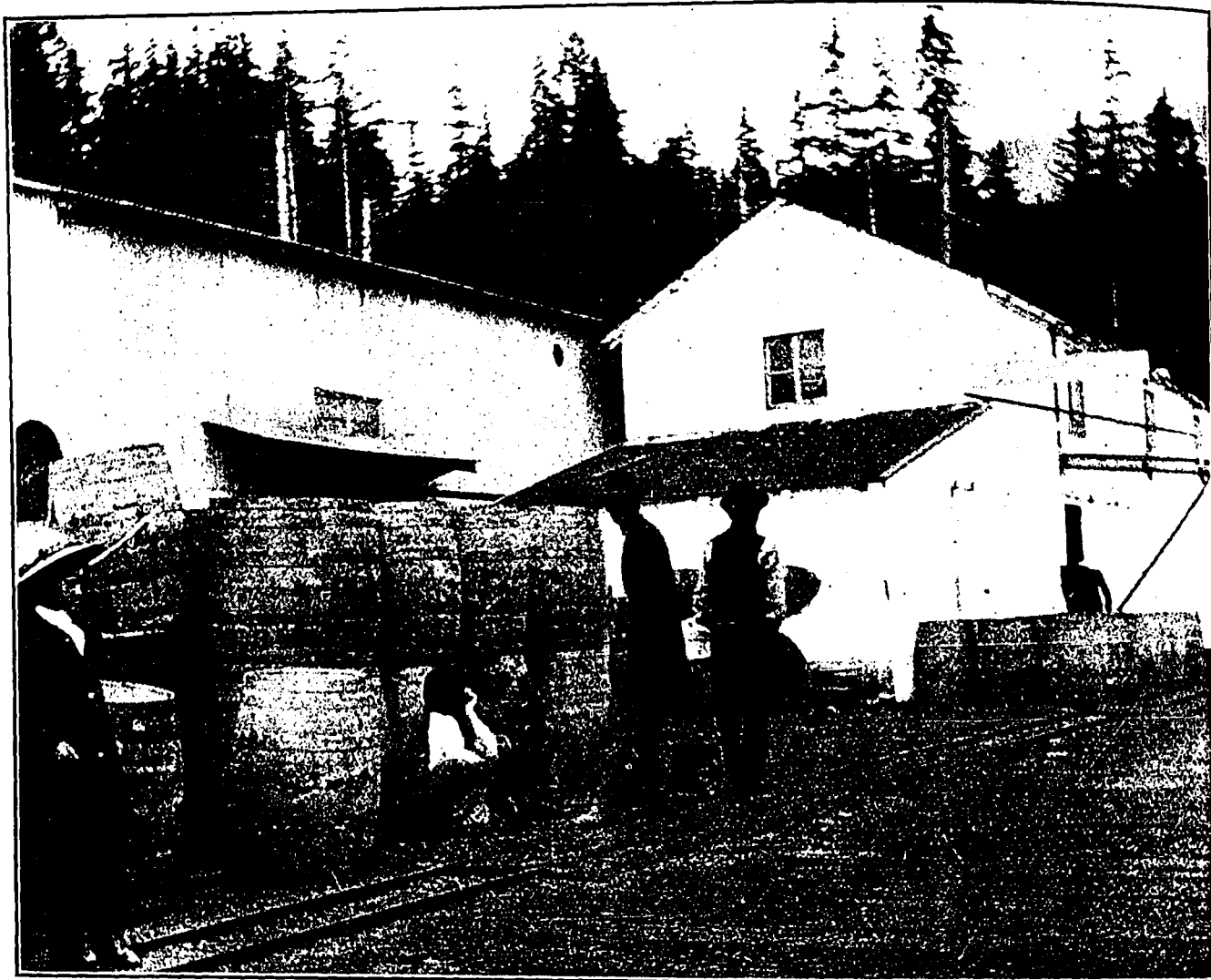
To see one of the trim whalers of the present day steaming out with harpoon gun and bomb-lance is to mark the tremendous difference between the present methods and those of the past. Whale fishing is now reduced to its least common commercial denominator.

The old experience of having a whale tow a boat-load of sailors miles from the ship has been relegated to the scrap heap of departed fiction. The up-to-date method of hurling an iron lance in to a huge leviathan,

with the resultant explosion of the bomb and the spreading of the harpoon flanges into the blubbery bulk, paralyses or kills the whale instantly. Whales caught in this fashion are inflated with air, buoyed, and cast loose in order that hunters may follow others of their school. The



THE WHALING STATION, SECHART, B. C.



THE DOCK AT SECHART, WHERE WHALERS LAND THEIR CARGO

ships go out several miles from shore, and hunt in all kinds of weather.

A modern whaler can tow in as many as four or more whales to the station at one time, and once at the station there is practically not an ounce of waste because of the thoroughly scientific and economical manner in which the carcasses are utilized.

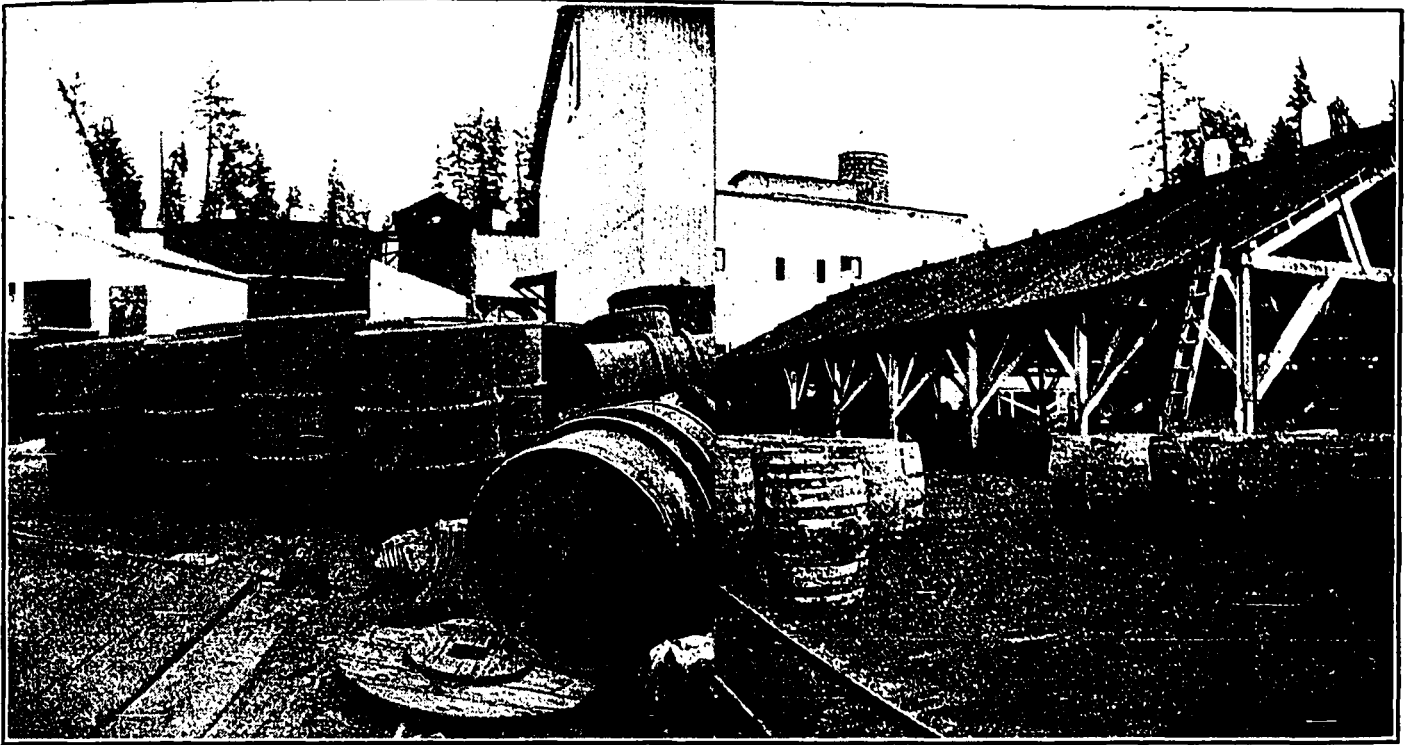
On arrival at the station, the whale is raised from the water on an adjustable platform, for cutting up. Incisions are made in the carcass, running from head to tail, and about a foot apart. This divides the blubber into long, narrow strips, which are then torn or stripped off by means of large hooks attached to wire ropes which are operated by a steam winch. The blubber is then cut into small squares, and put through a mincing machine, from which it goes to the steam-heated "trying-out" tanks, where the oil is extracted. The residue of the blubber and the lean meat are converted into guano and glue. The body bones are crushed, ground, and sold as fertilizer, while the whale bone is carefully cut from the jaws, trimmed and made ready for shipment.

Just how long the Pacific whale fisheries will continue to furnish material is hard to say, but it certainly stands to reason that there should be a close season during the mating time and birth time of the young mammals, and some restriction as to killing of the females.

White men and Indians work together in this calling, and the following up of a school of whales, especially in rough weather, is one of the most exciting of experiences. The purpose of the gunner handling the smooth-bore harpoon gun is to strike the whale as near to the shoulder as possible, as it is considered one of the most deadly places to affix the bomb. It is wonderful to note the fatal effect of one of these explosive bombs in the body of such huge mammals.

There is no danger of anyone being lost in this modern-day whale fishing, unless he should happen to fall overboard, as the whales seldom live to lash out with their immense tails once the deadly bomb has been planted in them.

The business has been systematised to a nicety, and is being carried on much the



WHALE OIL DRUMS

RENDERING PLANT

same as any other line of commercial endeavor. The demand for the product in the way of oil, fertilizer and whalebone is steady, and the recent extension of railway lines on Vancouver Island, and the resultant advantages of rail as well as sail carriage, will undoubtedly stimulate whale fishing to a very large extent.

A stranger landing at Kyuquot or Sechart would not be impressed so much by the size of the stations as he would be by the size of the odor which permeates them. At the same time, a tremendous amount of business is done at both of these stations.

Sometimes a fog drops down on the west coast when the whalers are out and puts a quietus on the day's work, and on some days the whales are coquettish and refuse to appear. These dull days and off days are often made up by steady seasons of valuable results. The sight of a school of whales diving, rising to the surface, blowing, and disporting themselves ponderously like so many submerged continents, is a sight once seen will never be forgotten. From seventy to eighty feet or longer is the measurement of some of the larger ones, and some of them will weigh about sixty tons. A whale of this size should yield six tons of oil, worth \$450; three and a half tons of body bone, \$175; three and a half tons of guano, \$105, and three hundred-weight of whalebone, worth \$48, or a total of \$778, which, after deducting expenses, estimated at \$206, would give a net profit

of \$572. A humpback, which is a smaller whale, averaging about twenty-seven tons, should give a profit of \$140; while a finback, weighing fifty tons, is credited with a gain of \$338. The right whale is much more rare than any of the others named, but offers a grand prize to the hunters, for he is worth \$10,000.

The fisheries at Norway and Sweden and other former famous whaling grounds are falling away or have been abandoned of late years, and today the west coast of Vancouver Island, with its shaggy front and deeply serrated coastline, affords the greatest field of exploitation in this country.

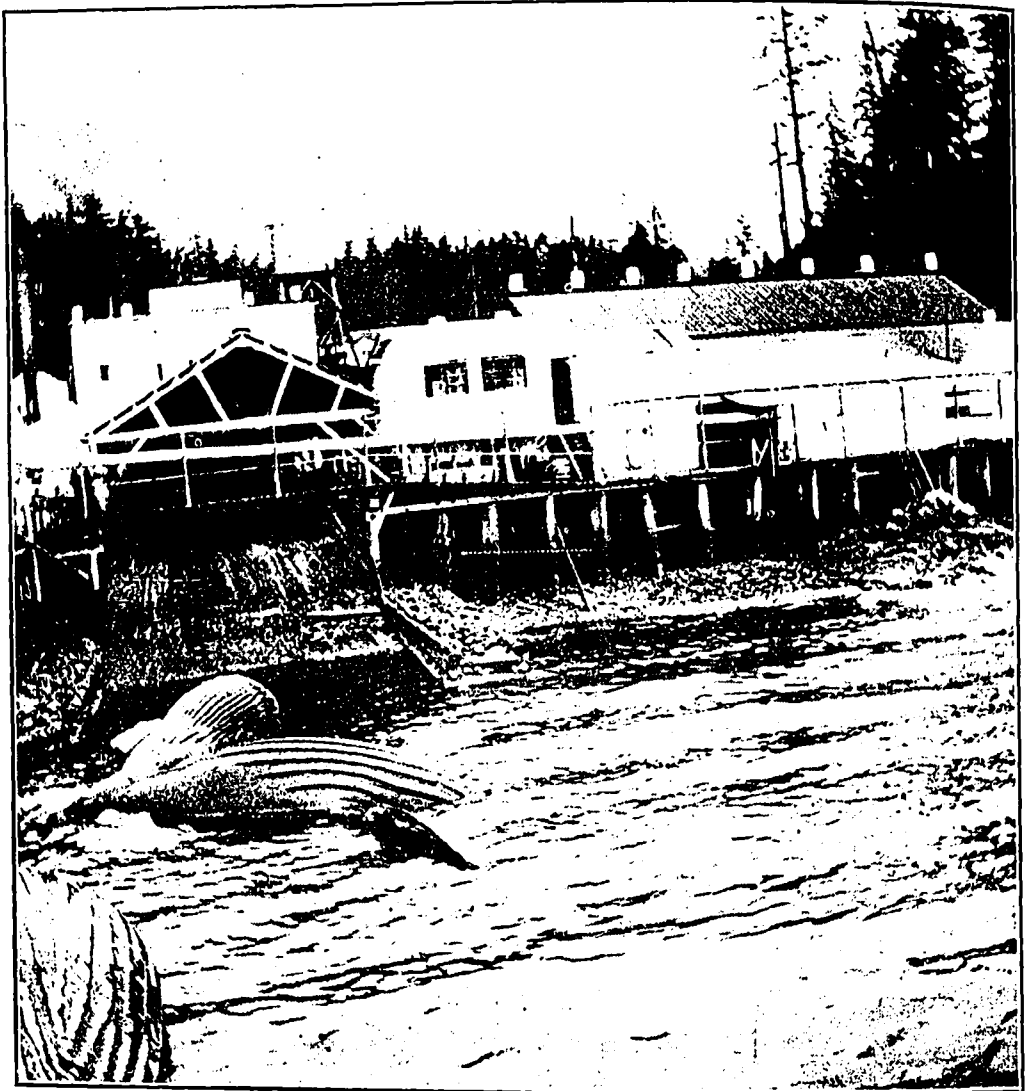
Outside the whale fisheries the schools do not seem to have any particular enemies, as the sword fish and thrasher, those wolves of the deep, do not appear to make any particular inroads upon the herds. But it is a serious question whether the present day methods will not deplete the numbers in the near future. While it is true that practically every shred of meat, head and whalebone is utilized, it is nevertheless still a fact that a thorough and exhaustive study needs to be made into the habits, supply and habitat of the whale in order that nothing may be left undone to conserve this very valuable resource to future generations. Indiscriminate killing has ruined other whaling districts, and there is no reason why the supply on the west coast of Vancouver Island should continue indefinitely if no

steps are taken to preserve the schools.

The history of the buffalo and the wild pigeon are examples enough for the present generation as to how seemingly inexhaustible numbers of both beasts and birds have been practically obliterated from the face of the earth. So, too, the history of fisheries generally determines that practical methods may be followed for not only saving fish from indiscriminate destruction, but for stocking and making a plentiful supply of fish in waters where they have hitherto been practically exterminated.

The time to save whale fisheries is while we have the whales. The art of propagating these leviathans of the deep is no ordinary fish hatchery problem, the process being one of those stupendous propositions in nature which only nature can adequately provide for. Present-day whale fishing has many advantages over the old method, inasmuch as wounded whales are seldom lost, and the carcasses are scientifically treated and commercially made to yield their very utmost value to their captors.

But, in the light of past experience, there is no reason why a careful and rigid survey of the field should not be made with a view of scientifically determining the best course to pursue in this very important branch of the Pacific fisheries. The question of close seasons, the killing of males only, and



DEAD WHALES MOVED TO DOCK, SECHART, B. C.

any and every necessary precaution which the Department of Fisheries would consider wise and just to enforce, might well be taken up in connection with this momentous question.

A great deal of valuable work has been accomplished by the Provincial Department of Fisheries, and the results it has obtained deserve the highest praise for the Commissioner and his able staff. Their handling of difficult problems as regards the salmon fisheries, the propagating of salmon and trout, and various other branches of the fishing industry, evidences a thorough scientific and business grasp of the situation.

It may be, even now, that some steps are being taken by the department to determine the best methods for preserving the whaling fisheries for future generations, and if so, the solving of the problem is in entirely competent and trustworthy hands.

The High Cost of Living

ITS CAUSE AND HOW IT CAN BE REMEDIED

By S. H. Ford

EDITOR'S NOTE: The writer of this article was born in Central Iowa, "the richest farming state." In his boyhood he spent his summers in the country farming and studying farming; and later he acquired a knowledge of the jewellery trade, but for health reasons he returned to farming life. He now owns large farms in the Fraser Valley, on which he is raising immense crops. He has therefore a direct acquaintance with the conditions of farming in British Columbia. The following article, based as it is so largely on the writer's personal experience, raises many serious questions. Needless to say, we do not endorse all Mr. Ford's views, but in common justice the farmers' side of the case, which is here so ably put, should be publicly stated.

FOR several years I have read article after article in newspapers and magazines dealing with the high cost of living. Different people give different opinions of the cause, and I have often thought these articles must have been written by commission men, and not by farmers or anyone who really know conditions, and who would be willing to speak the truth. Several times I have thought of writing on this before, but have deferred doing so. Now I feel that conditions are becoming of such a serious nature, since the tightening up of money, not only for farmers, but also for the laboring man, with a large family to support in the city, that it is time for someone to tell the truth about conditions.

There are causes plainly to be seen for this high cost of living, which is resulting in the poor man starving in the city while the farmers are not helped. These things can be remedied if the people will all stand shoulder to shoulder when they know how to proceed. It is with this object in view that I am going to explain how this can be done.

Before taking up the remedies for the high cost of living we will consider its causes.

THE RUSH TO THE CITY

During the last few years the laboring men have worked together and formed themselves into unions for the purpose of getting higher wages and shorter hours; and they have succeeded in doing both. Unfortunately the farmer's prices for his produce have not kept pace with the wages

in the city. The farmer's son goes to the city, and finds out that he can make \$3.00 or \$4.00 per day at any ordinary kind of job, working only eight hours a day, and not particularly hard work either! Then he begins to reflect on his life at the farm—how he got up at four or five o'clock in the morning, fed the horses, milked the cows, did chores for several hours before breakfast, worked till six or seven at night, and after dinner did several hours work of more chores before being able to retire. He thanks his lucky star that he has left all that behind him! On Sunday or some holiday he takes a trip back to the farm, and tells his people how much easier he finds it in the city. He tells the neighboring farmers' boys what an easy job he has in the city, and what short hours he has. He tells them of the moving picture shows, the theatres, dance halls, and all the amusements in which he can indulge after his work is done for the day. This sounds good to all the farm-boys, and they say: "The city for me—no more farm!" They, too, leave for the city, and the father, now being left alone, is forced to employ strangers to do his work. They, having no interest at heart in the place, do just as little work as they can in order to hold their job, with the result that in the fall, when the farmer sells his crops and figures up his income and expenditure for the year, he finds that he has been working at a loss. The next year he decides to cultivate only the land that he himself can attend to, which cuts the acreage under cultivation

down sometime from several hundred to ten or twenty acres.

The daughter goes to the city to visit her brothers and friends. The theatres, dance halls, music and gaiety of the city and the bright electric lights fascinate her, and she says: "No more farm for me!" The girl's heretofore contented mind becomes active in figuring out how she is going to make "papa and mamma" move to the city. When she gets back home to the country, she suddenly awakens to the fact that she is growing up in ignorance of some of the more modern accomplishments and tells her parents that she should live in the city where she could get a decent education. She wants to study music, painting, and the like. So she puts her arms around her father's neck, kisses him, and begs him to move to town. She tells him she can learn shorthand and typewriting and make from \$50.00 to \$75.00 a month, or more, in an office, and her sister Sue can do the same. "And just look, papa, how we can help you! Here you are, drudging away, trying to make a living for us, and if you will only come to town you won't have to work at all. You and mamma have worked hard all your lives—let us work for you now. We can all get work, and make a living for you, and you, dear old soul, can stay at home with mother and take it easy."

Now, this sounds good to mother and father, and they talk the matter over. They decide that they have always been regular slaves on the farm, and have only made a meagre living out of it, and they come to the conclusion that the children's advice is good, for the sons have already been writing them to remove to town; and then they can all be together and happy! The whole family moves to the city, and the farm is rented to a tenant. The stranger has no interest in the farm, except to the extent of the dollars he can take out of it. He does not fertilize the land and thereby replace what his crops are taking out of the soil, but he allows it to run down until it will not raise crops. He takes no care of the buildings—they go unpainted and unrepaired, and in a few years the old farm goes to rack and ruin—and when the land is in a condition in which he can no longer make both ends meet, he gives it up, and the farm is left

idle. The only tenants of the buildings now are moles and bats, the fields of the once prosperous farm are grown up with weeds and brush—which is the condition of thousands and thousands of farms at the present day in the east.

And what is the cause? Bad laws, bad roads, bad shipping facilities, tremendously high taxes, and dishonest commission merchants. Everyone seems to take real delight in beating the farmer—this is not considered wrong, but a joke!

COMMISSION HOUSES

The commission men have a union, and they stand firmly together shoulder to shoulder as one man. They hold their meetings at least once a week to decide upon what price they shall pay for each article, and what price they shall charge for each commodity. They figure to pay the farmer just enough that he may be able to live and continue to be their slave; but unfortunately, the farmers' expenses are higher than they figured, and each year they are being put out of business. These commission men also charge as high as their consciences will allow; and evidently their consciences are becoming more elastic all the time!

COMMISSION MEN'S TRICKS

One of their tricks was played on me by one of the oldest and largest commission houses on Water Street, Vancouver.

They purchased a carload of potatoes from me, for which they agreed to pay me \$28.00 per ton. As soon as the potatoes were received I was notified that they had arrived, but that they were not as represented, and were so rotten that they could not use them. This I knew to be untrue, for I had especially large, beautiful potatoes, and had given my foreman instructions to be very careful when sacking them up not to put in any that might be damaged, and to put in only large ones. As I had a good, reliable foreman, I knew that he had carried out my instructions. I went to the commission house in person, and they took me upstairs, where there were a large number of tables on one side, with a Chinaman at each assorting the bad potatoes that came in and re-sacking the others for retail trade. They took me down nearly to the end of this large store-room, and pointed to a row of sacks piled like cordwood

from the floor to the ceiling, with the end of my pile of potatoes showing. There were two or three sacks of rotten potatoes on the floor at the end of the pile. The sacks were all wet, showing the potatoes inside to be all rotten. I told them that there was something radically wrong, for my potatoes were not in that condition. They called the foreman of the Chinamen, and asked him if these were Mr. Ford's potatoes from Pitt Meadows. The Chinaman laughed, and said "Yes." Then they told me they couldn't use the potatoes and that I had better try and sell them elsewhere, as they didn't want them in the way. They suggested that probably I could sell them to the Chinamen who would peddle them on the streets. I told them I was too busy to peddle potatoes around or to get a Chinaman to do it for me; but to leave the potatoes where they were, and I would at once send for my foreman on the farm to come down, which he did on the morning train.

We both proceeded to the commission house. The pile of potatoes was pointed out to him, and he said that he had not sacked up any such potatoes as those. The firm-man pulled down another sack, opened it, and poured the potatoes out, which also showed to be rotten; and my man pulled out a sack which also proved to be rotten, but unfortunately the sack started to roll, and at the top of the pile a nice dry sack was exposed to view. I told him to get up there and pull it down, and as he did this more rolled, exposing more dry sacks. He opened these and found nice, dry, clean potatoes. "This looks more like it—more like the potatoes we sacked." We pulled down four of five sacks, and from that on all the potatoes were beautiful.

I turned to the commission man and said: "Well, I believe that this time you have got the wrong pig by the ear. I see your game. The Chinaman picks over the potatoes sent in by the farmers, sacks them up and piles them, and then you tell the farmer that you can't use the potatoes. You notify the other commission men that the carload of potatoes has come, with the man's name, which guarantees you that no other commission house in the city will buy from him, but that he will be told that they have more potatoes than they can handle, and then he is forced to sell his

produce for just whatever you wish to give him for it. But your game won't work with me! You pay \$28.00 per ton for these potatoes, if I have to spend \$500.00 in a lawsuit with you and expose you to the public. I will look for your cheque in the morning's mail, and if it does not come, then I will start the ball rolling. Good morning."

My man and I went out, but a cheque for the full amount arrived in the morning's mail.

I have in mind another man living up the Fraser River who shipped forty tons of prunes to Winnipeg, and when he got his cheque he had lost \$158.00 on the transaction, whereas he should have made hundreds of dollars of profit. In the summer you can go anywhere into the country and see tons and tons of fruit, small and large, lying on the ground decaying, while the poor people in the cities are starving for the want of it, and are unable to buy it on account of the outrageously high prices that are charged for it in the towns and cities. You ask the farmer why he does not pick the fruit and ship it to a market centre, and he turns to you with a disgusted look and says "What is the use? I can't get enough for it to pay me for picking, boxing and shipping it." So the people in our land are starving for the very necessities of life, while they are going to waste and lying rotting upon the ground all over our country. And why? On account of the unjust commission man, because of the lack of shipping facilities, and the outrageously high prices that are charged for transportation.

Later on I am going to show how these things can be remedied if the people will all stand together as a union.

The same thing that applies to fruits, vegetables and grains is also true of meat. Farmers in this country cannot raise stock and poultry at a profit on account of the combines and the commission man. Possibly the public is not aware of the fact that no hotel, cafe or cafeteria can purchase meat or poultry from the farmers, but I know from my own personal experience that this is true.

About four years ago I went to the Nicola Valley and purchased three cars of the finest Hereford and short-horned cattle in the valley, and shipped them to my large

ranch on the Fraser River, where I had hundreds of acres of grass land lying idle. As meat was so very expensive in the city, I thought I could make a good profit on raising stock. I went to a certain cafe on Hastings Street, not far from the Post Office, and offered to sell them beef and veal. The man turned to me and said: "Can you furnish me meat just as I want it?" "Well, I can try," I said. "How would you want it?" "I might want it this way—one hind quarter, six or eight hearts, and four or five livers. Now, could you give it to me that way?" "No," I said, "I'm afraid you would want too many hearts and livers, for there is only one in each beef." "That is just the trouble," he laughed. "I purchased meat of a farmer once before, but he could not give me just what I needed—could not supply me with the necessary number of hearts and livers. I went up to the meat market" naming one of the largest firms in the city—"and asked for what I wanted. He asked me where he should send them, and who I was. When I told him, he remarked that he was sorry, but that he did not have it. I said 'Well, what's the matter with that? You have all kinds of it here,' and pointed to what I wanted hanging on the wall. He told me that was all sold. I went to another of their branch stores, and met with the same questions and answers, but with no better result. At another company's store I met with the same treatment. Mr. Ford, the fact is these beef companies all stand together in a union, and whenever an hotel, cafe or cafeteria buys directly from a farmer, that hotel, cafe or cafeteria is boycotted at once by these combines, and they will refuse to sell it anything. How long will any restaurant last if it cannot provide meat? Why, they can put us out of business in a few days by refusing to sell us meat!"

I was forced to sacrifice my cattle to the beef trusts. I then decided to try and sell my cattle to the butcher shops dressed, but found that they shaded me so in the weights that there was no profit in this. For instance, I shipped the beef to a certain firm here in Vancouver. It was weighed at my place and left at nine in the morning. I took the same train to the city as the one by which my beef had been sent by express, and two hours later I was in the butcher

shop. Their weight was just sixty pounds less than mine had been at the farm. There was some argument, and I asked the man to weigh it before me. They brought it in still wrapped in the sack, put it on the scales, and the sixty pounds which it had lost by shrinkage in the train was now suddenly regained! So, you see, the farmer is being robbed on every hand.

HIGH TAXES AND BAD ROADS

During the last twelve months my taxes at Pitt Meadows have increased 400 per cent. Last year the land was assessed at \$50.00 per acre; this year they have jumped it to \$200.00 per acre. I was notified that at a certain date at New Westminster there would be a court of revision held, and if I considered that my land was assessed too high I could attend this court and protest against the assessment. I did so. A neighbor had land adjoining mine that was all muskeg swamp, with from three to six feet of moss on the surface, and all covered with scrub pine and cranberry bushes—land that is absolutely not worth ten cents an acre, for it cannot be farmed and grass will not grow on it, and even cattle and stock cannot walk on it without being bogged. This land was also assessed at \$200.00 per acre. I swore that this land, in my estimation, was not worth \$1.00 per acre, and a number of settlers who had tried for years to reclaim this class of land also swore that they did not consider it worth \$1.00 per acre—and yet the court of revision would not cut the valuation below \$100.00 per acre. It is needless to say that I did not get any cut at all on mine, except on a few acres of muskeg bog which I happened to have. This court of revision was proclaimed a farce by a number of people with whom I afterwards talked. My taxes on the land at Pitt Meadows for 160 acres are about \$320.00, and where is the farming man today who can afford, under the existing conditions of high labor and robbing commission men, to pay \$320.00 a year taxes.

I have also 160 acres of wild land in the Ah Ta Valley, about 200 miles north of Vancouver. There are no railroads near, no steamboat service, no way whatsoever to get there except to charter a boat from Vancouver for a special trip; and yet, for this piece of land—wild, swampy and tim-

bered—the government is charging me \$32.00 per annum taxes, which would be \$128.00 for a section. This is, in my estimation, nothing more nor less than robbery. The government sells a man land, and then puts the taxes up so high that it can take the land away from him again by tax-sale.

Eight years ago I bought a large tract of swampy land in Pitt Meadows—land where a man would have to wear hip-boots in order to be able to wade through it. There was no road to reach it, but in five years I spent some \$38,000.00 to drain, under-drain, fence, clear and put it under cultivation. I cut the land into ten-acre blocks, and started a large colony, with the result that in the course of two years I sold out the land to settlers who came and lived on it. We asked the government to build a half-mile of road, and as the land was level and there was no timber to clear, this could have been done very cheaply. We wrote the government, we sent telegrams, and three or four delegations called at Victoria—myself among them. We received many promises, but never any road. I finally built it at my own expense. After petitioning, clamoring, writing and telegraphing for seven years, the government finally put on a little gravel over part of this road. This road should have been extended a further mile and a half, where there are hundreds and hundreds of acres of the finest soil and open prairie lands—the finest in the Fraser Valley. These lands are so isolated on account of there not being any road by which settlers may go in or out that they are practically wasted. Several settlers did go in over the government dyke, but after a short time they were prohibited by the government from driving over the dyke; consequently the lands had to be abandoned. Yet there is a tax of \$2.00 per acre per annum on this land! After eight years, working continuously by the methods I have stated, the road is still unopened. At the same time, I see by the newspapers that the government is telling of the wonderful things they are going to do in railroad building and opening up land for the settler! It seems to me that the government would be doing better to open up a few wagon roads for the settlers already living on their land, and thus enable them

to make a living. I am not speaking from hearsay, but from my own actual experience with this government.

BAD SHIPPING FACILITIES

The farmer who has to ship his produce over some steamboat line or railroad is simply a slave to the shipping company or the railroad, as he has to pay such high freight rates that there is no profit left for him. In shipping hay from Pitt Meadows, a distance of twenty miles from Vancouver, we have to pay about \$2.50 per ton freight, and about \$1.25 per cord for wood.

Last summer I loaded a car of hay at Pitt Meadows and billed it to a certain lumber company fourteen miles away. A week afterwards the company called me up to find out when the hay was to arrive, as they needed it very badly. Upon investigation I found the car was still standing on a side track at Pitt Meadows. I got after the railroad company, and they promised to deliver it at once. A few days later I received a notice from the lumber company that if the hay was not delivered immediately they would have to cancel the order. I again went to the railroad company, showed them my letter from the lumber company, and they promised that my car should be sent forward at once. This continued for three weeks, and at the end of that time they brought in a demurrage charge of \$1.00 per day, or \$21.00 for the twenty-one days the car had stood on the side tracks at Pitt Meadows! Think of such treatment—having to pay exorbitantly high freight rates to begin with, having to wait three weeks for the car to be delivered, having all the annoyance of keeping after them every day during that time, and then being billed with a bill of \$21.00 for demurrage.

Last week I purchased a sack of feed corn meal from a Vancouver firm, and paid forty cents freight on it to Pitt Meadows. It was delivered at the station, but stolen by someone, so I never received the meal. I understand that there is no way to make the C. P. R. pay for it, as they have only an express and ticket agent there, and he claims that he is not responsible for freight. Many of my neighbors have had the same experience.

Last year the commission men and large

consumers of hay went to the American side and paid a higher price for hay over there than they could have bought it for here; paid the freight on it and the duty, and purchased enough to last them the whole year. Why did they do this? Simply because they wanted to force the farmers of British Columbia to sell their hay for nearly nothing! They bought the hay on the American side so that in the future they would be able to buy of the home farmer at their own price.

Last spring one of my tenants had about seventy-five tons of potatoes, which he could not sell in Vancouver at any price. He purchased sacks for ten cents each—or \$2.00 for sacks per ton—hired Chinamen to sack the potatoes, hauled them three miles to Mr. Pearson, another farmer in the hog business, and sold these potatoes, sacked and delivered three miles, at five dollars per ton; and they cost him at least \$10.00 per ton. This is the way the farmers are making money! Yet in Vancouver the consumer had to pay from \$15.00 to \$25.00 per ton for potatoes.

Two years ago I had about a ton of cow hides to sell. I came down to one of the largest meat firms in the city and got their prices. The average weight of my hides was eighty pounds, but the company cut down the weight to sixty pounds. On my protesting against this, they admitted that the hides weighed eighty pounds, but that they docked them twenty pounds for shrinkage. I asked them how they could dock me for shrinkage when the hides actually weighed eighty pounds, and they explained that it was the custom, and that the hides would by and by shrink the twenty pounds!

JAPANESE AND CHINAMEN

I wish to state, without any fear of contradiction by any intelligent and unbiassed man or woman, that the Japanese, Chinese, and Hindus are a curse to this country, and that they are making it impossible for the white farmer to earn his living.

These people were shipped into the country by railroad companies and other corporations with the object in view of getting cheap labor, but when they had finished the jobs for which they were brought into the country, they settled down to other occupations and competed directly with the white

man. If you wish to have a watch repaired you can go to a Chinese or Japanese store and have it done for half the price you would pay a white man. If you wish a suit of clothes made in an up-to-date tailored fashion you can have it done by a Chinaman or a Japanese very much cheaper than a white man will make it for you. If you go to the sawmills of British Columbia you will find a gang of Japanese, Chinamen or Hindus in charge of all the work at the mill; which class it is depends on the race the mill specializes in.

I am told that six of the finest hotels in Vancouver are owned by one Chinaman. Statistics show that over thirty-five per cent. of the male population of the city of Victoria are Chinamen and Japanese; while the percentage of the male population in the city of Vancouver is very nearly as great. Thousands of these Chinese and Japs have taken up fruit ranches and other farms in the Fraser Valley and other places.

I have in mind a man who decided to go into the poultry and egg business. He came to the city to sell his produce. He had to feed his chickens on \$40.00 to \$45.00 per ton wheat and other expensive foods, and found there was no profit in his eggs. He decided to go to the consumer, and first visited a large hotel. They treated him very courteously, told him they would prefer to buy from him rather than from the Chinese and Japs, but of course they would expect him to sell at the price they were paying the Chinaman. This he could not do and make a profit. He went to a number of other hotels and restaurants, finally trying the retail stores, but always with the same result.

Our country here is in the same position as were parts of California in regard to the Japanese. A few years ago these people went into the most fertile districts surrounding San Francisco and Los Angeles. A few of them rented land there and paid larger rents than did the white man. At this time the land was worth \$400.00 to \$500.00 an acre. It was not long before the land-owner preferred to rent to the Japanese rather than to the white man: he paid his rent more promptly, and did not demand fine buildings and a fine house, but was contented with a small shack of one room, made from rough boards, costing

from \$50.00 to \$75.00. The Japanese colony prospered, and as they prospered they rented more land; for the land-owner found it more profitable to rent to the Japanese than to cultivate the land himself. When the Japanese colony became strong, it has been said that some of the white settlers, who refused to rent to the Japs, began to lose their horses and cattle; barns were burned down and sometimes even houses, when the people were away on a visit; in fact, things became so interesting for the white settlers that they had to move away from their homes, leaving the Japanese to have things their own way. Then they decided that they were paying too high rents, refused to pay the old rent, and it is needless to say that they got the land for the rent they named. This land could not now be rented to any white people, for it was known to be a very unhealthy place for a white person to live in. The rents soon did not amount to enough to pay the taxes, and the owners were now anxious to sell. The white man would not buy, for they knew better than to buy in that neighborhood; consequently the Japanese were able to purchase these \$500.00 acres for from \$50.00 to \$100.00 an acre. The Japanese problem is one of the great problems before California today, and it will very soon face British Columbia.

At first in California the Japs would work for from 50 cents to \$1.00 a day; they proved faithful servants, and very soon the farmer discarded white help and employed the Japanese entirely. By and by, when there was nothing but Japanese labor, they began to demand higher wages, and they were soon being paid a white man's wage. My experience has been that both Chinamen and Japs are not slow to realize when they have the advantage over a man, and they will take every inch they can get.

Look at what the Japanese did in the fishing industry in the Fraser River in British Columbia. I have talked with fishermen who used to fish salmon on the Fraser River. They said that it had become too dangerous a work for white men. Many a man disappeared, and nothing was ever known of his fate; and of late almost all the fishing is done by the Japanese.

It is estimated that there are between three and four hundred thousand Orientals on the Pacific Coast, and the fact that

every one of them is a soldier and has been trained in the army, and that every one is heavily armed, makes it a menace. It is the height of Japanese ambition to conquer America and take Canada and the United States. This I have been told by a Japanese friend, and from what I have read in the papers, and from what I know of them as a people—having employed as many as forty of them at one time—I know their ambitions are very high, and I do not doubt but that they intend to try and conquer America within a few years. This Japanese friend, who was once an official, told me that the births of Japan number 5,000,000 per annum more than the deaths; therefore Japan can send out 5,000,000 Japs per annum to her colonies and still hold her own. How long would it take Japan to take possession of Canada, which has only 8,000,000 or 9,000,000 of a population, when Japan can spare 5,000,000 per annum? How long would it take her to gain Mexico, or the United States for instance, whose birth-rate is scarcely above the death-rate? This Oriental question is a very serious one, far more so than people realize. They are a class of people who can live in hovels, and can live so much cheaper than the white man that the white man has no chance with him whatever in competition for a livelihood.

FARMERS AT THE MERCY OF THE PUBLIC

When the farmer wishes to buy clothes, groceries, drygoods, implements of any kind, or anything he has to have, he goes to the merchant and asks his price and has to pay it. Why shouldn't the consumer come to the farmer and ask him his price for his produce? But it is not so. The farmer goes to the city, and asks the merchants what they will give him for his vegetables, his eggs, and the things he has to sell. The farmer is the only man I know of who has no say about what he should get for his goods. He simply has to pay the other man's price for what he buys, and he has to sell for just what the merchant is willing to give him.

A FARMERS' UNION

Supposing the farmers would form a union and stand together and be loyal to one another as the miners are, and the lumbermen, who hold their meetings every week to decide upon what price they shall

pay the logger for his logs; or the merchants, who hold their weekly meetings to decide upon what they shall pay the farmer for his eggs, potatoes, etc.

Heaven help the public if the farmers should ever form a union! I am sure that I did not exaggerate when I stated before the city market committee in the City Hall, a few weeks ago, that if the farmers should form a union they could then demand \$25.00 a pair for chickens, \$50.00 for a sack of potatoes, and other things in like proportion, and it would not be long before the merchants would be scouring the country, hunting the farmers up and asking their prices, instead of the farmer now going to the city and begging the public to buy his stuff and give him a mere pittance for it. If the farmers realized that whatever they asked, the public would be forced to pay, they would soon be demanding such exorbitant prices that people would be facing starvation. I fear conditions will soon drive the farmers into banding together in a union; and although I am a farmer and interested in land, I hope, for the sake of humanity, that day will never come! But we are living in an age of unions; even the churches are banding themselves together; and I believe the farmers are the only class of people who have not formed themselves into a successful union. There is strong talk of such a thing being done—and God help the people when it is!

IGNORANCE OF THE FARMER

Each year the farmer is becoming more and more ignorant as a class. The reason is that there is no money in farming, and when a man sees that he is in an occupation where he cannot make money—and will often lose—and cannot make a decent living for his family, he seeks a better business. So the more intelligent farmers are quitting the farm.

Now there are thousands of people living in the cities who love the country and country life, and would love to live on a farm if they thought they could make money and knew they could give their children a good education: but this cannot be done under existing conditions. That is why so many leave the farms and go to the cities.

THE NEED FOR PLAIN SPEAKING

Many men who read this will say that I am a "knocker," that such an article should not have been published, for it will hurt the country and keep settlers out. But what is the use of boosting a country and advertising it to the rest of the world, and inviting people to come to it and take up land, so long as present conditions have to be faced. Why make them believe that farming is such a good thing, when they can only make a meagre living, if any, and in a year or two are forced to abandon their lands? Then they write back home and tell their friends the condition of affairs. Is it not far better that someone should explain and call attention to the faults of existing conditions, and then something may be done to better the same? Is it not better to have such matters remedied, and then we can have successful settlers who will become real "boosters" for the country?

Now, I am going to try to explain how these things can be bettered, for the farmer, the public, and the consumer; and thus all can prosper. I have heard many theories of how this can be done, but none of them have ever seemed plausible to me. I am sure that if the ideas which I am going to express were only put in practice the farmers would prosper, farms would increase in number, and the cost of living would greatly decrease.

Under existing conditions, when a farmer is in the city and is asked his occupation by a stranger, he usually feels ashamed to say that he is a farmer; but why shouldn't conditions be changed so that the farmer would be proud of his calling? It seems to me that if there is any class of men on the face of the earth who should have a good living, and be able to dress well, and educate his children, it is the farmer—the man who ploughs, tills the soil, works in the dirt to produce food for the balance of the world, the man whom every man, woman and child is dependent upon for daily bread. Why shouldn't conditions be made such that that man, above all other men, would be able to live in comfort, instead of being a slave and almost a pauper.

CURES FOR HIGH COST OF LIVING

1. Do away with commission merchants.
2. Let the city or government run a

commission house in each city, giving the farmers better prices and selling more cheaply to the consumers—as there is plenty of profit to divide.

3. The government should make arrangements to loan money to farmers, as there are often times when a farmer has large crops in his barns and granaries, yet the markets are poor and he is unable to sell without loss. At times like these the farmer should be able to borrow money in order to carry him along; but under existing conditions he might have a highly improved farm, close to the city, with an assessed valuation of \$100,000.00, and yet be unable to go to any bank and borrow \$100.00. The banks will tell him that they are prohibited by law from loaning on real estate security, and the farmer is compelled to have his note backed by a merchant before he can borrow from the bank. Merchants will not do this, so the farmer is compelled to sacrifice his crops in order to raise money.

Some governments have made arrangements to loan to farmers, as the following article in the July 5th issue of the *Calgary Farm and Ranch Review* will show:

"The question of government loans to farmers at cheaper rates than are usually charged by mortgage companies is one that is exercising the minds of those who are working for the upbuilding of the country. The results of some experience with this problem may therefore be interesting.

"New Zealand is usually one of the first examples chosen of the successful working out of government loans to farmers. Here the government handles the business at a cost of 15-100 of one per cent. and in 1912 had a profit of \$300,000 on the business done.

"Between 1894 and 1912 New Zealand loaned \$60,000,000 or 32,000 loans, out of which there were 33 foreclosures. Of course it must be borne in mind that not all applications for loans are accepted. In 1910-1911 one-third of the applications were rejected. The law authorizes the government to loan \$7,500,000 annually, but in 1908-1909 only \$4,500,000 was put out, and in 1909-1910 \$3,000,000. In this connection the competition of mortgage companies had some effect, for with the government in the field the companies have to give better rates or better service, possibly both.

"Western Australia, South Australia, Victoria, Tasmania, New South Wales and Queensland have all made loans to farmers. Western Australia began in 1894; the others, two to seven years later. But the aggregate loans to all these states amount to about \$35,000,000, something like half the amount loaned by New Zealand. Western Australia reports a profit

of \$3,400 in 1911 and only one foreclosure resulting in a loss—\$450. South Australia has two systems; one showed a profit to 1910 of \$190,000; interest then in arrears \$500; rate charged to borrowers four and one half per cent. The other system is of too recent date to show results.

"School funds are loaned on farms in Idaho, Indiana, Iowa, North Dakota, Oklahoma, Oregon, South Dakota and Utah."

The above clipping shows what other governments and some of our neighboring states are doing, and I think it would be well for British Columbia to follow their example.

4. Now the greatest of all cures for the high cost of living, and the greatest enemy to the commission merchants, and the best friend to the farmers and the consumers, would be parcels post, carrying up to fifty-pound parcels. If five-pound parcels can be carried, why can't fifty-pound parcels be carried just as well? Then the farmers could ship their potatoes and vegetables direct to the consumers. If such parcels post were in operation, there would be new headings among the "want ads" of our daily papers—headings like this: "Blackberries," "Apples," "Butter," "Eggs," "Cream," "Milk." These columns would be eagerly scanned each day by the people living in the city, and correspondence could be carried on between the farmer and the consumer. Milk and cream could be shipped by parcels post just as well as dry goods. Bottled beer is shipped in barrels by slipping each bottle into a paper cone. These paper cones could be made out of better material, so that, even if they were dropped on the pavement, they would not break. Now, if we had such a parcels post system, any laboring man in the city could write to the farmer and make arrangements for Mr. Brown to ship him one pound of butter twice a week, a pint of cream, a quart of milk, a couple of boxes of raspberries, and a few boxes of other kinds of fruit each morning. The train leaving, we will say Pitt Meadows, at 9:30 would reach Vancouver at 10:30, and at 11:00 the butter, cream and berries would be delivered at the housewife's home, perfectly fresh and clean, and direct from the country. What a difference this would be from our present system of fruit being shipped to the commission men, from them to the retail man, in whose stores they

stand on exhibition in the windows on the front streets, where the dust and dirt from the city fills them up with thousands of germs and microbes. In this condition they are purchased, picked over and taken home, where the germs are multiplied in the berries, which are damp by this time. Is it any wonder that we have so much sickness and disease under present methods. How much better it would be could we have parcels post and receive everything from the producer fresh every morning. The parcels post would certainly put the commission men out of business. There is only one line of business that would profit which does not under the present conditions, and that is the daily newspapers; they would have hundreds and thousands of advertisers in their "want ads," but I am sure this small cost would not be objected to by the farmer or the consumer.

TAXING THE FARMER

5. The high cost of living during the last few years is beginning to be a source of worry to many governments, because the people are all flocking to the cities and leaving the country. There has been much discussion on this subject, and representatives have even been sent to foreign countries to study conditions there. In place of this needless expense, why doesn't the government encourage the people to go into farming the same as cities encourage large manufacturing institutions to come to their cities by donating free sites to the factories and rebating their taxes for a period of years? Another way cities encourage building within their limits is a method that has been adopted in Vancouver. A lot in the business section of this city, valued at \$50,000.00, which is vacant, is taxed just as much as is the adjoining lot, on which a million dollar building has been erected. In this way the city is encouraging building and discouraging holding a vacant lot. The government thinks that it is encouraging farming by

charging four per cent. wild land tax—about ten times as much on land that is uncultivated as on land that is being farmed. Now, this is nonsensical. If the government really wishes to encourage farming, let it stop taxing all farm lands that are under cultivation or being used for pasturage. This is the only real way for the government to encourage farming. Someone says: "What about suburban lands, near large cities, land really worth from \$500 to \$1,000 an acre? Don't you think that should be taxed?" My answer is that it should not if it is being farmed, for then it is only farm land, no matter if it is 1,000 miles from a city or just in the suburbs. As soon as this land is subdivided and cut into lots, then tax it by all means. The taxes derived from land under cultivation in British Columbia are only a very small percentage of the total taxes, and would not be greatly missed by the government, but they are greatly felt by the farmers, who are too poor to pay taxes of any kind. Better bonus the farmer and pay him a royalty upon every ton of potatoes and hay that he sells, just as the government in the lead districts pays a royalty of so much per ton of lead in order to encourage this industry. And where on the face of the globe is there any industry that needs encouragement so much as does farming? Then why not stop taxing the farmer and pay him a bonus in order to encourage him to produce crops for the market. Thousands of city people would be glad to move to the country to get away from the noise and filth, where they could bring up their children under better influences than in a city life—for certainly the city is not a good place to bring up children.

Encourage the farmer, and there will be quite sufficient food of all kinds raised to meet the demands at a reasonable price; but if present conditions are allowed to continue much longer there will be some empty stomachs and a famine in the land.

The Farmers' Outlook near Lillooet

By A. F. B.

WHY do immigrants travel three hundred miles up the Cariboo road from Ashcroft before they look for land, while on each side of this great thoroughfare there are thousands of acres of as fine land as any farmer would wish to see? The reason is that he does not know—it has not been advertised; there is nothing to indicate it as one travels along the road. On the other hand, you will see Fort George, Fort Fraser, Nechaco Valley, and other northern localities advertised on large bill boards at nearly all the road houses. Ask one of the immigrants you meet where he is going, and he will invariably tell you "Fort George!" Why does he go so far? Why not turn east at Clinton, the 70 Mile House, or the 105, and look that country over? He has never heard of this country; didn't think there was anything this side of Fort George. But there is. The three gateways to this great country are: Clinton 34 miles, 70 Mile House 57 miles, and 105 Mile House 92 miles from Ashcroft. The northern country is a grand country, but we have the same country within 57 miles of Ashcroft.

Just take a trip with me, and I will show you a country the different localities of which are adapted to stock raising, dairying, mixed farming and fruit raising. As we leave Clinton (the altitude of which is 2,980 feet) we go down into the valley of the Bonaparte (a drop of about 600 feet) to the Mound ranch; one of the largest ranches in the valley. This ranch is in the dry belt and requires irrigation, as do all the ranches up the river to the forks, this being nearly all taken up. We will cross the river at the Mound, and as we go east the land rises from 600 feet on to a rolling tableland, with large stretches of open country. Parts of it are suitable for barley, oats, timothy hay and fall rye; there is considerable open timber land—this is good grazing land. It does not require the irrigation that the lower valley does, on account of having more snow and rain

fall. Twenty-two miles east we come to Loon Lake, a beautiful sheet of water about 10 miles long. The Indians have a reserve at the lower end of the lake for fishing purposes. At the upper end there is a large stock ranch, and on up Loon Lake creek is a broad open valley.

We will now turn back about ten miles, and take a branch road going north-east to the forks of the Bonaparte River. This road traverses a rolling tableland for about 15 miles through open fir and jack pine timber, with many wild meadows, and some open brush and poplar lands that can be easily cleared and cultivated. This strip of country is more suitable for stock raising than farming; the altitude is about 3,000 feet. We now drop down in the valley between the north and south forks of the Bonaparte. Here are large stretches of open prairie land, wild meadows, willow and poplar bush land; the timber land is easily cleared and suitable for hay, grain, mixed farming and dairying; this is known as a bunch grass country, not so well watered as in other parts that I will show you later.

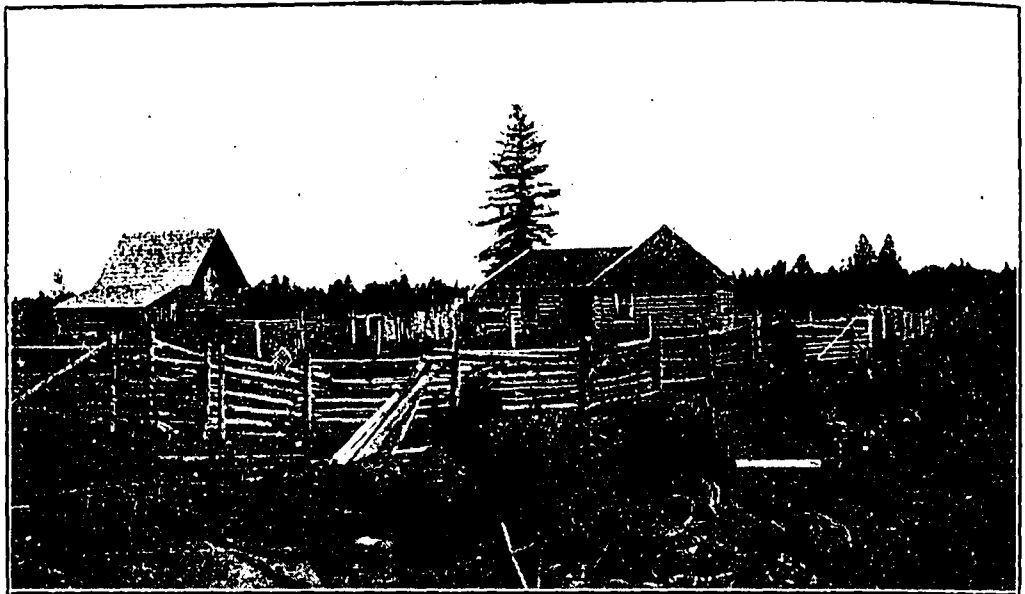
Up the south fork about six miles we come to Young Lake, a strip of water six miles long by about one mile wide. The country gradually rises here from 2,600 to 3,000 feet. There is much good land lying along each side of the valley of the south fork between the forks and Young Lake suitable for farming, then the ground rises abruptly to rocky fir ridges on each side. From the upper end of Young Lake it is about six miles to Eagan Lake. Here the valley widens out, the timber is nearly all poplar, and the soil a deep loam. Some of this land has been reserved by the government for university purposes. Part of it is owned and held for sale by a land company, although there is considerable land available for pre-emptors. From here the valley gradually rises for the next six miles to 3,200 feet, and there are a good many

open stretches that do not require clearing.

We have now passed out of the dry belt into a country that does not require irrigation. The snowfall averages from 18 to 26 inches. There is a large stock ranch located at the foot of Eagan Lake, and the owners tell me there have been

one or two winters in the past six years when they have not fed their cattle at all, although they always prepare to feed. Last winter they fed their horses very little, not to exceed a month, as the growth of vegetation is very rank. East of the upper end of Eagan Lake there is considerable land available for pre-emption.

Now we will pass on north and east over a high divide down into the valley of the north fork, or what is known as the Fish Lake country. This divide is simply a strip of grazing country, mostly a jack pine bush. But the Fish Lake country broadens out into an open basin. The timber is mostly poplar and spruce, willow bush and meadow land. On the banks of Tranquille Lake is a large stock ranch where they raise a great deal of timothy hay. The altitude of this strip of country is 3,800 feet; the snowfall averages from 18 to 36 inches. This stockman at Tranquille Lake tells me that he put in his hay with a disk, and it averages about two tons to the acre, the land never having been ploughed. There is quite a settlement through this strip of country. Much of the land has been reserved by the Government, and some is controlled by a Land Company, but there is a good deal available for settlement. Almost any kind of grain will do well here. The snowfall is rather deep for stock-raising on a large scale, but it will eventually become a great dairying country. The settlers here have been very successful in growing root crops.



A SETTLER'S CABIN IN THE CARIBOO

From here turning west down the valley of the north fork, a distance of about 25 miles, we pass by numerous lakes and meadows. The largest of these lakes is Great Fish Lake, a body of water seven miles long by three miles wide. There have been trout caught in this lake that weighed 45 pounds. In all the lakes and streams in this country there are fine trout; it is a sportman's paradise.

In this valley, within 22 miles of the 70 Mile House, timothy hay has been grown six feet high, which cuts three tons to the acre. Rye sown for hay in the spring grew seven feet six inches tall, and was cut in August. All kinds of vegetables are raised. Seven miles more to the west, down the north fork valley, we are at the falls, which have a drop of about 200 feet—a splendid water power awaiting to be harnessed by capital, to saw lumber or grind wheat for settlers. The altitude of the falls is about 3,000 feet. Fifteen miles more over a high rocky divide, this being just a good grazing land, we arrive at the 70 Mile House, one of the landmarks of the Cariboo Road.

All through this country just described, wild fruit grows in abundance, and there is no question but that small fruit and hardy apples would do well. The thermometer seldom reaches 90 degrees in the summer and the nights are cool. The winters are very pleasant—no winds; the cold snaps are of short duration. One need never fear looking into the face of a



A VALLEY WHICH INVITES THE SETTLER

blizzard here like they do on the prairies. The snowfall is always straight down.

There have been some prospects of copper, gold, coal and silver in the northern part of this district.

If one wishes to take a vacation for hunting and fishing (when the game season is open) this is the proper country to come to; the birds are very plentiful and there are trout in all the lakes; one can have as much sport as he likes, and when our roads are finished, which they soon will be, one can reach any of these points with an auto from Ashcroft in a half-day's run. Trapping, aside from beaver, is almost a thing of the past.

The Pacific and Great Eastern Railway Company, now building into Clinton, are running a survey about ten miles east of the 70 Mile House. When this road is completed it will bring the settlers of the country we have passed through near to good markets. This road is building to Fort George.

East of this country just described, the Canadian Northern are building up the Thompson River. No doubt the Canadian Pacific Railway will run a branch line in here. The government is building a wagon

road from Littlefort on the North Thompson River into the Fish Lake country; this road will eventually be put through to the 100 Mile House, which will open another strip of country very similar to the one described.

The question is often asked: "Can a poor man make good on a pre-emption in this country?" I know of several parties coming into here with virtually nothing some five years ago, who were sentenced by some of the old settlers, especially the stock men, to starve out in two years. They are still here and prospering. One in particular had some crown-granted land. He and his sons have five quarter-sections that in time can be crown-granted after the requirements of the Land Act have been fulfilled as to improvements, surveys, etc., and in time it will be worth a considerable sum of money. Aside from this, they have accumulated considerable stock, and this has been done within a period of five years. Don't think for a minute that you don't have to work; but for a man who is willing to work there is always plenty to be had. The road department is very considerate of the pre-emptor. He gets a preference on all government road work, especially that near

his locality, and the wages are good. It is nearly all done by day work. The land department allows a pre-emptor two months' leave at any time of the year from his pre-emption, and by applying to the government agent he can get leave of absence for four months more, providing he is an actual settler, this making six months all told in each year. During the six months a man can generally make enough money to carry him six months more, and put in considerable improvements. Work of this kind constantly increases instead of diminishes. The land department has stopped all speculation in regard to pre-emptions. The land in this strip described is reserved for pre-emption only. You cannot stake a piece of land this spring and come back to it next spring—get a leave of absence and calculate to return a year hence—but you must be an actual settler. On the other hand, if you have a reasonable excuse, and prove to the agent that you are an actual settler, and your intentions are good, you are sure of getting your leave of absence.

I have talked with several settlers from the States who are constantly cursing the country. One in particular often brags of what was done in the States. I have suggested to him that he might go back and get a contract from Champ Clark to pull down the monuments on the International Boundary when Clark gets ready to annex Canada to the United States. Nothing would persuade this man to leave British Columbia, because he can make more money here than he possibly could in the States, and do it more easily, and he is living under a much better government.

Land values in this country have enhanced in the last five years by 200 per cent. The land department held land at from \$2.50 to \$5 an acre, then raised it to \$5 and \$10 an acre, and then reserved it for pre-emption only. Land companies, I understand, are holding their land at a higher figure, and it is well worth it. One new settler, a railroad man, told me a short time ago that in the past he had been getting \$150 a month and living in the city, and that he could not save a dollar, although there were only four in his family. He says he knows he can make a living here, and by the accumulation of land and stock, which is sure to come, he will do much better than

he could do in the city, and not be under the constant grind of a corporation.

Anyone not wanting to pre-empt land can buy from land companies, or there are settlers, such as trappers and prospectors, who took land in early days, and as the settlement advances they invariably move back. Their holdings can be bought very reasonably.

I have written this just for the benefit of the prospective settler. If he comes to the country I have been describing he will find fine land waiting for the plough, the best water in the world, good timber for building and good grass. There is, moreover, good transportation at hand. What more can a man want?

Under the blue "Canadian" skies,
Flooded with sunshine a valley lies.
The mountains clasp it warm and sweet,
Like a sunny child to their rocky feet.
Three score lakes and a hundred streams
Lie on its peaceful heart of dreams.
Its woods are the greenest ever seen,
And its harvest fields have the brightest sheen.

Reporting recently on the Big Bar and Beaver Dam country, Mr. Noel Humphreys, land surveyor, wrote:

As requested I beg to submit herewith brief report on the tract of land situated in Lillooet district, westerly from the 70 Mile House on the Cariboo Road.

For the purposes of this report I am including in this tract the land surveyed by our firm commencing at the 70 Mile House and running westerly some 18 miles as far as Big Bar Lake.

This land lies on the extensive Lillooet plateau adjacent to the 70 Mile House on the Cariboo Road, and is readily reached by one of the finest wagon roads and motor highways in the Province of British Columbia, the celebrated Cariboo Road, from Ashcroft on the main line of the C. P. R., being distant from Ashcroft approximately 45 miles. The run may be readily made by motor car in less than three hours, as the road is an excellent one and always kept in good repair by the provincial government. From the 70 Mile House west there is a very fine wagon road running right through the land, while another excellent road runs direct to the property



MUCH OF THE LAND NEAR LILLOOET IS WELL TIMBERED, BUT NOT TOO DIFFICULT TO CLEAR

from the town of Clinton, which is on the main Cariboo Road some 35 miles from Ashcroft. Present facilities therefore for reaching your property are excellent, while for the near future you may count on the Pacific and Great Eastern railroad, now under construction, which leaves the Fraser River at Lillooet, and runs from there in an easterly direction near Clinton, thence northerly by the best route to Lac la Hache and Williams Lake, joining the Fraser River again at Soda Creek. This being the case, you will find that it is almost a certainty that this railroad will run through the Big Bar tract, while it is absolutely certain that the road must skirt the southerly boundary of the tract within a mile or so. My own knowledge of the topography of the country, and as an engineer, however, leads me to believe that the road will run right past Beaver Dam Lake, as I consider this the best and shortest route, in which case you will be assured of excellent transportation facilities in the very near future.

In connection with present facilities, I may say that, at the time I was in charge of the survey of this land (in 1910) I frequently left Vancouver on the evening train,

arrived at Ashcroft the following morning, and, travelling by motor up the Cariboo Road, arrived at my camp on the land in time for luncheon at noon the day after leaving Vancouver. This will give an idea of the ease with which the property may be reached even now from the coast or any points on the Canadian Pacific Railway.

This tract may be described as a level or gently undulating plateau, varying from 2,800 to 3,500 feet above the sea level (approximately the same altitude as the Alberta prairies between Medicine Hat and Calgary). Water is plentiful, as there are numerous beautiful small lakes dotted about the tract, while there are in addition several small streams and springs throughout the land.

In addition to this, I may say that no difficulty whatever will be found in obtaining water on such sections where there are neither lakes nor streams, by sinking wells at a comparatively shallow depth (seldom over 20 feet).

The soil is usually a black or sandy loam, with clayey or semi-gravel subsoil. The land about Big Bar Lake, White Lake, and in the valley which runs east and west

through the Big Bar tract, is a deep black loam, eminently suited for raising all kinds of vegetables and a heavy crop of hay and fodder, while all the hardier cereals do very well indeed.

All over this tract the pasture is excellent. Parts of the land had been lightly burned over prior to the time the survey was made, with the result that much of the dead grass was cleared out. Here we found in the month of June a splendid growth of fresh green grass from eight to twelve inches in height, which afforded the very best of pasture for sheep, cattle or horses.

Land is usually timbered with small fir or pine, with clumps of willow and poplar at intervals, and a good growth of willow and alder along the creeks and near the lakes and sloughs.

Clearing is very easy and the land can be readily slashed, and will, if fired at the proper time in the spring, burn almost clear without doing any injury to the soil. Fall fires should be guarded against, as the soil is apt to burn after a dry season. I may state in passing that the season of 1910, when we were carrying on the survey, was exceptionally dry, and was preceded by a winter with very light snowfall. In spite of this fact, we had no difficulty in obtaining a plentiful supply of water all through the season, while the pastures all over the tract was first-rate.

There is an excellent supply of timber on the land, much of which is large enough for sawmill purposes, while there is an everlasting supply of smaller timber suitable for log buildings, for fencing purposes, and fuel for the settler.

I wish to draw attention to the fact that a great advantage of these lands over a large part of the Northwestern prairies consists in having a good supply of timber, not only for the reasons stated above, but also for the excellent shelter it provides in the winter time, not only for stock, but also for buildings.

The climate is an excellent one. The air is dry and bracing. Winters are generally sunny and warm, there being, as a rule, only two short cold spells during the whole winter, when the thermometer may reach 40 degrees below zero Fahr., for perhaps a night, but unaccompanied by the bitter winds which make the climate in Saskatchewan and Alberta often so unbearable in

winter. There are weeks at a time in winter when the thermometer hovers around freezing point, with a calm atmosphere and a bright sun. The weather is ideal for stock to range out, and never so cold as to be unpleasant for the settler. The springs are short and sunny, while the summer weather is almost always fine, and although the temperature may reach 90 degrees at times, the dryness of the air prevents the heat being unpleasant. The cool nights are a great advantage, which will be fully appreciated by those who have lived in Eastern Canada or the Eastern States, where the hot summer nights make life a discomfort in midsummer,

The rainfall is usually sufficient for raising a good crop of hay, grain or vegetables, and from personal observation I should say would be about the same as on the prairies about Edmonton, in Alberta.

The fall weather is ideal, and good harvest weather can invariably be depended upon.

In short, I can recommend this country for mixed farming, and more especially for stock raising and dairying.

It must be borne in mind that there are vast areas of splendid pasture for cattle, sheep or horses surrounding your land on the rougher country and hillsides we did not include in the survey. The low range of hills to the west of the Big Bar Lake, which forms the divide between the Big Bar country and the Fraser River, provide a splendid summer range which is never likely to be required for any other purpose, except for the timber. These hills give good shelter also from the prevailing north-west winds in winter time.

There is no question in my mind that the settler who goes into this country at the present time, and who is prepared to work, must make a splendid and comfortable living.

The ever-increasing demand locally for beef, pork, mutton, the insistent demand for fresh eggs, butter, and all other farm products, and the ever-increasing price of these necessities, hold out much promise of prosperity for the farmer who settles in the Lillooet country. At the present time the local demand for farm products and for stock of all kinds is very good, and the construction of the Pacific and Great Eastern railroad will provide a splendid market



AN EXCELLENT DAIRY COUNTRY

for hay, grain, vegetables meat, butter, eggs, and everything else that the farmer can raise, until such time as its completion puts the world's markets at Lillooet's door.

We experienced slight summer frosts in the summer on the higher lands, and I understand that potatoes have been nipped in some seasons. I believe, however, that with cultivation of the soil and clearing of the land these frosts are bound to disappear entirely, as was the experience in the early days of settlement on the Northwest prairies in Manitoba and Saskatchewan.

The land is usually too high for fruit raising, with the exception of crab apples and the small fruits, such as raspberries, gooseberries and currants, etc.

My personal opinion on this subject, however, is that at the present time the tendency in British Columbia is far too much towards the growing of fruits (luxuries) at the expense of raising stock and all farm products which are absolute necessities, and which therefore command a readier and wider market during all times,

and are, in addition, much easier to transport.

The small ranches dotted about the Lillooet and Cariboo countries give an excellent idea of what may be done in the way of mixed farming and cattle and sheep raising, and this in spite of the old-fashioned and careless manner in which most of the work has been carried on. The country is perfectly suited for hog raising, as the dryness of the climate is so suitable for hogs, while the hardier grains, such as barley and rye, with the proper method of "dry-farming" are a certain crop and the best hog feed.

Big Bar and some of the smaller lakes abound with trout, while there is a splendid supply of wild game in the country at the present time. Ducks and geese are plentiful in season.

There are at the present time many natural hay meadows where the winter hay supply may be put up. These meadows may be greatly increased in size by light clearing and should raise a very heavy crop of hay with cultivation.

Roughing It in the North

THE interesting story of a party of men who roughed it for a winter in the northern hinterland of British Columbia is told by Mr. P. B. Schooler, who, with his companions, came into Fort George early in June with a large catch of fur.

Last summer Mr. Schooler and one companion came to Fort George from Edmonton via Tete Jaune Cache, remaining there long enough to build a boat and get together a year's supply of provisions. They left Fort George on July 19 last year, after taking on a ton of supplies at the Hudson's Bay post. They reached Giscombe at noon on July 23, and on July 25 crossed Giscombe Portage into Summit Lake, one of the headwaters of the Peace. On July 29 they started down the Crooked River.

The water was very low in some places at that time, and in some instances it was found necessary to dig ditches in order to get the boat through. On other occasions they dammed the river to raise the water sufficiently to float their craft. At Davie Lake, twenty miles down the Crooked River, Mr. Schooler shot a black bear. One day was spent in digging channels in order to get out of Davie Lake. Although the water was very low in some places there were good fishing pools and at Davie Lake they stopped a few days to fish, rainbow and dolly varden trout being extremely plentiful.

After passing Red Rock Lake they found very good water, and arrived at Fort McLeod at noon, August 3. At Fort McLeod, where they rested one day, there were two white men, the Hudson's Bay factor and one white settler. On August 5 they started on down the Pack River, meeting again with very low water, but reaching the Parsnip River in one day. On August 7 they reached the Messenchinke River, running into the Parsnip, and leaving their boat they went up the smaller stream one day's journey to see what the trapping was like.

Game was found to be scarce as the territory was pretty well covered by the McLeod Indians. On August 9 and 10 they met with the first rainy weather, and consequently did not travel, but on the 11th they went on, reaching Nation River that evening. Here they pitched camp and

remained for some time. The fishing was fair, but the flies were terrible.

They built a cabin on Nation River preparatory to establishing a trap line, but a little later they found a settler already on the ground, so, as is the custom, they left the territory to the settler, and on August 17 reached Findlay River.

They continued down the Peace, and one day was spent in climbing Mt. Selwyn. Reaching a point fifteen miles below Ottertail, which is about thirty miles above the Rocky Mountain canyon, they established themselves for the winter. During the winter they made two trips to Hudson's Hope for provisions, once by boat and once over the ice. The river froze up about October 1, and they were not able to launch their boat this spring until May 2.

Speaking of his experiences, Mr. Schooler said:

"There is a great deal of open country in the district, the country being well burned on both sides of the Peace between Ottertail River and Rocky Mountain canyon. The snowfall was about eighteen inches, and we did not use snowshoes until after Christmas. By April 1 the snow was pretty well gone. January was the only very cold month, showing a temperature of 50 below at times. The rest of the time we had good winter weather."

On May 2 the party started back up the Peace. The return trip was a hard one. The water was high and a great deal of poling was necessary. The ice was still in the lakes, and it took two days to get through McLeod Lake on account of breaking ice. The trip to McLeod required six days, from there to Giscombe eight days and from Giscombe to Fort George one day.

Harry Harrison, a trapper, came back with the party from Findlay Forks, bringing with him a wolf that measured seven feet. This was purchased by the Hudson's Bay Company. It is said to be the biggest wolf ever caught in this country.

Mr. Schooler and his companion are returning into the Peace River country. They intend this time to go much further afield. They will also take a camera and will endeavor to take some photographs of the beautiful scenery of the North.

Camping on the Coast of British Columbia

By Julia Lane

THERE are so many beautiful spots available to would-be campers in British Columbia that one finds it rather difficult to choose.

The first time I ever went camping was down at English Bay. We had a tent, ten girls, two big dogs, some pots and pans, and a lot of bedding, but no beds. We spread the quilts and blankets on the board floor of the tent, and all ten lay side by side, filling the whole width of the tent. It was the first time I knew I had bones. That board floor seemed to come right up through those blankets and find every bone in my body. Nevertheless, we didn't lose any sleep on that account.

We made a fireplace on the beach with a few large stones for the hearth and a tripod of three sticks for hanging the pots on, and did our cooking there. We took turns getting breakfast. My turn was first, and I never ate any porridge all the time we camped. Whenever I took the lid off that porridge pot to stir it several little skipping sand fleas or bugs would hop in and melt away into the boiling mass. That was quite enough for me, I'd have none of it.

At that time there were no bathing-houses at all, and only a few shacks where people camped. The West End of Vancouver west of Burrard Street was mostly woods, partly cleared, with no streets, only trails through. When we bathed down there we dressed and undressed in the bushes or under an improvised tent made by stretching a sheet across two big logs. Davie Street, which led to the bay, was a cow path with a very steep hill, that has been partly graded away since, and there were plenty of cows and other animals wandering loose all over the place.

We hung our hammock between two trees, one of which is still at the bay, half way between the cement bathing-house and the pier. We had a perfectly "splendi-

ferous" time getting up early in the morning to bathe in the still water.

We called our tent the "Spinsters' Retreat." Some boys not far away called their shack "The Angels' Rest," a very appropriate name—perhaps! English Bay was quite countrified, believe me.

Of the ten girls who camped there that summer one was drowned two years after, six have married (three of whom are widows with children) and two are still spinsters.

I have tried camping at several different places since those old days, but can't say which one I liked best, although sometimes the tribulations we had almost, but not quite, overbalanced the pleasure we got out of the outing.

Some years before North Vancouver was thought of as a city, we camped at what was called Mee's Inn. It had once been an inn, but had not been used as such at the period of which I speak for some time. There was a large room which had been the bar, which still smelled of stale beer and contained a fireplace. Off this room there were two smaller rooms opening one out of the other. At the back of the bar was another large room which had evidently been the dining-room. We used it for that, anyway, and also for dancing. There was a tiny little kitchen about the size of a pantry, with an old, old stove, on which we girls took turns doing the cooking, and incidently cooking ourselves, as we generally had from twenty to thirty people to cook for.

The girls of the party slept in the three front rooms of the inn, but the boys had a large tent at the back.

This old inn stood near the water in front of the present North Vancouver Hotel. It was surrounded by cherry and apple trees, some of which, I believe, are still alive. The cherries were about done when we were there, but the green apples

were delicious, and we spent quite a good deal of our time on those warm July days in the tops of the trees eating green apples and salt.

The day we went over we were quite a spectacle, as we had a launch towing, first, a great big boat, heavily laden with all sorts of things, from tents and camp cots to pots and pans; second, a middle-sized boat equally loaded down, and two little canoes, also quite full. It certainly looked like a celebration of some kind. All we needed was illumination.

At that time the only ferry-boat was the old Senator, and its principal business was to keep communication open between Moodyville and Vancouver. North Vancouver was only a side issue, the boat condescending to call there once in a while—I forget how often; but the boys always rowed or paddled over in the mornings to Vancouver rather than wait for the ferry.

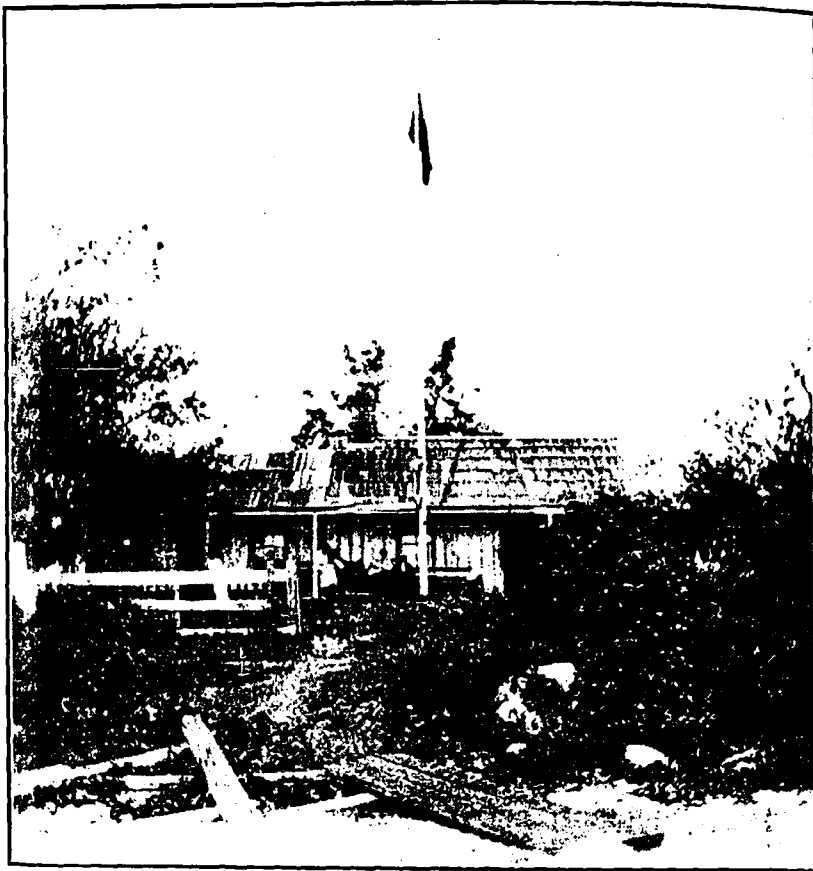
Of course there were no such things as cars over there then, so when we went up the Capilano we just walked. The road was very nice most of the way, as there had been very little clearing done, and it was shady and cool. We also made excursions over to Moodyville and up Lynn Creek; also up Grouse Mountain, which had very little trail then. The blackberries grew in millions everywhere.

We had a cute little Chinese boy to wash dishes for the magnificent sum of \$6.00 a month. Nowadays he would not work for less than \$25.00.

We found in the inn when we went there some old cards with the Ten Commandments of the inn printed on them, such as "Thou shalt not drink after twelve o'clock."

One evening we got a launch and went out into English Bay to watch Fairview burn. The fire was also behind the Indian Reservation. There was only bush at Kitsilano or Greer's Beach.

Another time we went camping at Buccaneer Bay. There were no cottages there then, we all lived in tents and enjoyed our-



MEE'S INN, NORTH VANCOUVER, JULY, 1897

selves immensely, making our beds of fir boughs.

Buccaneer Bay is a beautiful oval bay, opening into Welcome Pass, on the northern side of Thornamby Island. To the west, between it and the Gulf of Georgia, are two small islands, which at low tide are not islands at all, as the water in the little channels between runs away and leaves causeways. We used to have canoe races, sailing races, etc. We also used to troll for salmon, and sometimes we caught some and sometimes we didn't.

One day a friend and I went out in a canoe to troll for salmon. We fished all day, only stopping to eat some lunch we had with us, and never got even one salmon. An Indian and a Klootch came along, just as we decided to start back to camp, with some fine big ones. We paid a quarter for one of the biggest.

When we got back to camp, after fooling around for a while longer, we presented the others with our splendid catch, whereat they all began to laugh and shout, and then we found that the Indians had beaten us. It seems the other campers were getting worried about us and had asked the Indians if they had seen anything of us. The Indians replied that they had seen a klootch and a brave and had sold them a salmon.

Needless to say, we couldn't make anyone believe we had caught our fish after that.

One of our slight annoyances there was the fact that there were a great many hornets, or yellow jackets, around. No matter how tightly we corked up the syrup can, when we poured some out on our flapjacks we were sure to have them sprinkled with drowned hornets. They helped themselves to everything we ate, perching along the edges of our plates, and even balancing themselves airily on our spoons or forks as we were eating, and many a time we have just missed eating a live hornet. They never attempted to sting anyone, being too busy helping us to dispose of our eatables (particularly meat and syrup), except once when I put my hand into my pocket. I found one had gone in there, probably thinking it would be an ideal spot to set up housekeeping.

Buccaneer Bay is about ten miles north of Sechart and fifteen miles south of Pender Harbor. It is about forty miles north of Vancouver. There is a beautiful beach at the south end of the bay, and also on the west side.

Across Welcome Pass, which is three miles wide, is a little cove called Secret Cove, and it deserves the name. It has quite a narrow opening or entrance, and at first one would think it only a tiny bay, but once inside it continues to push its way into the land at least a mile, in a parallel direction with Welcome Pass, from which it is separated by a strip of land only a few yards wide, so that a vessel could lie concealed within there, and yet know all that passed outside in the pass. It is a very beautiful little inlet, with a mountain torrent at the head. The water is rarely ruffled. But for tranquillity of surface and beautiful reflections another little cove called Frenchman's Cove, nearby, is the best I have ever seen. The water is like glass, every object on the banks and on the water being reflected most beautifully.

One day we started on a sail to Pender Harbor, but the wind going down we had to have a "white ash breeze," though I should really think it should have been called a "cedar or fir breeze," as our oars were made of those kinds of wood. Even putting a pin in the mast didn't do any good that day, though it has on other occasions. It was a scorching hot day, and the poor oarsmen certainly got well blistered. The way the sun peeled the skin off the

necks and arms of those young men was a caution.

At Pender Harbor we examined several Indian graves, but they had already been broken open and ransacked by others. The graves consisted of boxes set on the ground and slightly covered with bushes, etc. I believe this method was adopted by the Indians as a compromise between their old manner of disposing of their dead in trees or on elevated platforms of poles, and the white man's way of burying them.

The scenery around Pender Harbor is like all the scenery of the surrounding country, very beautiful, and the sail back in the cool of the evening to Buccaneer Bay was truly a delightful experience.

One year, when we were camping at Buccaneer Bay, we had all packed up ready to leave at four o'clock one afternoon, but the boat didn't come for us. We had only two cans of tomatoes and a few potatoes and onions left for about twenty people, so we hoped it wouldn't delay long. We sat on the beach waiting till six, when we had supper of canned tomatoes, roast onions and baked potatoes.

Night came and the boys put some tents up on the beach and built a large bonfire as usual. The girls slept fully dressed in the tents, or rather tried to sleep—with me the attempt was a failure.

At four o'clock on a most beautiful morning, with the sky all pink and blue and opalesque, the Comox hove in sight. She had been delayed by a boiler bursting. We were all soon on board and ready for our breakfast, though we had to wait for that until eight o'clock.

A couple of years ago a crowd of us went to spend the week-end on the reserves east of Seymour Creek. We started out in two rowboats and two canoes. When we got about opposite Lynn Creek it began to rain, and it kept on raining, but we decided not to turn back. What's a little rain more or less in British Columbia to natives? Those in the rowboats got to the camping place sooner than the canoes, and had the tents partly erected when we arrived. They had placed them just below the bank above high-water mark on the beach, at the foot of a large maple.

I said, "This is a year of abnormally high tides. Don't you think you should put the tents up on the bank away from any possible high water?" They said that where the tents were was where they had put

them on other occasions, and they considered it all right, so I subsided; but after supper, when the rest were all seated around the fire I sat on a log at the entrance to one of the tents and watched the tide, which was gradually creeping nearer and nearer. At about ten o'clock it had reached the tents, and was in one end of one of them. I informed the others of this fact, but they said, "It won't come any farther."

Still I watched and presently it was inside the other tent and quite deep in the first tent, so we just had to gather everything up at 10:30 and trek out in the inky dark and pouring rain, through tall, wet grass and bushes, to an abandoned cabin, which was a little behind up on the bank. It certainly wasn't the most inviting place on earth, but it was better than soaking in sea water all night.

In the afternoon, just after our arrival, we decided that we hadn't brought enough bread for nine people for three days, so four of us girls took one of the rowboats and rowed across to the Burrard Mills to buy some more. The rain fell in torrents. Two of the girls, who hadn't rubber coats, were soaked to the skin and had to go round the rest of the day gracefully draped in blankets while their clothes dried. My feet got soaked, and my boots didn't get dry till the next night, even though I kept them on all night.

We got our bread all right, and got back into the boat, but push as we would we thought we would never get away from the boom of logs we were alongside. The tide was running so fast and hard that it kept our boat drawn tight against the boom stick. It took us about twenty minutes to shove off, but once clear of that eddy we managed very well, though we had several nice whirling, swirling spots to get around in crossing.

It was still raining.

About four the next morning the rain had ceased and as I hadn't slept any I got up and went out to take a look round. The tents were every which way, and if they hadn't been fastened to the maple they would have floated out to sea, because the water had been up to within a few inches of our fire at the foot of the maple. The day turned out to be perfectly glorious and fully made up for all the discomforts of the night.

When the tide is out at this spot landing

is very disagreeable, to say the least, on account of the slimy mud.

Another time we went camping for the week-end past Sunshine Creek, up the North Arm of the Inlet. This time we went in a launch, of course, towing a couple of canoes, for camping without a canoe is no fun at all. We got to our abandoned old shack, which we had chosen to use for our two days' home, about 8:30 o'clock, when it was really too dark for comfort. Had it been in June or July it would have been quite light, but the month was September. Our tardy arrival was due to engine trouble on the way up.

The shack was only half a shack as far as the walls went, but the roof was all right, which was the principal thing. There was a board floor on half of it, but the other half was earth where the fire was to be built.

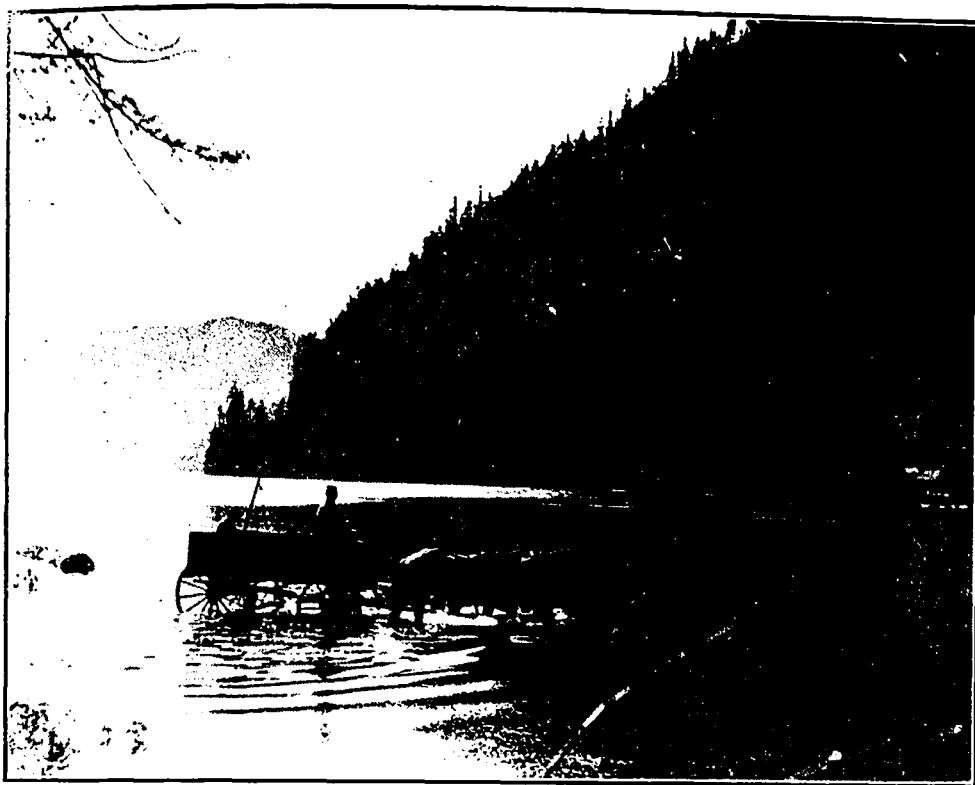
Of course the first thing after getting things ashore and hauled up the rocks into the shack was supper. Things always taste particularly fine when camping, no matter whether they are burnt or smoky or seasoned with ashes or what. Fresh air seems to add so much spice that such trivial things as the above-mentioned fail to be noticed. People who won't eat beans and bacon at home, and who can't drink coffee at all, can consume loads of these things while camping, and feel no evil effects whatever.

We divided the half of the shack with the board floor with a tarpaulin and piled dry leaves and ferns on each side of it for the beds. Then we spread our blankets, etc., and had perfectly fine beds.

We had just got all our preparations completed when it began to rain—to rain and pour. We started betting whether it was going to be a fine day or not. I happened to bet that it would be, and when I looked out at five next morning I found I was right. It was simply lovely.

After breakfast, when the dishes were all washed and some wood chopped, and other things straightened up, we all got into the launch and went chug-chugging our way up to Indian River, through scenery that cannot be beaten, and a day that couldn't be beaten either. We were quite lucky this time, for it kept fine all that day and the next as well, so we hadn't anything very disagreeable to put up with.

About three years ago, before the railway



FORDING CAMERON LAKE, AT SOURCE OF LITTLE QUALICUM RIVER

got as far as Alberni, I camped in a little cottage with some friends at Cameron Lake, about forty-five miles from Nanaimo.

Cameron Lake is a beautiful little pearl of water about four and a half miles long by from one-half to three-quarters of a mile wide, with the mountains rising straight up from the shores to a height of about 2,000 feet. Each end of the lake is rather flat land with a pebbly beach, but the sides rise abruptly from the lake, and the bottom of the water is supposed to be correspondingly deep. The maiden-hair ferns hang from the rocks at the side of the road in millions, and wave under the beautiful forest trees in lovely feathery masses as far as the eye can see. They are at least eighteen inches tall and the same in width across the fronds. The shores of the lake are the home of many kinds of dainty wild flowers, and though I was there in July, and the best of them were over, still there were big and little wild roses, spirea, syringa, blue, yellow and white daisies, bluebells, buttercups, columbines, Indian paint brushes, orange lilies or Turks' caps, fox gloves, wild onion and many others.

The berries were thick—black, pigeon, bear, gooseberry, black currant, raspberry, strawberry, etc. The Oregon grape grows tall, and bushes six feet tall with the purple berry of the grape, but the leaf and shape of a holly, were very abundant. Soloman's

seal was also very lavishly spread around, and there were much larger plants and berries than are found around other places I have seen. Then there was the pale, ghost-like flowers, Indian pipe, in the deep shady woods, with its faint, delicate tints of pale pink, blue and green.

On the road to Alberni the lupines bloom thickly along the sides, and every once and a while one would see the large leaves and brilliant red flowers

of the Devil's club. There was a good deal of beautiful cedar growing around the lake. On the west side there were hundreds of yellow water lilies, and I think they were also the breeding places of the black gnats which were sometimes so troublesome.

We used to go fishing in the Little Qualicum, which forms the outlet to Cameron Lake, as well as in the lake itself. If one kept quite still and let one's hand hang in the water the little trout would come up and nibble at one's fingers, but the slightest move and they would dart away like a flash. We caught all the trout we could eat, but some of the campers round there caught a great many more than they could get away with.

At first we only had a little raft with a box on it for a rowboat. They called it the "gunboat," and it certainly was heavy enough in all conscience! Later we used to get one of the railway camp boats, of which there were three—red, green and blue. The blue one was the best, but later we got a beautiful little dingy with three seats. It had no sail, but we used to rig one up with an oar and a blanket and sail round the lake in great style. Then there were dugout canoes belonging to the engineer's camp and the telegraph men.

One day in quite a storm we were out fishing. Just as we were at the roughest part of the lake, off a point, I got a bite

and pulled in a trout fifteen inches long. It was so rough that we couldn't get past that point, but in a minute or two we caught another fish right in the rough water off the point, though not quite so large as the first. As that was enough for our supper we turned back, but caught two small ones before we got to shore. These we gave to the telegraph man's kittens, which used to run down to the water, and even into it, whenever they saw a canoe coming in with fresh fish. It was so rough that the men in the camp had boats ready to launch if we in the little dugout should upset, and there was great relief when we came in safely.

They were blasting on the north side of the lake for the railway grade. We used to watch the blast shooting out over the water, making geysers as the rocks ricocheted across the smooth, still lake. One day I had gone to the Little Qualicum to take a picture, thinking I was quite safe from flying stones, when from the other side of the stream, over a ridge, came hurtling a piece of stump over two feet long and about one foot in diameter. It landed in the water just one foot from me, soaking me to the skin and almost scaring me out of an inch of growth. You can rest assured I moved from that neighborhood without any further hints.

There were not very many mosquitoes about there, but some days, when the wind blew from the west end of the lake, where the water lilies were, it brought along hosts of tiny black flies, which got in one's eyes; they had a very ferocious bite indeed. Mosquito lotion kept me from suffering from them very much.

Besides fishing, we climbed the mountains around the lake, investigating the old abandoned copper mines and getting magnificent views of the surrounding country from the top. The bathing is also good at the shallow, sandy ends of the lake, where the sun heats the water.

The only way to get to Cameron Lake then was by stage or automobile, and that auto came and went at its own sweet will. I had expected to leave the lake for Nanaimo at six or seven one Saturday evening, but, after waiting up till 12:30, decided to go to bed. I slept on the verandah of the cottage, in spite of numerous tales of cougars and bears seen prowling around, that had been driven down to the lake's edge by the fire on the mountain

across the lake. About twenty minutes after I had got to sleep the auto arrived to take me to Nanaimo.

The chauffeur said he would call the next morning, but I came to the conclusion that it was better to grasp the opportunity offered than to wait, for fear of not getting home on Monday. So, asking half-an-hour to dress, I hastened to get ready while the chauffeur sat on the steps and watched the mountain across the lake, which was burning from the lake to the top and four miles across. It was a splendid sight. (By the way, the man who started that fire was a camper who was out shooting deer out of season, and who left his camp fire burning. The men grading the right of way for the railway to Alberni had tons of powder and dynamite, which they had to bury to keep it from exploding.)

When I came out ready dressed for my ride the chauffeur was asleep, and I had to shake him to get him awake. We went to the motor, where six other men were impatiently awaiting his return. They began to growl about waiting, but stopped when they saw a lady, and probably thought I had got ready in record time, because I hadn't been longer than twenty minutes. When we got started it was 1:30 a.m.

It was a very thrilling ride to one who had never ridden through a forest in a motor-car at night. The only things we disturbed were two deer (which went leaping with great bounds over logs and rocks into the forest like very wraiths), a rat and some big white moths that were attracted by the lights. The light on the trees gave everything ahead and around the appearance of scenery on a stage, only in black and grey, unreal and eerie-looking. The forest seemed cut out of flat wood or paper. The trees appeared and vanished in the most awesome manner. They seemed to rush at one out of the night.

Part of the road was very fine, but some of it was loose, flinty gravel, and full of ruts. It was a new road, built partly by the C. P. R. and partly by the Government, when the old road on the other side of the lake had been spoiled by grading for the railway. We picked up one man who had to ride on the step of the car, a position I am sure I shouldn't have liked very much for thirty miles or so, for it was rather cold even in the car itself; but I suppose it was better than "shank's mare."

We arrived at Nanaimo about a quarter

to four. I thought I could go right to the S. S. Joan and get a berth, but when I arrived there the night watchman on board said she didn't sail, and so I would have to wait till six o'clock for the City of Nanaimo. I waited, and the watchman turned out to be quite an entertaining young man, who was born in Vancouver, and who was a confirmed woman-hater—so he said. He was immaculately attired in a sailor suit, with the sleeves carefully pushed up to his elbows, so one could see the many beautiful and artistic designs of tattooing he had sprinkled carelessly on his brawny arms. He was quite patriotic, having crossed British flags, St. George and the dragon, and a few other celebrities. I took it for granted that he had the Lord's prayer on his manly bosom, his last will and testament on his back, and some beautiful serpents, and maybe a nymph or two, draped gracefully round his shoulders. He was very young, else he couldn't have been born in Vancouver since the fire. Be that as it may, he entertained me till the boat arrived, when he assisted me and my baggage aboard as if he hadn't been a woman-hater at all.

The harbor at five o'clock was a dream of loveliness. The sky was cloudy—the clouds being soft gray and white, with blue depths and pink edges. The reflection of all this soft grey, white, blue and pink in the water was most delightful, causing everything to have the appearance of a huge opal softly flashing in the early morning light. It was beautiful, beautiful! Once on board the boat I found that there was no berth to be had till seven, when a lady got up and left, but the minute she was out I can tell you I was into that stateroom and sound asleep.

Another experience I had a few years ago, although not a camping experience, was nevertheless at a place which would make a very beautiful camping ground. It was at an island about 150 miles north of Vancouver. I left Vancouver on the Cheslakee at 2:30 one Saturday afternoon, and arrived at this island about 4:30 the next morning. The trip up was quite uneventful, although very beautiful, but when I left the boat at that unearthly hour and stepped on to a small raft with no sign of my friends to meet me, it certainly seemed queer.

A boat came from the dim shore, con-

taining a man and a boy. The latter airily costumed in a cotton undervest without sleeves, which was only fastened up on one shoulder, and a pair of extremely old, faded blue overalls. They seemed very much surprised to see me, and by the time the Cheslakee had departed too far to be recalled, I found out that I had been landed on the wrong raft, and that the Cheslakee was at that moment whistling for the right raft three miles away through the woods. The man and the boy wanted to know what I intended to do, as if I had any choice in the matter, so I said that if they would be so kind and condescending as to take pity on a poor lone creature and get me ashore, I thought perhaps I might be able to walk to my friend's ranch through the woods if it was only three miles, but that, as I couldn't swim, I'd have to spend the rest of the night and perhaps a few days on the raft waiting for the boat to take me to the right raft. They took me ashore, showed me to the post office, and gave me a chair to sit in while the boy sorted the mail. As it was just beginning to get light, we decided that I should wait an hour till it was lighter before setting out on my journey through the woods.

The man then went outside and entertained me by singing "Alice Where Art Thou?" and "Kathleen Mavourneen" in a touching voice. The smell of dried fish or sauer kraut or something equally awful—for this was a general store as well as post office—nearly overcame me, so I had to go out and sit on the doorstep, but at 5:15 a.m. the man undertook to start me on my way.

I am quite sure I never would have found the starting place of that trail without assistance, because after walking about a city block along a plank walk built at the edge of the water on piles, we had to climb a fence, cross a field, climb another fence and walk a big log. Then we came to the trail the other side of the log, where the gentleman wished me luck and left me to my own devices.

That trail was a very nice trail once I got started on it. The trees rose tall and solemn on each side, and the ferns of different varieties grew in great abundance, tall and thick.

After walking, I am sure, more than three miles up hill and down dale, I

arrived at my destination at 6:15 a.m. Nothing was stirring, not even the dog, as it was Sunday; but the dog soon began to give music, once I entered the gate, and awoke the echoes. The master of the house shouted at it to lie down. I didn't want to get everybody up so early on a Sunday morning, so I climbed a little hill at the back of the house and went into a place where they salted fish. It was beginning to rain, and I got there just in time.

After about an hour the man of the house came out and made straight for my hiding-place. He was greatly surprised, as they were not expecting me until the next Saturday and that was why they didn't tell me which raft to get off at, having intended to write me again.

While I was staying on the island we went out one day salmon-fishing in a small launch. We fished all afternoon, running in and out of the numerous little channels between the many islands without catching a thing. We saw four eagles sitting on a tree, two bald-headed and two ordinary ones. The men tried to shoot one, but the boat kept bobbing up and down so they couldn't get a good shot. They also said the reason we couldn't get any fish was on account of the seals, of which we saw one or two.

At five o'clock the rest of the party wanted to go back to the house, but I said I thought that as it was getting cooler and the shadows longer, we would be likely to catch some fish if we tried. I thought a little channel between two little islands looked a likely place, so they started back through there, and sure enough we caught four beauties. Then we went home satisfied. Those four salmon were not caught without a big struggle, however. They certainly fought desperately for their lives.

After a very pleasant week of boating, climbing and rambling through the woods

I packed up and started for home. That is, I started to the raft. It was pouring wet, but let up just as we got ready to row to the raft. When we got out to it it was 11 o'clock—the boat being supposed to come at 11:30. There was a small shack on the raft, which already was occupied by four men, also waiting for the boat. There were some old mattresses, and, as we had brought along some blankets and cushions, we made ourselves as comfortable as possible, and waited for the boat! Sleep was impossible. We waited until 6 a.m., and then decided to go ashore and get breakfast. The tide had been high when we left the house, but now it was very low, and we had to land about a mile from the house and walk through a part of the woods which had been newly burned over. In the afternoon we got everything into the rowboat again and the lumber camp's launch came along and towed us round to the raft.

The day was glorious and the trip was very beautiful.

The islands up north of Texada form a lovely place to spend the summer. The numerous channels, bays and lakelike inlets provide one with all the water needed for the enjoyment of sailing, canoeing, rowing, motor-boating, fishing, etc. There are plenty of hills and mountains to climb, and the shooting in season is good also. Truly I think it a veritable paradise.

Campbell River is renowned already for its salmon-fishing and its wonderful waterfalls. I cannot imagine any place more beautiful or enchanting than the islands north of Texada.

In choosing a place to camp the first thing to think of is: Is there drinking water handy? In this country there are many little streams, but they do not always flow near places that are suitable for camping, which must be well drained and dry.



White Rock Health Resort

By Sidney Billingham

SIXTY minutes from Vancouver, thirty minutes from New Westminster, over the Great Northern route to the States, the train pulls up at White Rock, a truly delightful nook tucked away in a bend on the Pacific Coast, at one of its prettiest angles, known as Semiahmoo Bay, on the fringe of the international border.

It needs no prophet to tell what the development of this wonderland means to the people of the nearby cities.

Grown-ups, as well as their children, must have their playgrounds. White Rock certainly answers both purposes nobly. It looks out upon a wide expanse of beautiful blue salt water, lapping the curved beach below. It gets the fresh ocean breeze. It is picturesque in a thousand ways.

SIX MILES OF SANDY BEACH

It is the most beautiful and attractive seaside watering spot on the Pacific Coast, within easy access of Vancouver and Seattle. Bathing is delightful in the shallow waters of its sandy beach, six miles in length.

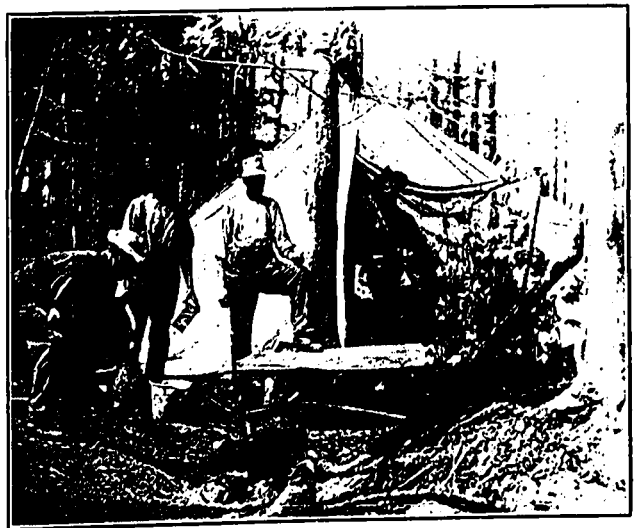
From Vancouver via Still Creek, Ardley, Burnaby Lake, and Sapperton to New Westminster, the train continues its journey along the banks of the mighty Fraser, branching off to the east of Annacis Island, past Townsend to Colbrook—the junction for Ladner on the west and Cloverdale on the east—thence due south to Crescent and Ocean Park. A mile further along White Rock is reached—opulent in splendors to which the hand of man could add nothing.

Its mineral springs of icy cold water are of curative and tonic value. It is a gem, bathed alike by the waters and the sun, nourishing a sweeping picture-book harbor. Viewed from the Heights, half a mile or so inland, it is a miniature seaport, apparently existing in its approved location by the desire of its inhabitants for natural beauty. From its foreground, the waters of the bay roll away to the island shores out towards the Pacific Ocean. Altogether

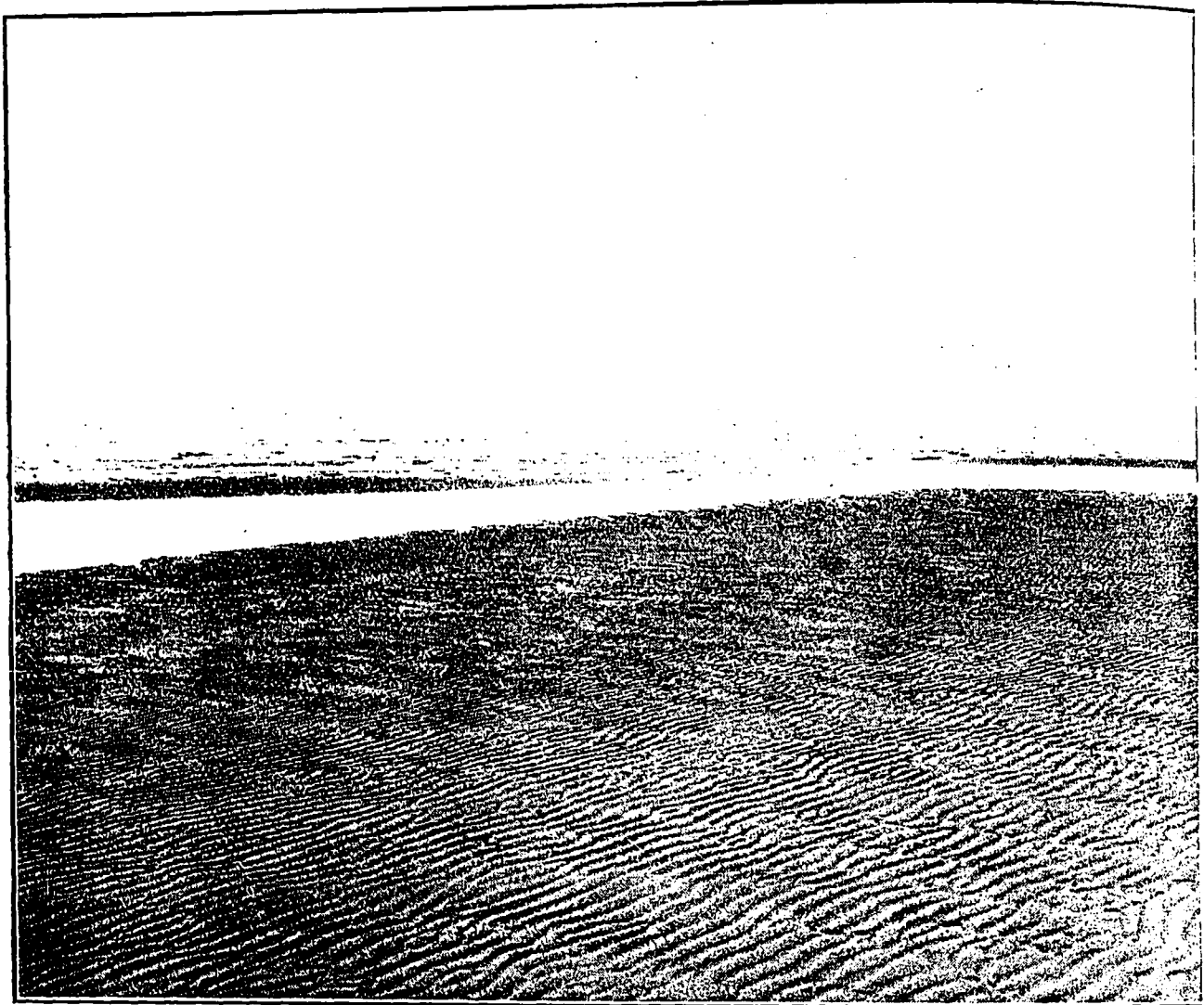
it is a charming little centre of rural activity. Cots and homes, bungalows and permanent residences lurk becomingly among the trees, covered with climbing roses, nasturtiums, foxglove, wallflowers—all sorts of gay blooms.

VACATION PROBLEM SOLVED

There are many other reasons and inducements which cannot fail to make White Rock popular. On a bright day—most of them are bright there—one sees its inhabitants passing up and down the shingled beach, some afloat in rowboat, canoe or launch, spashing merrily in the rippling sea foam, and many reading, loafing, philandering, with all the abandon of thoroughly happy folk. For the man or woman who works regular hours the summer home beside the sea is an ideal solution for the vacation problem. White Rock's proximity to Vancouver, Westminster and intermediate points to the north, and to Blaine, Bellingham and Seattle to the south, is one of its happiest features. It is within the reach of any person of moderate means. The wonder is we don't all build summer homes there.



CAMP OF WHITE ROCK HEIGHTS IMPROVEMENT ASSOCIATION AND SOME OF THE CREW



BEACH AND SANDS AT WHITE ROCK

SUMMER AND WINTER RESORT

In my very laudable desire to set forth White Rock's variety of attractions as a summer and winter resort, the fact should not be lost sight of that from a health standpoint it is as desirable a location as any on the Pacific Coast. During the midsummer months there is never a period when delightfully cool evenings do not afford relief from any degree of oppressive heat. From early spring, when nature is preparing to take on her summer robes, when the air is pungent with odors of vegetables and scent of early wild flowers, through lazy days of midsummer, until late in the fall of the year, when early frost has changed the grass to gold and turned the foliage to a hundred changing hues, one may wander through forest and field or spend joyful hours boating and bathing in a healthful and delightful climate. White Rock has unquestionably the finest climate that can be found anywhere in the country.

SPORT FOR GUN, ROD AND LINE

If there is ever a time in a man's life

when he is happy and thoroughly satisfied to go on with this earthly struggle, it is when he starts on a hunting or fishing trip, after having spent months of anxious waiting for the time to arrive. Both summer and winter, sport with rod and line is assured. Among the feathered game birds there are a variety of ducks, including mallards, pintails, widgeons, green- and blue-winged teal, snipe and other kinds of waterfowl and shore birds. Shooting the birds is very similar to hunting the prairie chicken. Blue and willow grouse are found in plenty in the wooded region behind the town.

A little further inland wild goat, sheep and deer will test the skill of the marksman, while aside from offering an extensive field for the nimrod, the vicinity surrounding White Rock is excellent for the angler. Rainbow, dolly-vardeen, lake, cutthroat, and salmon trout are easy prey for the expert handler of rod and line, the Nicomekl, Serpentine and Campbell Rivers, all within easy distance, being excellent fishing waters.



BEACH AND SANDS AT WHITE ROCK

DELIGHTS OF DEEP-SEA FISHING

In the bay, too, deep-sea fishing may be successfully enjoyed. Salmon trolling is found all over Semiahmoo Bay, and is at its best from September to December. Then again in early spring months comes the "tyee" or spring salmon, whose sixty pounds of muscle and fight at the end of the line will tire the wrist of the fisherman before being brought to gaff. The fall salmon run from seven to fifteen pounds with the silvers, and from ten or twelve to fifty pounds with the jack salmon—and they are all fight, every ounce of them. The sea angler may also take sole, rock cod, sea bass, and may even have an occasional tussle with a halibut, to make things interesting, in the event of going too far out.

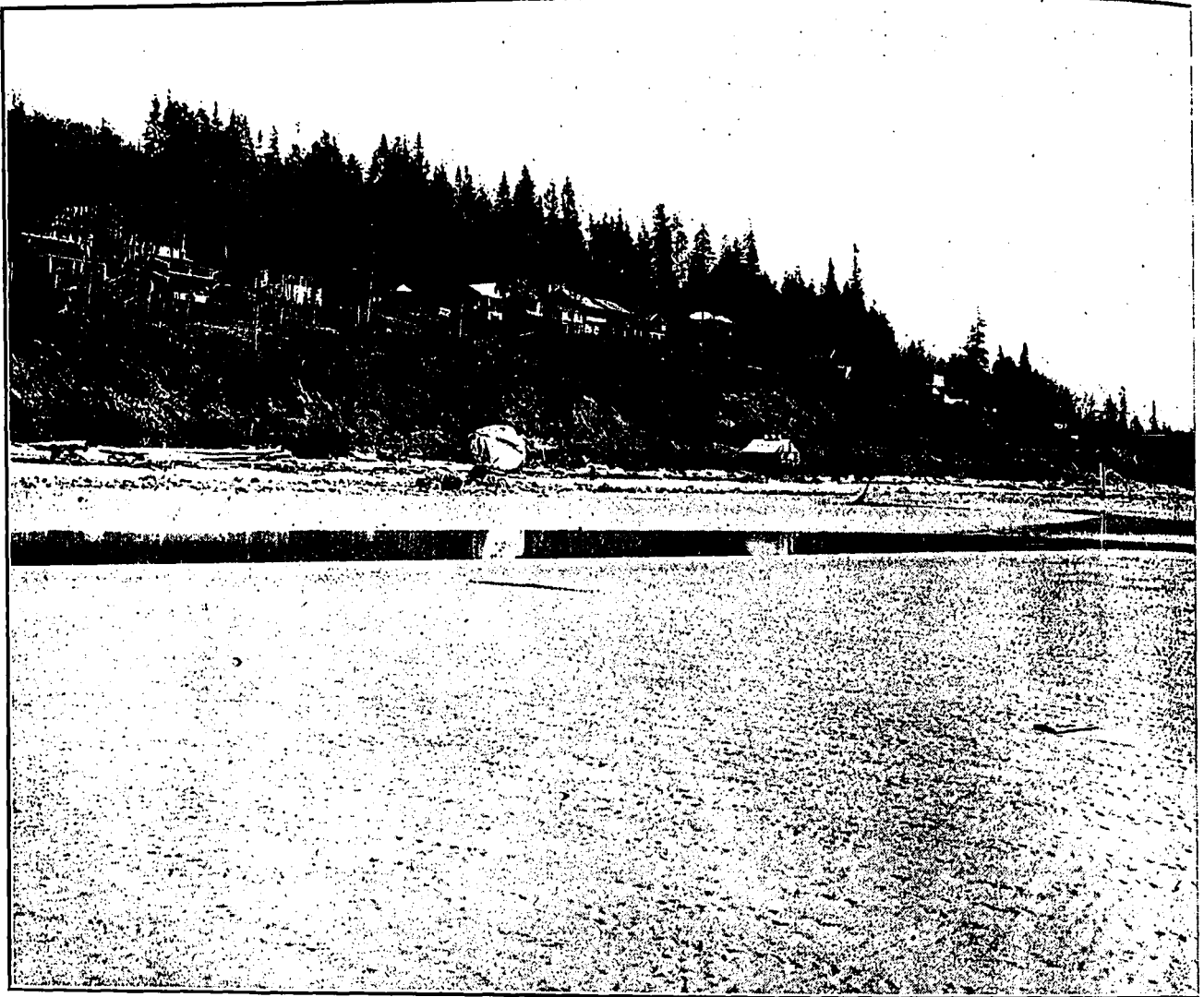
A GLORIOUS WINTER CLIMATE

During the summer months the luxuriant growth of wild flowers and ferns, the ever-greens, lakes, streams, gulches and waterfalls combine to make a ramble in the interior one of surprises and delight. In the winter, a light flurry of snow sounds crisp under your feet, there's a "tang" in

the air you breathe in great draughts of ozone and feel like a boy again. At every season of the year wild flowers are to be found in the woods and the more domesticated plants in the house gardens at White Rock are to be found in bloom twelve months of the year. It is no uncommon sight, I'm told, to find delicately colored roses in bloom on New Year's Day, and there are numerous other plants, such as wallflowers, marigolds and the like which thrive in the glorious winter climate. Hundreds of dwarf trees, shrubs and ground flowers are to be met with at every turn of the path in the surrounding woods. Nowhere else is there a greater variety of ferns, which are in evidence in every kind of soil, from the marshy or salty soil of the coast to the line of vegetation on the highest hills.

WILD FRUIT GROWS IN PROFUSION

Blackberries grow in wild and luxuriant abundance among the thickets on either side of the main road, which runs parallel with the sea-shore line, for many miles north and south of the bay. They are also pro-



ANOTHER VIEW OF WHITE ROCK BEACH

lific away back in the low bushes of the hillsides, immediately behind the settlement, and the thrifty housewife may gather, during the berry season, enough fruit to last all the winter. In the district are the richest of valleys, nourished by the mountain streams which have carried the fertile loam of the hillsides to the lower levels. Already the broad fields of the dairyman and farmer dot the valleys like a huge checker board.

OPINION OF AN AUTOMOBILIST

Speaking with an automobilist, who had motored many times between Seattle and Vancouver, I learned that he favored the coast route via Bellingham, Blaine, and White Rock. "In several places," he said, "the roads in the height of summer are heavy in dust. That only troubles the man behind you, and if he is wise he stays far enough behind to avoid the nuisance. But to my mind the run is one of a continually changing panorama of unapproachable beauty. I have made the journey several times, and never experienced any tire trouble. White Rock is like the half-

way house, and it does one good to stay over and watch the youngsters rapturously splashing in the shallow waters of its excellent beach."

BY SAIL OR MOTOR LAUNCH

Facing White Rock across the bay, the view at sunset affords a spectacle difficult to parallel. Fourteen miles or so away at sea the San Juan group of islands stand foremost in the view of celestial wonder, as the sun sinks lower and lower behind the ice crowned points of the famous Olympia range of Rockies, whose glaciers, caught in the rays, sparkle like gigantic diamonds in mid-air hundreds of miles away—while the sky may be likened to a mass of glowing fire, glittering in ever-changing color. San Juan Islands, lying midway between the Straits of Fuca and the Gulf of Georgia, rival in beauty and number the far-famed Thousand Islands of the St. Lawrence. No point on the mainland of the Pacific Coast is more easy of access to the San Juan group than White Rock.

VIEW OVERPOWERING IN GRANDEUR

The trip across the bay in sailing boat



ANOTHER VIEW OF WHITE ROCK BEACH

or motor launch, in which the full sweep of the bracing atmosphere is experienced, brings one in but a short while to the San Juans, which are a group of semi-submerged mountains, many of them towering to noble heights above the surrounding waters, and from these rugged shores and lofty crests the view is overpowering in grandeur—the distant snow-capped peaks of the Olympics on the south and west, with the long range of the Cascades on the east, and the hazy heights of British Columbia to the north, while over all in immeasurable sublimity stand Mounts Baker and Rainier, like great white sentinels at the north and south ports. The ruins of an old English fort and block-house are among the many places of interest. Sailing boat or motor launch enthusiasts residing at White Rock are indeed to be envied.

WHITE ROCK, A MINIATURE CITY

Little wonder, then, that White Rock shows space in popularity and population. Six years ago an intrepid camper pitched the first tent; today there are three hundred families, permanent residents in the vicinity,

many taking up their homes in June and remaining until September. Last winter many stayed right through. In the coming winter a large increase is anticipated. As a matter of fact, the three local contractors were unable to carry out the desires of all who took up lots this summer. A site has been secured for a new hotel. On lots adjoining this site there are now in course of erection a cafe, bakery and general store. There are already six general stores and a hotel, and housekeeping expenses compare favorably with Vancouver or Westminster prices. Yes, White Rock has all the advantages of a miniature city. Long distance telephone and telegraph to all points in the Western States and British Columbia have been of the greatest value to business men, whose families stay by the sea throughout the year. A new post office equipped with all modern conveniences was opened this summer.

LAND VALUES RAPIDLY INCREASE

Real estate activity is perhaps the surest sign of enlargement. Lots on Washington Avenue, the front and main street, sold six



ARRIVALS AT WHITE ROCK ON DOMINION DAY

years ago for \$25, change hands today at prices averaging \$1,500. Victoria Avenue—a ninety foot street—sells at \$700 a lot, while on Columbia Avenue, two blocks from the seashore, an average price per lot runs into \$400. One real estate man alone has turned over more than \$15,000 worth of property this summer. A lot he purchased last fall for \$1,200 sold in the early spring for \$1,450. Throughout the past two years building has been very active. One hundred and fifty permanent homes have been erected and a number of temporary shacks and cottages have been put up to accommodate holiday makers pending the completion of their homes.

CHEAP BUILDING MATERIAL

Lumber is cheap—that is, as cheap as anywhere in British Columbia. The Campbell River Lumber Company has two mills within a mile and a half of the railway depot, which, by the way, is the finest owned by the Great Northern on any of its roads in Brit-

ish Columbia. The lumber company will this winter employ two hundred men regularly. Homes have to be provided for these, particularly the married men with families.

A CUSTOMS OUT-PORT OF ENTRY

Ten trains call at White Rock every day of the week. In fact, all trains must stop there, even if the company were to run twenty a day, for it is a customs out-port of entry. No matter how fast or how equipped, trains leaving and entering Canada via the Great Northern are subject to inspection by the custom's officials at this point. W. E. Johnson, the chief officer at White Rock, speaks in the highest terms of praise concerning the town's future as a health and holiday resort. He says it has no equal on the mainland of British Columbia. There may be better beaches, perhaps, on the west coast of Vancouver Island, but they are very remote. I am informed by men who have travelled that there is certainly no better beach north of Los



ENJOYING THE PLEASURE OF THE BEACH



ON THE HEIGHTS

Angeles. English Bay is admittedly a delightful spot, but it is not secluded. It's too near the city to take one's mind away from the hurry and scurry of business life. White Rock is so different. Peaceful quietude is disturbed only by the occasional rattle of an approaching train. Songsters nestling in the trees and the happy voices of children playing on the sands below add enchantment to this haven of picturesque grandeur.

VERY MILD WINTERS EXPERIENCED

Protected on the north and east by a range of mountains, White Rock is especially favored in the matter of winter climate, and experience shows that its inhabitants enjoy many more days of sunshine than points further north. Four inches of snow was the heaviest fall last winter and inside a fortnight it had all disappeared. During that time trains leaving White Rock for the north ran into heavy snow after rounding the point at Ocean Park, a mile away, while three miles to the south, at Blaine, snow also fell heavily.

RAPID DEVELOPMENT OF TOWN

Every consideration has been given to projected schemes calculated to assist rapid development of the town. Close upon \$10,000 was appropriated this year for road improvements, and a large sum is being expended on the construction of an automobile road, which, when completed next summer, will reduce the distance to New Westminster by five miles, bringing the Queen City three miles nearer to White Rock than any other seaside resort. A movement is under way which will ensure

the building of a government wharf to be used for the clearing of inward and outward boats. To safeguard visitors to the beach, which is divided from the town by the lines of the Great Northern Railway, the commissioners have ordered a subway to be built under the track, the work to be completed by the end of August this year. The present boat house and floating dock is to be augmented by an additional boat house with bathing and refreshment room accommodation.

ELECTRIC STREET CAR LINES

An electric light system is being installed, and negotiations are progressing favorably for the building of two electric street car lines. Johnson Road, which runs due north to Port Mann, is now open with the exception of three miles. A survey party from the British Columbia Electric Company has been at work on this section of the country for the past two months. The British Columbia Electric lines between New Westminster and Chilliwack intersect the Johnson Road at Sullivan, only six miles north of White Rock. When the line goes in the company, it is understood, will run through White Rock to Blaine, where connection will be made with the Stove and Webster Electric Tramway from Seattle, thus giving a complete street car service between Seattle and Vancouver. An international electric line will also run through White Rock, with terminals in Vancouver and Seattle. Those lines will run through territory untouched by the railroad, and will be the means of bringing in many holiday makers.



SLASHING ON THE ROAD

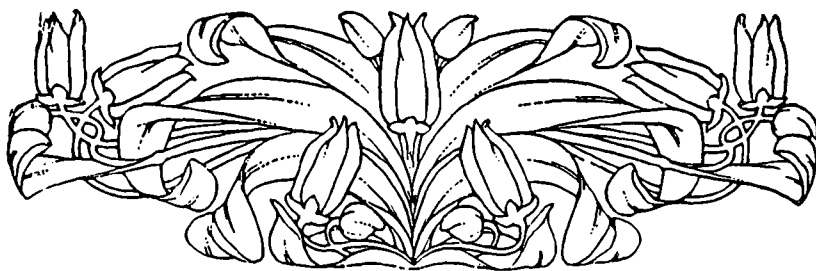
TRAINS FOR BUSY BUSINESS MEN

Weekly excursions to White Rock beach have been well patronized throughout the summer months. A week-end ticket from New Westminster costs eighty cents adults, children half-price, fares from other points along the Great Northern line being proportionately arranged. Thousands upon thousands have thus been able to spend many happy hours by the sea at a very trifling expenditure. But perhaps more advantageous than any of the railway company's arrangements has been the business man's special, which leaves Vancouver daily at five in the afternoon, calls at New Westminster at five twenty-nine, and lands you on the beach a minute or two after six o'clock. Leaving White Rock next morning at ten minutes to eight, New Westminster passengers arrive at their destination at eight-thirty, and the train rattles along to Vancouver, putting you down not later than nine o'clock. One com-



CREW OF WHITE ROCK IMPROVEMENT ASSOCIATION
AT WORK

mendable feature of the Great Northern Railroad's service between Vancouver and White Rock has been promptitude. Nothing appeals more strongly to the busy man of town affairs.



Greater Vancouver's Embryo Iron Industry

By Ronald C. Campbell-Johnston

Mining and Metallurgical Engineer

THE man in the street for some years now has been continually buoyed up by promises made concerning large iron and steel plants about to be erected at or near Vancouver. His imagination has been excited by town-site owners who predicted and vouched for populous iron centres with hives of industries which were to spring up at once, if not sooner, near Port Mann, Coquitlam, and other really favorable points where the concomitants for an iron smelting establishment were to assemble. However, since waiting makes the heart grows weary, scepticism begins to suggest that such a consummation as real furnaces to turn out actual pig iron on our Pacific coast is a fallacy, and maybe an impossibility, or that puddling furnaces to produce steel blooms from pig iron to rolling mills exist only as pipe dreams. The Provincial Government, the boards of trade and commerce, and the local business men have not hitherto been as energetic as they might have been in finding out for themselves and then demonstrating to the outside manufacturing and investing world that such a live enterprise could be put on a firm paying basis, and so build up a payroll towards swelling our general trade.

Surely now is the psychological hour for the Progress Club to fill the breach, sift out the pros and cons concerning the future of our embryo iron industry, benefit the whole community, and confer a lasting advantage to all concerned. It is hoped in this paper to state, in a cursory way only, most of the facts known up to date about possible iron production.

RAW MATERIAL

To begin, then, at the root of the subject, the supplies of raw material must be studied, their adaptability, qualities, environments and localities noted, and the

economic spots forestalled where to bring together iron, lime, coke and charcoal, each fitting in with power harnessed as electricity from waterfalls. That the supplies of iron ores, of a kind, are immense, is already an apparent fact, from the government and professional reports of the mining fraternity. The largest so far proven deposit explored is on Texada Island, and others are on Redonda Island, Price's Channel, Ramsay Arm, Frederick Arm on both sides, Shoal Bay, Knight's Inlet, Smith's Arm, Kimsquit and many other places not named, for this list is not intended to be comprehensive.

On Vancouver Island at Campbell River, Quinsam, Nimpkish, Quatsino, Nootka, Barclay Sound, Alberni Canal, Port San Juan, with Gordon River, Sooke and other points; on Pitt Island in the north; Louise, which is one of the Queen Charlotte group; inland on the upper Nass River; at Deer Park on the Arrow Lakes; near Kamloops at Cherry Creek in the Similkameen; Pitt Lake, and up the Pemberton Meadows by Green Lake—all these deposits are magnetites. Near Spence's Bridge on P. Miner Creek are beds of micaceous iron ores of great purity. At Creston in East Kootenay, and near Crawford Bay on Kootenay Lake, are hematite ores of good quality. At Tatleyoco Lake at the head of Hamalko River from Bute Inlet; along the Rainbow Range at head of Bella Coola and Hatharko Rivers; on Tatla Lake near Stewart and Babine Lakes are spathic iron ores, a variety of hematite. Up Copper River from Kitselas and the Skeena River; on Whitewater at the head of the Chilcoten country, including Hanceville deposits; at Quatsino on Vancouver Island; on Bella Coola near its mouth, and at other points on Harrison Lake, are beds of limonite, bog iron ores.

Other iron deposits throughout the Province not mentioned in this list will occur to investigators.

Apart from the Texada Island deposits, which have already shipped more than twenty thousand tons to be converted into ship plates for American cruisers, and other objects, there has been hitherto no justification, technically, to block out, ahead of requirement, extensive ore bodies in sight, which can be measured accurately in tons, assay plans tabulated, boundaries and intervening dykes and intrusions deducted, and necessary preliminary development carried out. All this must be effected prior to the expenses incurred by the installation of iron smelting furnaces, then later steel hearths, puddling, rolling and manufacturing mills, with all the costly machinery requisite to turn out rails, girders, bridge irons, boiler plates, forged castings, rods, pipes and sundry items, to be later remodelled and reformed, where necessary, into bolts, nails, nuts and a hundred everyday articles in use.

IMPORTS

Our import of such articles as could be made locally is endless, and our people send out cash that could be advantageously invested, much of it in building up a Greater Vancouver.

Exact quantities of these articles imported, however, have not been given since 1908, when Einor Lindeman, M.E., gave the consumption as 2,282 short tons. It is hardly possible, however, to value this importation in dollars without accurate divisions of the separate items being taken into account, but we know that business block building, railway construction, and other electrical, tramway, and general installations have subsequently increased many-fold this yearly importation.

It is partly because this suddenly growing market has only lately been permanently created that delay is being experienced in the local commercial production; and partly because the treatment of magnetites, our prevailing variety of iron ore supply, has up to now been of a complicated, unperfected chemical character. Today, however, the treatment of hematites has happily been brought to a commercial success, as will be later explained.

MAGNETITES ON THE COAST

First, however, let us discover why the

local ores occur as magnetites, and, moreover, why deposits of hematites along the coast are therefore a geological impossibility in conjunction with the terrific subsequent volcanic actions ensuing, thus relegating these latter commercial ores alone to the less eroded, less disturbed interior plateaux.

It is along the coastline, at the contact of the Devono-carboniferous, uplifted and distorted sedimentary rocks of the Palaeozoic era in geology, that these extensive beds of magnetites are found. Their source, from which are segregated and concentrated the massive bodies, is the later Triassic basic eruptive rocks of the Mesozoic era. Again, yet subsequently, to accentuate and further develop these concentrations, came the far-reaching, that is from a structural point of view, Jurassic, Coast Range batholiths (meaning deepest-seated or Plutonic rocks), also of a later period in the Mesozoic era, which have altered and silicified almost beyond recognition the earlier rocks mentioned. One conception of this theory of the genesis of magnetites is that the last-named intrusive Jurassic rocks metamorphosed or transmuted hematites, the original chemical compounds, into magnetites. This constitutes a reaction which reduces peroxides into protoxides (containing less oxygen in their make up) through means of an incipient chemical process set in action by the excessive heated rock magma, through the partial fluxing aid of the presence of carbonaceous rocks. The presence, also, possibly of coals, for most other of the world's coalfields belong to this period, aided the results, combined with carbonates of lime. The completion is a very stable chemical compound such as magnetite, one hard to treat, split up, and reduce to metallic pig iron free from its oxygen, rather than the original peroxides, as hematites. These latter are more easily smelted with less heat required. They are similar to the ores now treated elsewhere on a commercial scale in blast furnaces at other iron centres.

ORIGIN OF MAGNETITES

J. P. Kimball (vide O. E. Leroy, M.E., Bulletin No. 996, p. 42) suggests the origin of the magnetites as follows:

"The magnetites are secondary, and have evidently been produced by the decomposi-

tion of the basic eruptive rocks of the Texada group. These rocks, when examined microscopically, are found to be made up largely of secondary minerals, among which magnetite is a most productive member. In the formation of these bodies the ore solutions have followed the line of contact between the eruptives and the limestone, replacing the latter by magnetite ore.

"It seems to have been a direct precipitation of ore, with a liberation of lime carbonate, as the contact between the magnetite and limestone is always sharp, and iron carbonate is never, and ferruginous limestone rarely seen. All the bodies were formed at considerable depth, and subsequent erosion has removed the overlying and surrounding limestone. . . . The period of formation was prior to the intrusion of the Coast Range batholiths. . . . This intrusion altered the limestone, and produced new mineralizing agents which, during the cooling stages of the rock, formed the copper deposits."

We have therefore to accept the fact that, as in Sweden, the predominating iron ores of this coast are magnetites, and that, also, to produce economically suitable pig iron of high tenor, and subsequently steel, we have to utilize these ores by themselves without blending and mixing hematites from the interior of our own Province, or from China, California or Mexico.

ELECTRIC SMELTING

This realized fact, then, limits us to the use of the electro-thermic process, or electric smelting popularly called, whereby alone excessive heat can be generated to split up a protoxide metal afresh into pure metal per se, and at the same time economise carbonaceous fluxes by emitting carbon dioxide (C.O₂.) carrying to waste less carbon, rather than carbon monoxide (C.O.) from excess coke in the furnace gases passing away into the air.

FORT GEORGE

Before going into the details of this metallurgical process, or discussing deleterious impurities of the magnetites, it is policy to state that Fort George or its vicinity will undoubtedly become, in the near future, also an iron smelting point of considerable note. This is assured from its central proximity to the limonites occurring in the Chilcote country, the spathic ores

from Tatla Lake, and to the future mechanically sorted hematites throughout both regions, although the last-mentioned at present are only ores of low iron tenor, averaging say thirty per cent. in large quantities. All raw material will be assembled by many railways entering this place, that the iron ores may be combined with local limestone, and coke produced from the coal beds of Bear River or the Brazeau and other Rocky Mountain collieries.

LOCAL DEPOSITS COMPARED

That we may compare our ores with others, the following averages are given: *Magnetites*, in composition are Fe₃O₄, yielding, when pure, from 72.4 per cent. This variety of ore gives the highest ratio of metallic iron possible in an ore (vide *Iron Deposits*, by J. S. Woodman). The Swedish magnetites run over 65 per cent. metallic iron; three lots Nova Scotia 68.8; Mineville, N.Y., 63; and other deposits in the United States down to 42.7, with an average, say, of 56.27 per cent. for a large number. The Triassic trap magnetites of Nova Scotia vary from 68.33 per cent. to 35.25 per cent.; an average of ten samples being 55.13 per cent. They often contain some specular hematite. The pre-Cambrian magnetites of Cape Breton vary, those of the McPherson being approximately 52.07; *Hematites*, composition Fe₂O₃, yielding when pure 70 per cent. The famous Spanish ores from Bilbao give 49 per cent. In the Lake Superior of the non-siliceous ores, Marquette averages 56.5; Vermillion 61.3; and Mesabi 61.3. Of the Siliceous ores, Marquette averages 42.2; Menominee 42.12; Vermillion 51.19 per cent.

Limonite, composition 2 Fe₂O₃, 3 H₂O gives iron 59.89 per cent. and moisture 14.4. This formula varies in practice.

Siderite, composition FeCO₃, giving iron 48.27 per cent.

Ankerite is a flux, composition CaCO₃ (Mg. Fe) CO₃, giving 14 per cent. iron for this formula.

IMPURITIES

The impurities to be avoided in excess enter into the gangue and wall rocks which the iron ore has imperfectly replaced, and consists of Silicia, Alumina, Lime, Magnesia, Manganese, Titanic

Acid, Carbonic Acid, Water, Sulphur (usually as pyrites), Phosphoric Acid, and organic matter. All these impurities influence the character and composition of the pig iron. The best criterion is to give analyses of other magnetites with local ones. Titanic acid is absent locally.

mission, permitting the cheaper carriage of coke and coal from the Rocky Mountains to the seaboard. Along that range, for at least one thousand miles, are frequent and considerable deposits of splendid coal, from the Crow's Nest and Flathead in the south, then going north-westerly through Banff,

COMPARATIVE ANALYSES

Locality	Fe O	Si O ₂	Al ₂ O ₃	Ca O	Mg O	Phosphorus	Sulphur	Moisture and Combined Water	Copper	Insoluble Metals
Pure Magnetite	72.4	....	....	....	....	....	....	....	....	....
Swedish Magnetite ...	64.95	10.00	....	....	....	0.013	....	....	....	....
Hibernia, N.Y., Magnetite	63.75	....	....	....	....	0.364	....	....	....	....
Mineville, N.Y., Magnetite	62.10	....	....	....	....	1,198	0.179	....	....	....
Average of Eleven American Magnetites	55.865	9.944	3.456	....	....	0.271	0.179	....	....	....
Nova Scotia Magnetite, High	68.23	2.42	....	1.2	4.84	0.056	0.046	....	....	3.58
Nova Scotia Magnetite, Low	35.25	5.46	....	0.11	0.937	trace	0.021	....	....	8.83
Triassic Trap Magnetite. Average	55.13	11.12	....	0.655	2.117	0.025	0.034	....	....	17.61
BRITISH COLUMBIA MAGNETITES										
Pitt Lake	61.2	....	....	....	....	....	....	....	....	....
Gordon River	58.30	....	....	....	....	0.013	2.75	....	....	8.88
Gordon River	67.09	....	....	....	....	0.009	1.60	....	....	4.51
Alberni	66.89	....	....	....	....	0.024	0.06	....	....	4.37
Quatsino	56.97	....	....	....	....	0.038	0.447	....	....	1.40
Nootka	66.17	6.10	0.35	1.15	0.44	0.016	0.017	....	trace	....
Nimpkish	63.87	5.30	1.74	0.80	1.86	0.037	0.017	....	trace	....
Quinsam	56.45	7.00	2.07	3.77	1.25	0.030	0.53	....	0.70	....
Texada	59.57	8.33	1.71	3.82	1.05	0.057	0.137	....	0.80	....
Chilcoten Ore	56.00	4.50	....	....	....	0.004	1.27	12.00	....	....

DIPPING NEEDLE

In order to determine the tonnage present of magnetic iron ores in a mine prior to extraction, so as to justify an immediate erection of furnaces, an up-to-date dipping needle instrument fitted on a tripod, as minutely described by Eugene Haanel, Ph.D., in use in Sweden and other countries, comes approximately within the truth, when the magnetic curve intensities are carefully read from the amount of dip shown in the field by the needle, and these correctly plotted later on a chart.

FUEL AND CARBON

The question of fuel, as coke, anthracite, and charcoal, or for carbon used in the manufacture of electrical carbon electrodes, is comparatively simple of solution, when freight rates, over the various roads centering here, of moderate proportions are adjusted by the Government Railway Com-

Brazeau and many other intervening coal fields, to the Peace River, continuing on to the extensive Groundhog anthracite fields and even further north, for all the seams everywhere are numerous, of large commercial size, of contemporary cretaceous deposition, with walls of similar formation throughout the whole length. Charcoal made from tree stumps when clearing land, from branches of felled trees, or from the deciduous trees bordering the up-country rivers, is not a difficult commodity to procure close to cheap transportation.

FLUXES

Fluxes such as limestone are to be procured of great purity close to seaboard, the following being a typical analysis: Insoluble matter 1.00 per cent.; Iron Oxide and Alumina, 0.5; Calcium Carbonate, 97.00; Magnesium, 0.7.

PIG IRON

Cost sheets given for making pig iron in blast furnaces are here quoted from separate sources as under:

(a) Mr. Einor Lindeman, M.E., in his report for the Canadian Department of Mines, gives the following costs:

Ore (magnetite 55 per cent. iron, 1.8 tons at \$2.50 per ton).....	\$ 4.50
Coke, 1.25 tons at \$6.00 per ton.....	7.50
Lime .....	.50
Labor at \$3.50 per diem.....	1.75
Steam raising for blowing engines.....	.15
Miscellaneous materials, repairs, maintenance, general expenses, amortization (machinery and buildings) say.....	1.60

(Supposedly long) Per ton, pig iron, total\$16.00

(b) The Wellman-Seaver Company of Cleveland, Ohio, in a report estimated the cost of making pig iron on Puget Sound:

"For blast furnace plant properly arranged and located at tidewater, using coke as fuel, the coke at tidewater at \$3.75 and the ore at \$2.75, we would estimate the cost per ton of pig iron to be approximately as follows:

1.6 tons of ore at \$2.75 per ton.....	\$ 4.40
2,800 lbs. of coke at \$3.75 per ton.....	5.25
Labor	1.50
0.6 ton of limestone at \$1.00 per ton....	.60
Repairs, supplies, etc.....	.50

Total\$12.25

The plan of making iron and steel on the Pacific Coast is, in our opinion, a sound one. A large amount of iron is used on the coast, which all has to come from the east and south, consequently burdened with high rates of freights."

(c) Cost of making Pig at Irondale Furnaces (actual):

2 tons of ore at \$1.80 per ton.....	\$ 3.60
1.26 tons of coke at \$5.00 per ton.....	6.25
0.60 ton of limestone at \$1.20 per ton....	.72
Labor	2.00
Repairs, supplies, etc. ....	.50

Total\$13.07

(d) Progress of Electric Smelting in Sweden, vide Bulletin 32, by Eugene Haanel, Ph.D.

Writing to the Right Honorable Sir Wilfred Laurier, G.C.M.G., P.C., in June, 1909, Sir Cecil Spring-Rice, British Ambassador, Sweden, said:

"Arrangements have been made with the Trollhatten Water Power Company for the construction and working of three elec-

tric furnaces for the production of pig iron. Each furnace is to receive a current of 2,500 horse power to produce 7,500 tons per furnace per annum. Two are to be in working while the third is in reserve. The price of current per horse power is \$7.45 per annum the first ten years, and \$9.93 the next ten. The ore is to be brought from Grangesberg, containing from 0.4 to 1.9 per cent. phosphorus. Westphalia coke will be used, costing about \$5.67 at Trollhatten. It is calculated that the cost of production will be \$13.77 per ton pig iron. The sale price is \$15.66. With a production of 15,000 tons per year the cost is calculated as follows:

Three furnaces	\$ 40,500
Crushing apparatus for 35,000 tons of ore and 7,000 tons of coke.....	2,430
Electric motors, lighting, etc.....	1,620
Tools, etc.	4,050
Transport of ore and coke from harbor	4,050
Transport of pig iron and slag.....	3,240
Houses and shelters	17,280
Harbor works, levelling, etc.	4,050
Laboratory, unforeseen, etc. (11 per cent.)	5,400
Licence	9,180
Working capital	6,750
Minimum capital	63,450

Total\$162,000

Comparison of cost of production of pig iron in the charcoal blast furnace with that produced in electric shaft furnace, by Professor von Odelstierna, Sweden. (Eugene Haanel, Ph.D.).

Cost of pig iron per short ton:

CHARCOAL BLAST FURNICE

Charcoal 0.95 ton at \$8.00 per ton	\$ 7.60
Electrical energy	nil
Labor	1.00
Electrodes	nil
Repairs and general expenses.....	1.50

Total\$10.10

ELECTRIC SHAFT FURNACE

Charcoal 0.27 per ton.....	\$2.16
Electrical energy 0.3 E. H. P. year at \$12.00	3.60
Labor	1.00
Electrodes, 10 lbs. at 3 cents per lb.....	.30
Repairs, etc.	1.50

Total\$8.56

A saving thus of \$1.55 should be effected in the production by the electro-thermic process.

The local cost of pig iron in British Columbia is as follows:

BRANDS	
Redcar (r)	\$22 to 25 per long ton
Edlington (r)	24 to 28 per long ton
Glen-Garnock (r)	26 to 30 per long ton
Summerless (r)	26 to 31 per long ton

The Dominion Government pays a bonus of two dollars and ten cents (\$2.10) upon each ton of pig made from native ore, approximately.

\$0.90 bonus on a ton of 43 per cent. ore
1.00 bonus on a ton of 48 per cent. ore
1.09 bonus on a ton of 52 per cent. ore
1.26 bonus on a ton of 60 per cent. ore

EXPERIMENTS

Dr. Eugene Haanel, Ph.D., has been most energetic in experimenting for the Canadian Government at Sault Ste. Marie, and so inducing the Swedish Government to go on with the trials until now it is reported that the production is regular and on an entirely commercial basis. This process is feasible for Canadian magnetic ores comparatively high in sulphur, but free from manganese, using charcoal as a reducing agent (vide Dr. Haanel's many bulletins and descriptions of electric shaft furnace).

The charge for furnace finals was:

Ore (62.96 per cent. iron).....	220.0 lbs.
Coke	37.4 lbs.
Lime	4.4 lbs.

which corresponds to a consumption of 605 pounds per long ton of pig iron.

The pig iron produced gave Carbon, 3.40 per cent.; Silicon, 0.065; Manganese, 0.34; Phosphorus, 1.64; Sulphur, 0.015. Slag analyses was SiO₂, 26.54 per cent.; CaO, 54.48; SO, .78; Fe, 0.35.

Electrical measurements: Amperes (1) 7,200, (2) 7,200, (3) 7,000. Volts, 36. Kilowatts, 350.

The machinery consisted of a three-phase synchronous motor of about 900 horse power, supplied with a current of 7,000 volts and 60 periods, from a three-phase cable line in the iron works. This motor is directly coupled to a three-phased generator, which supplied currents of 25 periods, adjustable to between 300 and 1,200 volts, through small intervals to the transformers erected in the immediate vicinity of the furnace. The fields of both the synchronous motor and the generator are fed with current at a tension of 220 volts, from a direct current generator, 20

kilowatt capacity, directly coupled to the system. For starting the system a three-phase synchronous motor, directly coupled, is employed. This is fed with a current stepped down to 500 volts.

Dr Haanel minutely describes all the electric workings of the furnace, then tells of the electric shaft furnace, of the tuyeres, the electrodes, the gas collector and device for feeding these to the melting chamber, and the safety valve to carry off too high gas pressure. The whole account must be carefully read to appreciate what has been accomplished.

The result was 2.44 metric tons per electrical horse power year. The consumption of electrodes was about five kgs. per metric ton (2,204 pounds) of pig iron produced. To follow the electric shaft furnace for the reduction of iron ores, the inventors have an electric steel furnace. When soft iron or steel is to be produced, the lining is made of magnesite, dolomite or quartz. With this furnace all processes occurring in the production of iron and steel, such as puddling, desulphurization, dephosphorization, etc., can be carried out. Dr. Haanel goes into a full description of a modern factory to produce carbon electrodes for the furnaces, with a working capital of \$250,000.00, and a yearly expense of \$90,000.00. Then he goes into the question of modern methods of manufacturing charcoal, and so completes his subject in an exhaustive way.

Having now skimmed over the pros and cons of a possible embryo iron industry, there is only one conclusion to be drawn, namely, that the ore is here, the accessories are here, the electric power is here, the market is here, and all is feasible for a going concern. But the capital is not yet here.

A supply of car wheels alone for railways and tramways would be quite considerable. The furnaces can be nicely and permanently held at any heat required, so that the special kind of iron and steel wished for can be produced. All metals produced by electricity, as carborundum, aluminum, zinc, lead refining and copper refining are also possible.

These facts should be sent broadcast and companies incorporated to erect plants, and any doubts on the subject dissipated once and for all.

Editorial Comment

THE MINORITY VOTER IN BRITISH COLUMBIA

CANADA is quite calm regarding the prospect of a general election for the Dominion, which is almost certain to come before many months are over. The BRITISH COLUMBIA MAGAZINE takes no side in ordinary political warfare, but it would be idle to profess a lack of interest in certain preliminaries which must be undergone before the next big trial of strength in the constituencies. A redistribution of seats is long overdue; indeed, another general election without one would be something of a farce, for the western provinces have grown so fast in the last dozen years that they are now very seriously under-represented at Ottawa. On the population basis British Columbia, instead of having seven members as at present, is entitled to thirteen. The city of Vancouver ought to have three members instead of one, and outlying portions of the province should be given additional members. An interesting question which has arisen in Vancouver is whether the three members, which it is assumed the city will possess in the next parliament, will be elected by one undivided constituency, or whether the city will be split up into three divisions, each returning a member of its own.

It has been assumed by one Liberal writer that the latter plan would work in favor of the party at present in power, but it is probable that the effect would be the very opposite. In a single constituency the party in a majority would nearly always carry all the seats it cared to claim, but it would very often happen that the voters of a particular political complexion, while forming the majority of the whole city, would be in a minority in a particular district or division. This would ensure representation of the minority, without which no healthy political system can exist.

Perhaps the plan of Proportionate Representation (more colloquially known as "P. R.") would suit the needs of Vancouver better than any other. Under this plan, it is suggested, large constituencies should be formed, each being entitled to several members. The elector not only marks his ballot paper in favor of the candidate whom he most desires to be elected, but by putting the figures 2, 3, 4, etc., opposite other names, he indicates his second, third and fourth choice. When a particular candidate receives a larger number of first votes than are required to secure his election the balance of his votes are added, proportionately, to the poll of other candidates whom his supporters have made their second choice. In this way, it is claimed, all parties would be able to elect their best men, and a popularly-elected body would reflect the true state of feeling in the country. The objection to the scheme—and it is a serious one—is its intricacy; many an elector would rather not state the order of his preference for, say, half-a-dozen candidates, all of whom he wished to see returned, while even after the voting is over it must be quite a mathematical study to find out who are the successful ones. Still, in Great Britain, where the plan of "P. R." has been much discussed, it has secured notable adherents among all parties.

In the province of British Columbia some plan to ensure a certain amount of minority representation would secure a good deal of support, even among Conservatives. At present the Provincial Assembly consists entirely of members of that party, with the exception of two Socialists. One does not need to be a Liberal in politics to

regret that that large and important body of opinion has no voice in the local parliament. A strong and stable administration is the gainer for honest criticism, which can best be met and answered when opponents are facing each other in the House. It is not a question of whether an Assembly wholly Conservative is better than an Assembly wholly Liberal, or vice versa. An Assembly with a strong representation of both sides is preferable to either the one or the other.

* * *

LOANS FOR VANCOUVER SCHEMES

AFTER giving the cold shoulder to a long list of Canadian loans during the past year, the London money market has relented a little. A few of the recent issues have succeeded almost beyond expectation, and of these there are two that are of especial interest to Vancouverites. The first was the issue of two and a half million dollars of Vancouver City four-and-a-half per cent. consolidated, which has been fully subscribed at 95. The other was the four millions of Canadian Northern terminal debenture stock, issued at the same price and bearing the same rate of interest. This loan, it is stated, has been slightly over-subscribed.

The successful floating of these two loans is one of the best things that have happened for the business world of Vancouver since several of the great railway companies of North America decided to make the city their northwestern terminal. The city loan will relieve a burden of financial shortage which had become very severe. Some of the money had, indeed, been spent in anticipation, for it was partly required for work which would not wait. Of the balance, a good share will be absorbed in street works, enabling the city to maintain that high standard in the condition of its thoroughfares which presents such a contrast with the state of things in, let us say, Montreal. Perhaps it will be possible to make a start with the great Georgia-Harris viaduct scheme, than which no public improvement coming within the city's domain is more badly needed. This, however, will not be the last of Vancouver's borrowing for early requirements. There ought to be no difficulty in obtaining the money needed, on terms at least as favorable as those of the recent issue. A great deal has been made recently of the warning note sounded by Mr. Horne Payne as to the borrowing by Canadian municipalities. Well, many of the latter have gone nearer the end of their line than prudence might have dictated, but no such criticism is valid in the case of Vancouver. That city today looks out upon a bright future of which there can be no doubt. The position of London as the capital of England is not more completely assured than that of Vancouver as the great railway terminal for continental lines, the leading seaport and the centre of exchange for Western Canada. Many people predict for it also a great future as a manufacturing centre. Manufactures the city of Vancouver will inevitably have, if only to serve the immediate local needs of its bigger interests; though they may not come in the way provided by those individuals who apparently think that every manufacturing industry in the West requires a public committee of wet nurses. But with or without additional manufactures, the future of Vancouver is assured several times over.

The four-million loan to the Canadian Northern Railway Company should mean an early start in the work of reclaiming the eastern end of False Creek and preparing for the erection of the company's terminals and the carrying of their main line through to Vancouver. Most people who supported the handing over of the

creek to the C. N. R. at the poll early in the year expected that the work would have been begun ere now. In the delay which has since occurred the company have been making large drafts upon the patience of the citizens. On every hand one hears the question asked, how soon is Vancouver going to begin to reap the benefits promised in return for the free gift to the company of a hundred and thirteen acres in the heart of the city? The city thinks, and with reason, that the time has now arrived when something more than promises should be forthcoming from the C. N. R. The first of those benefits, that of employment for a large number of Vancouver's present out-of-works, ought not to be delayed any longer.

An experiment of an interesting kind was tried by the Vancouver City Council prior to the recent success in obtaining a loan from London. It was announced that a loan of \$100,000 would be open for local subscription by anyone calling to buy bonds at the city hall, and a portion of the money—how much we have not been told—was thus subscribed. While wishing success to such experiments, both now and in the future, we may be allowed to ask why it was considered necessary to issue bonds locally to small lenders at 90 cents on the dollar, while a much larger issue was in contemplation in London at 95? It is highly desirable that the local lender should be encouraged, but there should be one price only for all public issues, whether here or in England. Anything else is not sound finance, and a repetition of the arrangement will not help Vancouver in any future quest for cheap money abroad. A four-and-a-half per cent. bond at 95, with the resources of the city of Vancouver as security, is an excellent investment of its class, and it is to be hoped that the error of making a local issue at a lower figure will not be repeated.

* * *

THE WORKERS WE WANT

NO SUMMER in recent years has witnessed such large numbers of unemployed as are to be found today in the cities of Western Canada, and that impressive fact is causing a good deal of heart-searching and a certain amount of plain speaking, though perhaps not enough of the latter. Several weeks ago the Mayor of Vancouver warned intending emigrants in the Old Country not to give up good jobs in order to come West at the present time, and now the Trades and Labor Council of Canada have issued a message giving the same warning in more emphatic terms. They state that Great Britain is being flooded with a mass of misleading information by publicity associations, employers' associations, builders' exchanges, and others in Canada, and that the labor market of this country is flooded in consequence. The object of this special campaign, they add, is to lower wages and lengthen the hours of work.

This last statement may be left to the parties mainly affected for proof or denial. The point of view of the Trades and Labor Council, it may be noted in passing, is not a disinterested one. They realize that the wages of artisans in Western Canada, like the cost of living, are higher than in any other part of the world. Naturally they do not wish to see a falling away from this pre-eminence in the matter of pay, though there are employers who contend that present-day wages reflect a period of labor famine, and that therefore they ought not to be regarded as normal in a country that is gradually becoming more settled. To which contention the answer is that any general reduction in wages without a lowering also of rents and the price of food and clothing would entail a lowering of the standard of living.

Unfortunately, there is no doubt about the presence of large numbers of unemployed today in western cities, and if, in face of this, there are agencies in England endeavoring to secure new immigrants with the likelihood of their being added to the number of those out of work, then the censure of the Trades and Labor Council is not a whit too strong. The last thing we ought to do is to invite immigrants here at a time when the business and industrial activities of the country cannot absorb them. At such a time the energies of our immigration bureaus in Great Britain and the continent of Europe ought to be damped down. Our immigration officers abroad have done a great deal towards building up the country by providing us with the kind of people we want, but that record of useful service may easily be turned into one of positive mischief if, in straitened times in the West, encouragement is given to hundreds of thousands of people to spend hard-earned savings in the cost of travel, only to find that, for the time being, jobs are less plentiful in their new country than in the land they have left behind. An Immigration Department should be an intelligence department in the best sense of the term. It should have its fingers on the industrial pulse; there should be a constant exchange of information between the officials in this country and officials in Europe; the signs of coming dearth of money and lack of employment should be read, and the utmost candor should be shown in answering the questions of the intending immigrant. Where the latter is able-bodied and of good character, he should, of course, be encouraged in every case to come to Canada, but there are times when he should be told to delay his proposed venture, perhaps even for a year. Otherwise Canada will become, at such times, a sieve through which thousands of immigrants will pass to other lands, or the scene of an all-too-brief and disappointing trial of new conditions, from which promising citizens will go back to their own country, never to return here again.

Canada's greatest asset consists of its almost limitless tracts of fertile land, and our greatest need the man who will go and work upon it. The country would be none the poorer in the essentials of prosperity if all our cities, with the exception of a few on the Pacific seaboard, were to stop growing for the next five years, and if all newcomers within that period could be persuaded to settle on the land. Our laws at present, it is true, do not lend themselves to a policy of that kind. Let it be remembered that practically every civilized country has in the last generation become more industrialized. Consequently it is more difficult than it used to be for us to get farming immigrants, for people of that class form a smaller proportion of the population all over the world. Now, what is the bearing of this fact upon our present immigration problem? Broadly speaking, the immigrants to Canada may be divided into three classes:

1. Those who have been accustomed to industrial or city life, and who intend to become city dwellers in Canada. This class of immigrant is on the increase.
2. Those who have been accustomed to life on the land, and who intend to become farmers or farm workers in Canada. This class of immigrant is decreasing.
3. Those who have been accustomed to city life in the Old Land, but who, coming to Canada, wish to go in for a more open life on the land.

What is a sound policy in relation to these three classes, having regard to the requirements of the country? Surely it is to offer no particular inducement to the first class at the present time, though welcoming such as come of their own accord;

but to encourage the second class, and in particular to foster the aims of the third. The Canadian of whom we have the greatest reason to be proud is he who came from a noisy factory or a stuffy office in Europe, and who has by perseverance become a successful farmer in the West, producing every year abundant crops which build up the wealth of the country. We could have more Canadians of this type if we went the right way to secure them. Steps should be taken to extend and popularize practical instruction in agricultural subjects for all who are willing to enter upon that career. The problem of cheaper transportation should also be dealt with, and we should be prepared, without flinching, to remove those elements in our fiscal system which are at present depriving the farmer of a portion of the fruits of his industry. If this is done there will soon be no lack of openings for all the desirable immigrants Europe or the United States can send to us, and Canada's natural growth will proceed apace.

* * *



Tobacco Growing in British Columbia

By Henry Schuster

IN the district of Kelowna, the Orchard City of the "Sunny Okanagan," the acreage devoted to the cultivation of tobacco leaf is increasing each year at a remarkable rate, now that experience has convinced experts beyond the possibility of doubt that the climate and soil are both eminently suitable for this industry. It is only in recent years that this industry has been organized on a commercial basis, but tobacco plants were grown in the neighbourhood long before the oldest "old-timer" settled in the Okanagan, for the Indians were the pioneer tobacco planters in the Valley. It was twenty years or more ago that an enterprising planter from Wisconsin State discovered the possibilities of the district for the production of the finest grade tobacco. As a result of his experiments, his confidence was shared by others, and for a number of years subsequently local capitalists interested themselves in the industry, which, from the first, showed such great promise that its ultimate success was never for a moment in doubt. The industry had long passed the experimental stage, when last year was formed the British North American Tobacco Company, Limited, which purchased the entire plantations and business of the original company and many hundreds of acres in addition with a view to future development. Great strides have been made since the most modern methods have been applied to the organization and administration of the concern, and it is now safe to predict that tobacco-growing in the Okanagan Valley will take a foremost place among British Columbia's industries in the not far distant future.

Already the British North American Tobacco Company, Limited, have four hundred acres under cultivation, and each year they are bringing into use more of the seven hundred and sixty acres which they own. In addition, the company supervises the production of the leaf on over one

hundred acres owned by private individuals. "B-Nat-Co" cigars are an all-Canadian production in every sense of the word. The entire raw product necessary for the manufacture of these cigars is grown on the various plantations—pure-bred Cuban for filler, Comstock Spanish Wisconsin for binders, and high-bred Sumatra for wrappers.

Some years ago Havana was regarded as the best obtainable cigar wrapper. But today, experts the world over are agreed that the Sumatra wrapper is incomparably superior. It is the finest and most costly tobacco in the world, because of the special attention and conditions which its growth demands. Unlike Havana, the Sumatra cover is porous, and therefore the cigars do not get flabby when smoking, but burn evenly. For some time the company was obliged to import from Sumatra this wrapper, but experiments have shown that the Kelowna climate and soil are capable of producing the finest grade of Sumatra leaf. The thirty-five acres which the company have devoted to the cultivation of this wrapper are under the special supervision of an experienced planter from Sumatra, Mr. R. Speeden. The leaf is grown under cheese cloth, the system followed being that adopted with such great success in Connecticut, where, although the climatic conditions are not nearly so favorable as in the Okanagan Valley, the shade-growing industry is today prosecuted with marked success. It is confidently anticipated by the company that their plantations will ere long produce not only all the Sumatra wrapper required for the manufacture of "B-Nat-Co" cigars, but will supply the needs of Canada's leading manufacturers.

During the past few weeks the company has been busy transplanting the crop from the seed-beds which were sown in April, in frames covered with cheese cloth and canvas for protection from frost. Ma-



MR. A. W. BOWSER
PRESIDENT, B. N. A. T. CO.

chinery is used in the transplantation, one machine with two horses and three men being able to deal with five acres per day, thus doing the work of forty-five men setting plants by hand, as in Cuba and Puerto Rico. The quicker and more modern method is possible in the Okanagan because of the wonderful texture of the soil, its freedom from weeds and stones, and the availability of irrigation. Up to the present, the climatic conditions have been exceedingly favorable, and there is every indication that this year's crop will be almost a record one, both from the point of view of yield and quality.

But the production of the highest grade tobacco is only one phase, although a very essential one, of a concern which has set itself the task of placing on the market a cigar which will not only please the smoking public but satisfy the connoisseur. To the curing of the leaf is devoted unceasing care and attention, and in the manufacture of the "B-Nat-Co" cigars only skilled cigar makers are engaged. That the company is

manufacturing a cigar which is more than holding its own with the productions of the oldest-established concerns, is indicated by a well-authenticated incident which happened recently at the Ranchers' Club, Vernon, which is the principal social institution in the Okanagan Valley. There was an unusually large gathering of orchardists, professional and business men, who mainly constitute the membership of this club, when a discussion on the subject of cigars attracted the attention of most of those present. Several took an active part in what developed into a somewhat animated debate, and naturally a number of those present championed their favorite "smoke." But it was a remark that most smokers were influenced, not by the quality of the cigar, but by the name on the band, that gave a really interesting turn to the debate. Thus challenged, several of those who had been most prominent in the discussion confidently asserted their ability to judge a "smoke" on its merits. Thereupon it was agreed to subject the self-proclaimed



MR. CLARENCE C. JONES
SALES MANAGER, B. N. A. T. CO.

connoisseurs to a somewhat severe test. The steward was instructed to remove the bands from each of the different kinds of cigars stocked by the club and to substitute numbers for the bands. This done, each gentleman chosen for the test was given one cigar of each variety, and was asked to smoke these cigars and then write down on paper the number of the one he considered to be the best. When

the duly appointed tellers had examined the votes, it came as a great surprise to everyone to learn that the connoisseurs had all given their judgment in favor of one particular cigar. But more remarkable than their unanimity was the fact that their choice was an all-Canadian cigar. This was a very fine tribute to the Province of British Columbia, and, incidentally, to the British North American Tobacco Company, Limited, whose "B-Nat-Co" cigar was thus unanimously adjudged the best.

But an even better tribute to the excellence of the cigar grown and manufactured at Kelowna is the fact that the demand for it, not only in British Columbia, but in Alberta and Saskatchewan, has already necessitated the contemplation of enlargements of the factory at Kelowna, which is only a few months old. Some idea of the magnitude of the business is conveyed in the information that in one week, recently, the company shipped two hundred thousand cigars, while a further one hundred thousand were on order. With increased accommodation, the number of cigar makers at present employed will, in all probability, be doubled, for the present force is quite unable to cope with the orders sent in by



SUMATRA WRAPPER GROWING UNDER CANVAS—EIGHTH WEEK

the salesmen who cover the three provinces named.

The president and general manager of the company, Mr. A. W. Bowser, has had a life-long experience in the growing, curing and preparation of tobacco, and in the manufacture of cigars. In Connecticut, Virginia, Florida and Pennsylvania, he made a careful study of the industry before settling in Puerto Rico, where he was one of the pioneers of an industry which grew from a local enterprise to one of national importance. Later he accepted an invitation to undertake the systematizing of the industry in South Africa, and the methods he introduced yielded results which were uniformly successful. Returning to Canada, his native land, he organized the British North American Tobacco Company, Limited, which, although in its infancy as yet, must develop into a concern of first importance if the present rate of progress is maintained. Up to the present, the sale of the "B-Nat-Co" has not been seriously pushed, because of the company's inability to supply the existing demand, but, anticipating the increased facilities for production, the newly-appointed sales and advertising manager, Mr. Clarence C. Jones, is about

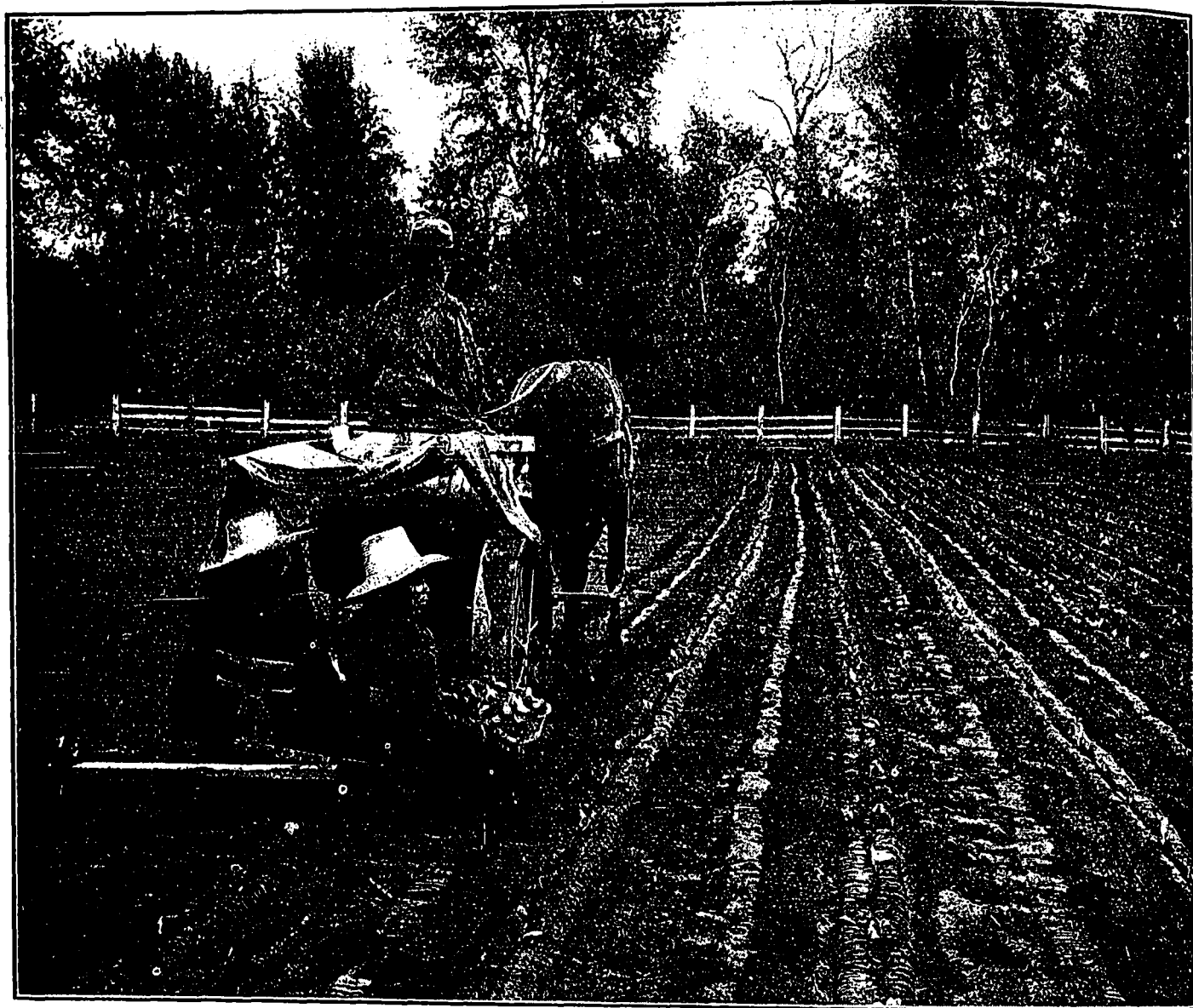


SEED BEDS WHERE YOUNG PLANTS ARE SHELTERED IN EARLY SPRING

to launch a publicity campaign which for thoroughness and originality has probably never been excelled in the history of cigar salesmanship in Canada. Mr. Jones has had an extensive and varied experience in the domain of salesmanship, having been on the staff of several advertising agencies and magazines in the United States, amongst the former being the J. Walter Thompson Company, Boston, and the Hoops Advertising Corporation, Chicago. He has also been associated with the American Agricultural Chemical Company, of New York, and he acted as advertising manager of the Estates of Long Beach, in the same city. As manager of the Advertisers' Service Bureau, in connection with "System," that well-known business magazine, he planned and executed entire advertising and selling campaigns for many large manufacturers in the United States, besides being responsible for a large part of "System's" own promotion work. He has now practically

completed arrangements for a scheme of publicity which, through the medium of newspapers, street cars, and attractively painted signs and bulletin-boards, will make "B-Nat-Co" cigars known throughout the greater part of the Dominion.

The company's plantations at Kelowna give employment to a large number of men throughout the year. The plantation superintendent is Mr. L. H. Holman, to whom must be given the honor of discovering the possibilities of the Kelowna district for the production of high-grade tobacco over twenty years ago. His long experience as a British Columbia Government expert, and his acquaintance with local conditions, eminently fit him for the position he now holds, and the company is fortunate in being able to command his invaluable experience. Mr. Holman was for some time in the service of the Department of Agriculture as public lecturer and propagator of the tobacco industry in British Columbia, the government having for some



TRANSPLANTING TOBACCO BY MACHINERY

years realized the importance of this steadily-growing industry. Besides appointing a lecturer to promote the cultivation of the crop by farmers, the government assist in an even more practical way by the imposition of a 28c per lb. duty on all tobacco and cigars imported from America and elsewhere.

It is highly gratifying to the company that their cigar has been received with such favor everywhere it has been so far introduced. The fact that it has more than a local reputation was demonstrated by an incident which happened quite recently. At a certain hotel, where it is the custom of the management to invite the departing guest "to have a smoke," there were five salesmen booking out one particular morning. Now, travelling men are real judges of cigars, and their selection is always of interest. So an onlooker, who happened to be interested in the "B-Nat-Co," quietly watched these salesmen make their choice. Each one asked for a "B-Nat-Co."

Going even further afield for a tribute to this Kelowna industry, one may quote an extract from the report in *The Tobacco Journal* (London, Eng.) of the International Tobacco Trade Exhibition, held in the Royal Horticultural Hall, London. There was a representative display of leaf, manufactured tobacco and cigars from Kelowna at this Exhibition, and referring to this exhibit, in the course of a lengthy notice, *The Tobacco Journal* said: "There is a succulence about British Columbia tobacco that is absent from every other country's growth, and which creates a flavor which must be acquired to be truly appreciated. There is ample room in British Columbia for enterprising agriculturists, if only they will direct their attention to tobacco planting."

It is certainly interesting to know that in the Old Country there is growing confidence in the future of the tobacco industry in British Columbia.



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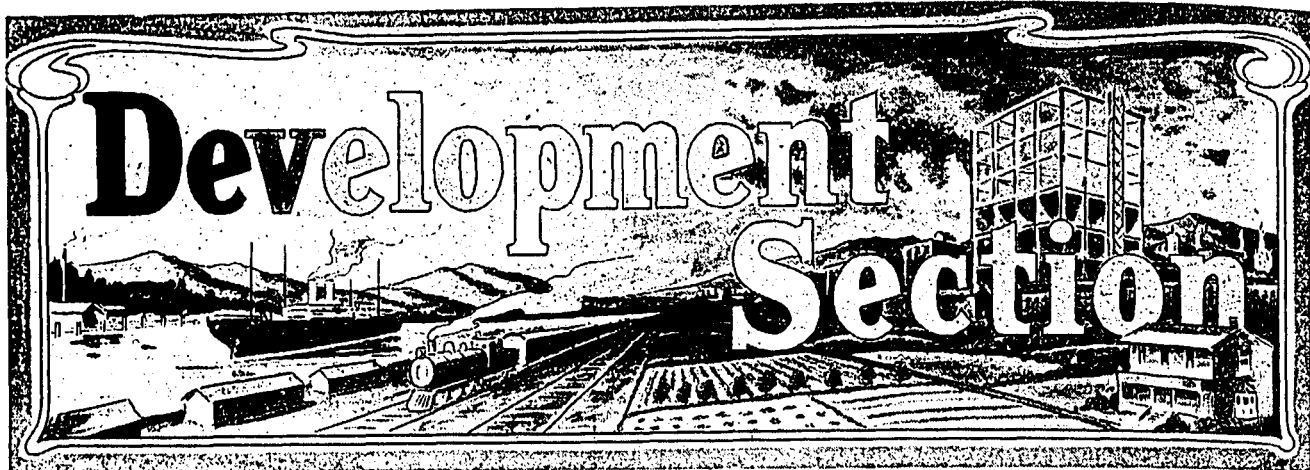
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Experimental Farms in British Columbia

It is announced that the Dominion Government will establish an experimental farm at a point along the line of the Grand Trunk Pacific Railway, between New Hazelton and Fort George, as well as one in the Okanagan Valley. The location of the last-mentioned will probably be on the Indian Reserve near Summerland, on the west side of Okanagan Lake.

Mr. J. H. Grisdale, director of Dominion Government experimental farms, recently started work on the location of the proposed farm at Summerland, which will embrace from 100 to 150 acres of bench land.

Prior to going there, Mr. Grisdale completed an inspection of the government farm at Sidney, Vancouver Island. The area comprises 125 acres. Mr. Grisdale expressed his satisfaction at the wonderful improvements carried out here since the site was selected last October. All the land, with the exception of ten acres reserved for forestry purposes, has been cleared of heavy timber. Fifty acres has been devoted this season to general crops, exclusive of large gardens.

In addition to experiments in mixed farming, the new station will be engaged

in fruit growing, paying special attention to the cultivation of small fruits, as well as apples, pears and cherries. Other important features will be dairying and poultry. Mr. Grisdale regards the conditions at the south end of the island for raising poultry as ideal, and hopes to see a very important work, bearing on the cost of living, carried out there. It is proposed to secure a pure Ayrshire herd next year in order to engage in experimental dairy work.

The long-established experimental farm at Agassiz, seventy miles from Vancouver, was also visited by Mr. Grisdale, who stated that fruit growing has been virtually abandoned there in favor of mixed farming.

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Having made a specialty of this branch of our business for many years we are in a position to secure 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.

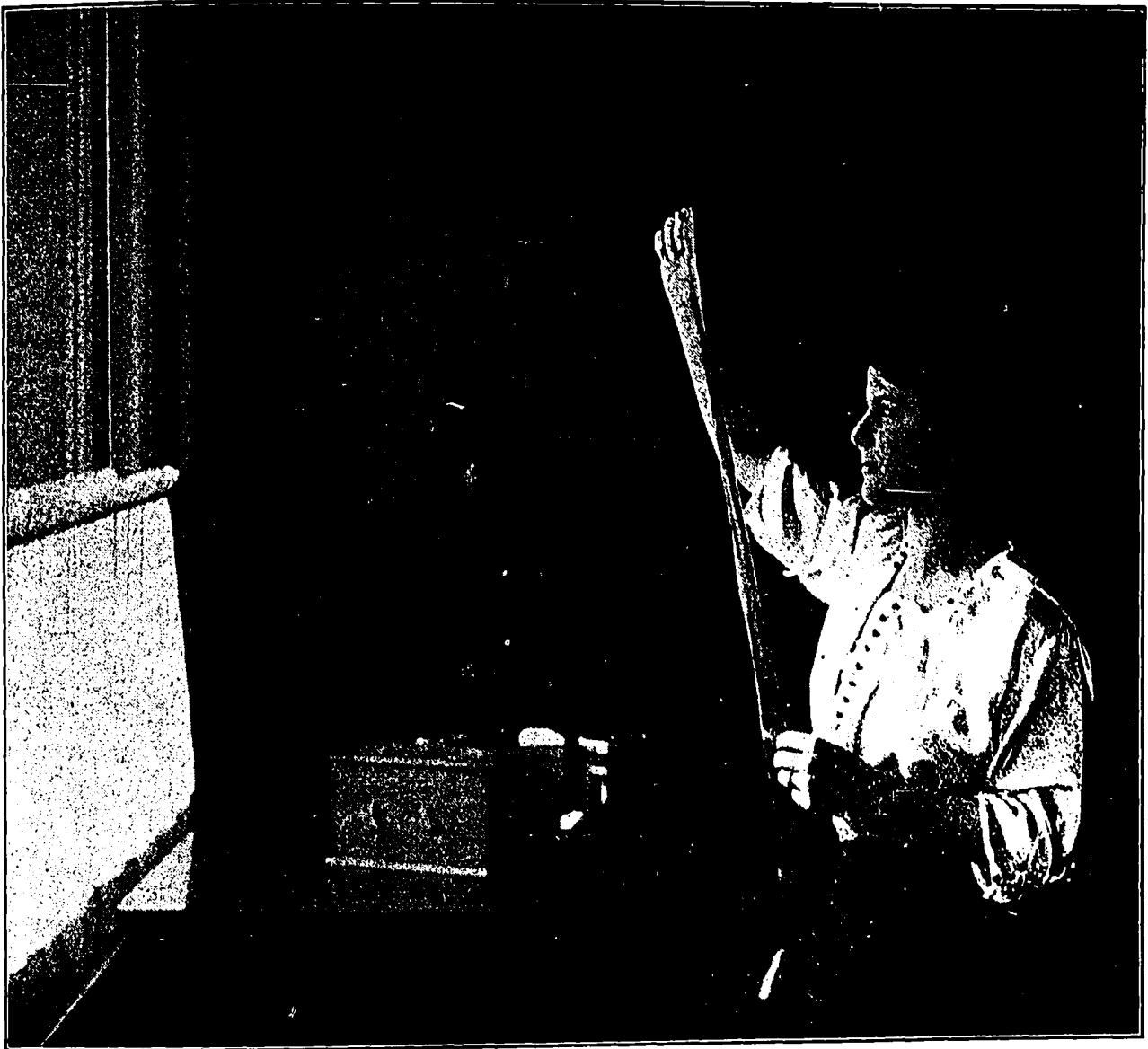
References: Bank of British North America, Vancouver.

JOHN J. BANFIELD

327 Seymour Street

Established 1891

VANCOUVER, B. C.



THE KODAK GIRL AT HOME

Every step in film development becomes simple, easy, understandable with a

KODAK FILM TANK

No dark-room, no tediously acquired skill—and better results than were possible by the old methods. It's an important link in the Kodak System of "Photography with the bother left out."

The Experience is in the Tank

Our little booklet, "Tank Development," free at your dealers or by mail

CANADIAN KODAK CO., LIMITED

TORONTO

2038

When writing to Advertisers please mention British Columbia Magazine

The land has thus far proved very productive. It is his intention to engage in cultivation on the four-year rotation plan, beginning with corn for ensilage purposes in the first year, roots the second year, grain next and hay in the last year.

This farm has a herd of nearly seventy thoroughbred Holsteins and a variety of experiments are being carried out. The surplus milk is shipped to Vancouver, where a market will also likely be found for the numerous varieties of cheese it is proposed to manufacture. At present the cheese factory is turning out four different kinds, but the number will be increased.

The government is also doing good work at the new experimental farm of sixty acres in the Windermere district of Columbia Valley. The location in the dry belt gives scope for introducing irrigation methods. Attention is also being given to poultry and fruit growing.

The site of the proposed farm in Northern British Columbia has not been made.

At Summerland, Mr. Grisdale will introduce pumping methods for irrigating the benches rising in terraces from the lake, and will then be able to determine whether that method can be adopted in the district where the gravity system of irrigation is in vogue.

Kelowna's Remarkable Growth

THE remarkable growth of Kelowna during recent years is exemplified by the following official figures just compiled. The outward freight revenue paid the C. P. R. for last year amounted to \$92,182.56 as compared with \$49,481.77 the previous year, showing an increase of \$42,700.79, or 86 per cent. The inward freight revenue in

1911 was \$132,732.28 compared with \$191,740.28 last year, an increase of \$59,008.00, or 44 per cent., while the passenger traffic revenue for 1911 amounted to \$58,974.20 as against \$64,565.01 last year. This increase is all the more satisfactory as there has been nothing approaching a "boom" in Kelowna, but is the outcome of steadily maintained progress. It is stated on reliable authority that this year will show even a larger increase.

* * *

Kelowna has just established a record in British Columbia fruit growing by despatching the first straight carlot of cherries ever shipped from the Province. The varieties consisted mostly of Morello and the famous Olivette cherry, which has acquired such prominence during recent years. Black Republicans and Lamberts were also included in the car.

Some idea of the magnitude of the carlot can be gathered from the fact that a minimum car would contain one thousand cases, containing four baskets, and the cases themselves hold eighteen pounds of cherries each. The carlot was destined to Vancouver and was shipped by Stirling and Pitcairn of Kelowna.

* * *

Recently the Canadian Pacific Railway have been paying special attention to the expeditious handling of the fruit and produce of the Okanagan Valley, which is increasing in volume year by year. The matter has been seriously considered by the company's chief officials, and it is gratifying to state that an additional evening scow will be put on to clear up all the fruit and produce remaining over each day at Kelowna and the other points on the lake.

INVEST IN ACREAGE

NEAR NEW WESTMINSTER AND VANCOUVER

WE have for sale several five-acre blocks situated in a fast-growing district, which are especially suitable for fruit, vegetable, and poultry raising. They are on a good road, and less than half a mile from an electric railway running into New Westminster, only 8 miles distant, and to Vancouver, which is 20 miles. This location is ideal for a small farm, and with these two large markets so close there would be no difficulty in disposing of farm produce at a good figure. The price of this property is \$150.00 per acre, and we can arrange exceptionally easy terms to anyone who will settle on it and make improvements. As an investment it is first-class; we know of nothing that will produce a greater percentage of profit than this. Acreage not any better, and further from Vancouver, has already been sold at a higher figure. Look this up—it's worth your while.

YORKSHIRE GUARANTEE AND SECURITIES CORPORATION LIMITED

R. KERR HOULGATE, Manager

440 Seymour Street, VANCOUVER, B. C.

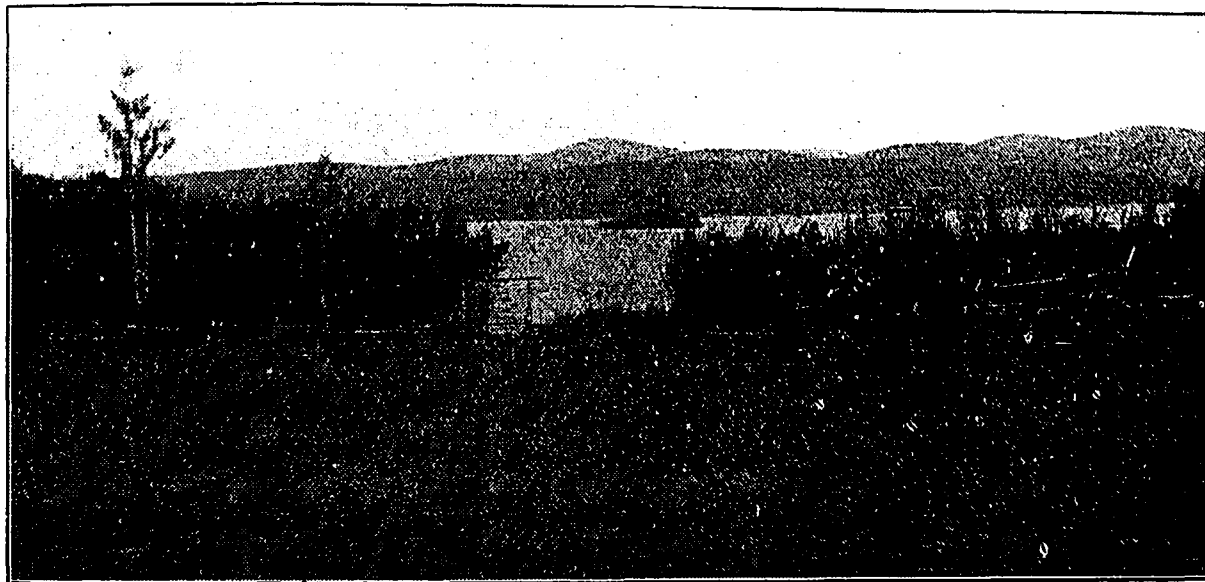
OFFICIAL GRAND TRUNK PACIFIC RAILWAY TOWNSITE

"This is to certify that Fraser Lake is the official townsite of the Grand Trunk Pacific Railway, Coast District, British Columbia. It is the intention of the railway company to erect a fine station on this townsite, commensurate to the district it will serve, which will be erected as soon as the line is completed through this district.

"The company looks upon Fraser Lake as probably one of the best townsites on the line in the Province of British Columbia.

"Five per cent. of the gross sales of this townsite is set aside to be handed over to the first Board of Trade when duly constituted, and when it has a membership of twenty-five in Fraser Lake. This fund to be used for the development of the town, advertising resources of the district, etc."

(Signed) G. U. RYLEY,
Land Commissioner Grand Trunk Pacific Railway



EAST END FRASER LAKE TOWNSITE, OVERLOOKING THE LAKE

FRASER LAKE, B.C.

Fraser Lake Townsite is right in the centre of thousands of acres of the finest agricultural, grazing and fruit lands, timber, mineral resources and coal areas in Central British Columbia; also the head of navigation for over 1,000 miles of inland waterways; huge waterpowers within two miles; finest situation along G. T. P. for summer resort; good hunting, fishing, etc.; splendid climate; projected western terminus G. T. P. branch line now under construction from Edmonton, Alberta, through Peace River country; station site and standard No. 1 station approved by Canadian Board of Railway Commissioners; every contract for sale issued direct to purchasers of lots by Land Commissioner of the Grand Trunk Pacific Railway.

ILLUSTRATED LITERATURE AND FULL INFORMATION FREE
UPON APPLICATION

Northern Development Co.
Limited

403-404 Carter-Cotton Building

Vancouver - - - Canada

COUPON B

Northern Development Co. Ltd.
403-404 Carter-Cotton Bldg.
Vancouver, B. C.

Gentlemen,—Kindly send me illustrated literature and full information regarding Fraser Lake Townsite.

Name

Address

.....

The British Columbia Magazine (Premium Department), 525 Pacific Building, Vancouver, takes this means of advising their old and new subscribers who received a premium Lot at White Rock that the registration is now in order.

We have guaranteed you that the same would be adjusted satisfactory to all concerned, and here is our proof thereof.

COPY OF LETTER TO THE DISTRICT REGISTRAR

British Columbia Magazine

PREMIUM DEPARTMENT
525 PACIFIC BLDG.
VANCOUVER, B. C.

July 18th, 1913.

Hon. J. C. Gwynn,
Land Registry Office,
New Westminster, B. C.

Dear Sir,—We are in receipt of information that the Registration Act has been so amended that they will now accept and give title on property described as east half and west half of any particular lot in a subdivision where the plans have been duly accepted and recorded in your offices.

Re our subdivision at White Rock Heights, being the N. W. $\frac{1}{4}$ of Section 15, the N. E. $\frac{1}{4}$ of Section 16, and S. W. $\frac{1}{4}$ of Section 22, Township 1, W. C. M., will you kindly write us at your very earliest convenience re this letter so that our clients can make application for registration of their property which they secured from us.

Again thanking you for your interest in this matter, we are,

Yours very truly,

BRITISH COLUMBIA MAGAZINE,
Premium Department,
(Signed) Per Wm. T. Weaver, Manager.

COPY OF REPLY FROM THE DISTRICT REGISTRAR

LAND REGISTRY OFFICE

NEW WESTMINSTER, B. C.

July 29th, 1913.

The British Columbia Magazine,
Premium Department,
525 Pacific Building,
Vancouver, B. C.

Dear Sir,—In reply to your letter of the 18th inst. I have to say that in consequence of a recent decision of Mr. Justice Morrisen I shall now be able to register the application to which you refer.

Yours truly,

(Signed) J. C. GWYNN,
District Registrar.

NOTICE:—Our August issue is a Winner, be sure and secure a copy and send several to your friends, as it contains valuable information regarding White Rock Heights.

This new service will commence immediately.

* * *

Another interesting point on which a pronouncement has just been made is in connection with the resumption of the Sunday eastbound passenger service to Okanagan Landing. The Board of Trade had this matter up with the C. P. R., and pointed out to the company the great inconvenience caused through there being no eastbound steamer from the Saturday until the Monday morning to enable the travelling public to join the main line at Sicamous. Considerable delay was also caused with mails. It is satisfactory to state that the announcement has now been made that the steamer Okanagan will resume this service forthwith.

Railway Plans on Burrard Inlet

By a judgment given by the Railway Commission at Ottawa, the long retarded railway development of the north shore of Burrard Inlet has been settled.

Three railways have been striving for rights of way in North Vancouver, but

the decision favors the Canadian Pacific Railway location plans, with the stipulation that there be only one line along the shore and the Transcontinental allow the Pacific Great Eastern and the Burrard Inlet Radial line running rights.

North Vancouver's water has a depth that will permit ocean liners to dock, and several railways have large schemes for ocean wharves in the district.

The decision is of immense importance to Vancouver, and has been awaited on the Coast with interest, as the C. P. R. location plans conflicted with and were opposed by other lines which had plans registered as far back as 1905.

Instructions have been issued by the Provincial Government for the construction of a pony trail up from the main line of the Grand Trunk Pacific through the valley of the Grand Fork and up to Robson Pass.

THE Municipality of West Vancouver have decided to spend \$100,000 on a water-works system.

Lillooet District Farm Lands

WE have large holdings in this district and solicit enquiries from parties having colonization plans in hand. Under-noted are particulars of some of our holdings:

22,000 acres Canoe Creek	15,000 acres Canim Lake
17,000 acres Bonaparte Valley	3,200 acres Lower Bonaparte
5,000 acres Clearwater Lakes	4,500 acres Dog Creek
13,000 acres Alkali Lake	12,000 acres Gaspard Creek

These lands have all been surveyed, full data can be submitted and inspection arranged.

LILLOOET & CARIBOO LAND CO. LIMITED

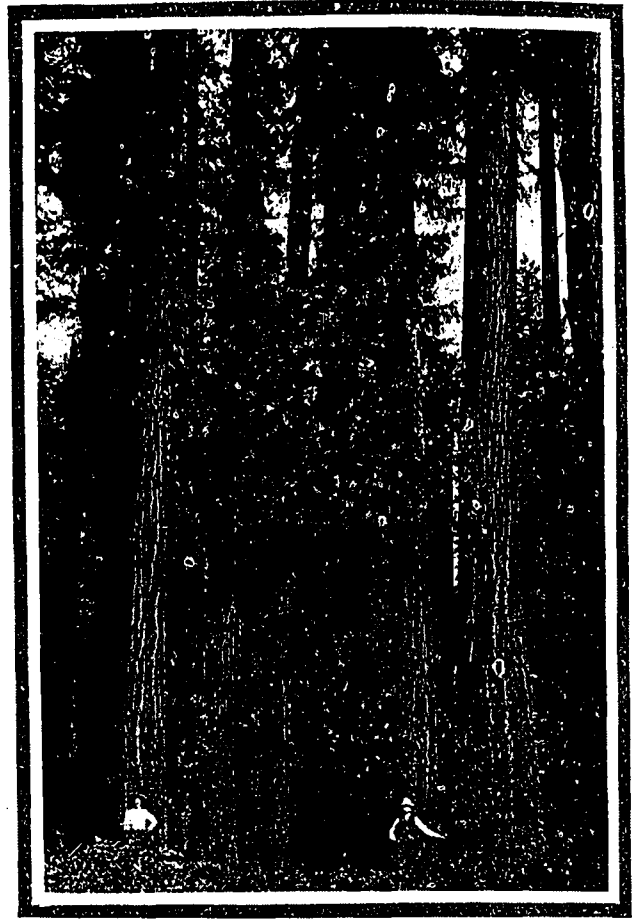
407-408 Rogers Building

VANCOUVER, B. C.

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.

VANCOUVER ISLAND FARMS

DO you want a farm in a district with a delightfully mild climate, highly productive soil and the best market in the world for farm and garden products? If so, write to us.

We specialize in this line and have a large listing of all kinds of farms from five-acre blocks to tracts of 160 acres and upwards, varying from virgin bush land to semi-improved and revenue-producing properties.

Our cheapest buys are in the Alberni, Nanoose and

Newcastle districts. The prices of these are only
\$35 AN ACRE

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

Being close to railway, school, post office and stores they are rapidly being taken up. Now is your opportunity to obtain one of them, for if you wait till they are all disposed of we know of no other lands at this price which are so well situated to meet the requirements of modern civilization and at the same time have such productive soil and delightful climate.

CARMICHAEL & MOORHEAD, LIMITED

Offices: VICTORIA, B. C.
VANCOUVER, B. C.—Franco-Canadian Trust Company, Ltd., Rogers Building

PORT ALBERNI, B. C.

PARKSVILLE, B. C.
LONDON, ENG.—Western Pacific Development Co. Ltd., 125 Pall Mall S. W.



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.

TOWNSITE AGENTS

NEW WESTMINSTER AND WHITE ROCK, B. C.

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

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

Vancouver Island, B. C. Canada

Its Principal Cities Outside of Victoria

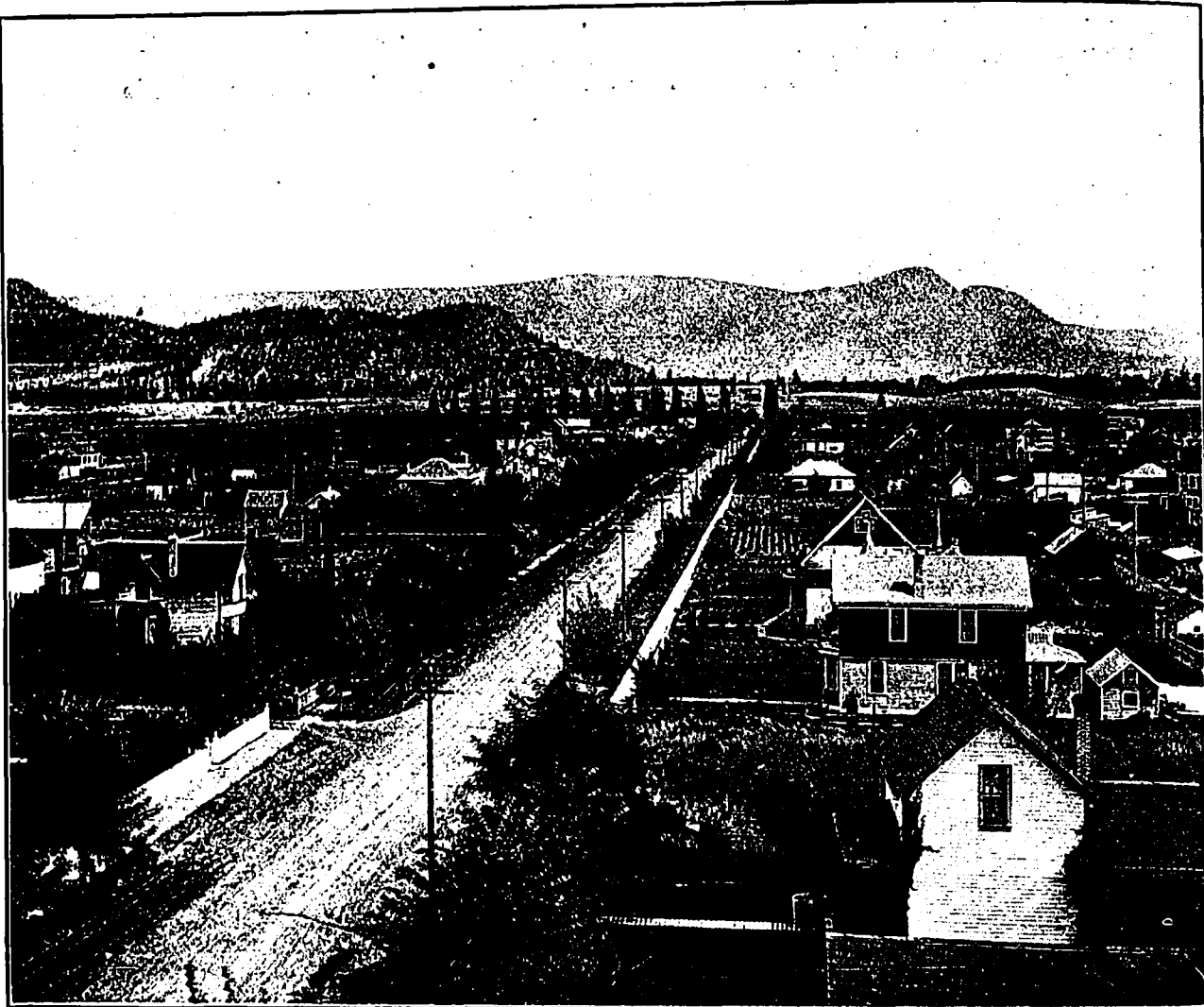
In all the various districts of Vancouver Island the tokens of development and progress continue to multiply. Railway activities and the steady work of extending and improving the island roads and highways have a great deal to do with this, and the constant influx of settlers to the country communities, 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.



TYPICAL STREET SCENE IN KELOWNA

KELOWNA, B.C. *The Orchard City of the Okanagan*

IF it be admitted that Kelowna can grow the finest fruit and produce in the whole of British Columbia, it is also universally agreed that "the beauty spot" of the Okanagan offers peculiar charms to the tourist.

Despite the general money stringency throughout Canada, Kelowna is progressing by leaps and bounds and already the building permits are ahead of those for the whole of last year.

A \$200,000 tourist and commercial hotel is now being considered, and there are excellent openings for a canning factory, cold storage plant, sash and door factory, brickyard, apartment houses, and pickling, cider and evaporating plant.

Write for illustrated booklet to

W. BEAVER JONES

Publicity Commissioner and Secretary Board of Trade

KELOWNA, BRITISH COLUMBIA

Look for the Cigar
with this Band

B-NAT-CO CIGAR

"A little thing to look for—a big thing to find"

You will find smoke-enjoyment aplenty by following this simple injunction. B-NAT-CO Cigars have that *real* Havana flavor that only the finest leaf—*grown on our own plantations*—can give a cigar. Most every good tobacconist sells B-NAT-CO'S: Earls, 3 for 50c; Majestics, 2 for 25c; Barons, 3 for 25c; seven sizes in all.

Try them—*TODAY*

BRITISH NORTH AMERICA TOBACCO CO. LIMITED
Kelowna, British Columbia

Union
Made

BELGO-CANADIAN FRUIT LANDS CO.

First-class Fruit Lands in the Kelowna
District for Sale

KELOWNA
B. C.

290 Garry Street
WINNIPEG

11 Place Leopold
ANTWERP

LANDS TIMBER MINES FRUIT LANDS

Exclusive sale of the CHOICEST LANDS in the Famous Upper Columbia Valley.
Farms of all sizes, improved and unimproved; also large tracts for COLONIZATION
or SUBDIVISION purposes.

BRITISH COLUMBIA INVESTMENTS

E. J. SCOVILL - - **Financial Agent**

(FORMERLY DISTRICT LAND COMMISSIONER FOR BRITISH COLUMBIA GOVERNMENT)

GOLDEN, BRITISH COLUMBIA

REFERENCES: CANADIAN BANK OF COMMERCE; IMPERIAL BANK OF CANADA, GOLDEN



WHITE ROCK BEACH

Read This Over Carefully

Then Call On Us

Greatest offer ever made in Canada. Building lots 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

Open Letter to Property Owners in White Rock Heights

White Rock Heights Improvement Association

(COMPRISED OF PROPERTY OWNERS THEREIN)

ROOM 15, 619 HASTINGS ST. WEST

Vancouver, B. C.

Mr. Owner:

Dear Neighbor:--

We find your name among the many of us who have purchased lots in White Rock Heights from the British Columbia Magazine of Vancouver. For some time many of the present members of this Association have discussed the proposition which these few lines will outline to you.

We have formed this Association to represent all the lot owners, for the purpose of improving the Heights. The Magazine has done its share and now it is up to us to do ours. There is a road to the property which, no doubt, will be improved by the Surrey Council, and as for the opening of the streets it is up to us purchasers to contribute a small sum each for the purpose.

Said work will commence on Road No. 1, and when same is completed Roads Nos. 2, 3, 4, 5, 6 and so on will be taken up until the entire property is opened up.

This will give those who wish to build or clear their lots an opportunity to do so.

The Association is also a free information bureau, where you can gain any information regarding clearing lots, building bungalows; who will act as your agents for registering deeds; also keep you in touch with those who wish to sell or who wish to purchase lots.

The opening up of roads will increase the value of this property at least 50 per cent.

In due time you will receive contract in duplicate; also plan showing location of your property. Sign both copies; remit the required amount, and our manager will send duplicate back to you by return mail signed and receipted.

The streets have not been named as yet, and to create an interest in the improvement the Association will give \$25.00 in cash to the contributor who sends in the best name. Mr. Wm. George Warne and Tom Castle Jackson, of Edmonds, B.C., will act as a board of judges to decide which name suggested is the most appropriate for this locality.

Trusting you realize the great value of the benefit you will receive in return for the small amount, also the importance of this Association of which you are a member,

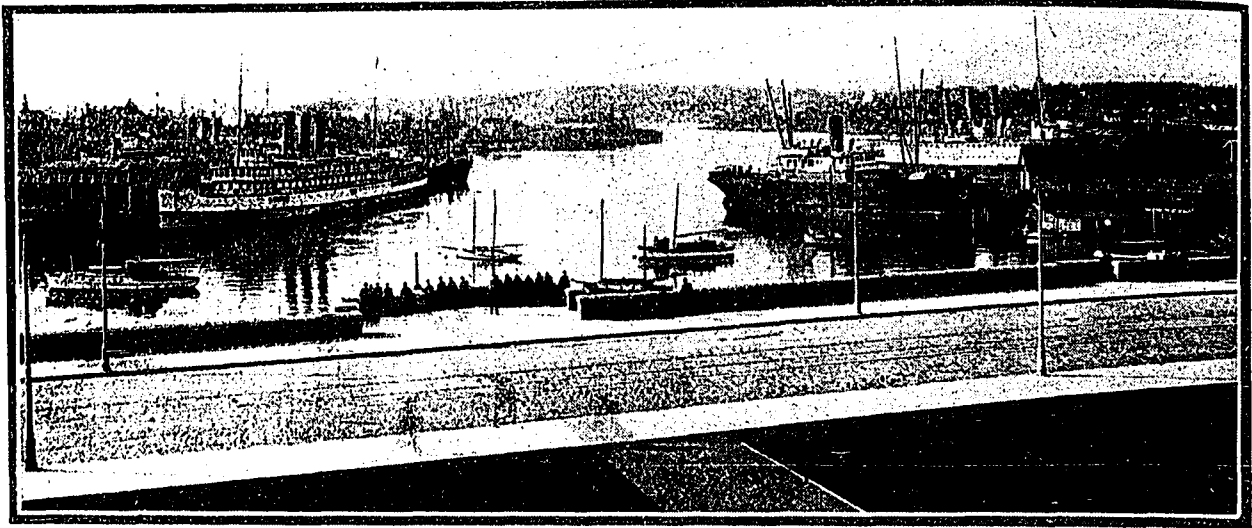
We are,

Yours for Health, Wealth and Pleasure,

WHITE ROCK HEIGHTS IMPROVEMENT ASSOC.
(Comprised of Property Owners Therein)

Dict. W. F. W.-A. McK.

Per Wm. F. Weaver, Manager.



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

ROOM 44

VICTORIA, BRITISH COLUMBIA

The Atlantic Royals



Take the "Royal" Road to Europe Montreal—Bristol

R.M.S.
ROYAL EDWARD

R.M.S.
ROYAL GEORGE

A two-days' sheltered sail down the mighty St. Lawrence—days of scenic beauty and historic interest—then but little more than three days on the Atlantic and passengers are whirled by special express trains from Bristol to London in two hours' time.

SAILINGS

From Montreal	Steamer	From Bristol
Tuesday, July 15	Royal Edward	Saturday, July 26
Saturday, July 26	Royal George	Saturday, Aug. 9
Saturday, Aug. 9	Royal Edward	Saturday, Aug. 23
Saturday, Aug. 23	Royal George	Saturday, Sept. 6
Saturday, Sept. 6	Royal Edward	Saturday, Sept. 20
Saturday, Sept. 20	Royal George	Saturday, Oct. 4
Saturday, Oct. 4	Royal Edward	Saturday, Oct. 18
Saturday, Oct. 18	Royal George	Saturday, Nov. 1
Saturday, Nov. 1	Royal Edward	Saturday, Nov. 15

For information and tickets apply to any steamship agent or to A. H. DAVIS, General Agent, 254 Union Station, Winnipeg, Man.



Do You Know
BRITISH COLUMBIA?



AN EXHIBIT HALL IN THE CHAMBERS OF THE PROGRESS CLUB

INFORMATION BUREAU
AND
NATURAL RESOURCES EXPOSITION

The Progress Club, an active industrial and publicity organization conducted along lines approved by the civic and provincial governments of British Columbia, maintains free information and industrial offices in the heart of Vancouver. These quarters house the offices and display halls of the club, and a large staff is employed to supply information to visitors and correspondents concerning every phase of commercial, industrial and professional life in Vancouver and the province.

If you have not received the fullest information regarding opportunities to engage in congenial occupations at the Coast write for beautifully illustrated literature to the



COMMISSIONER, PROGRESS CLUB
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.

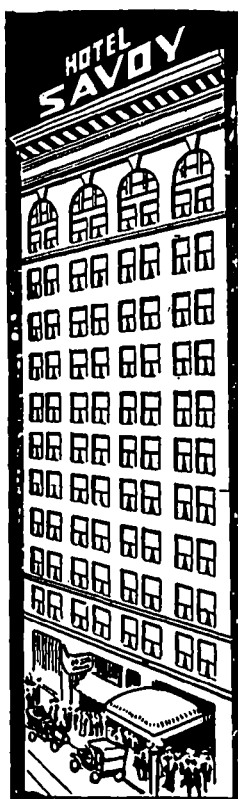
Write us today about property in these districts.

The Acadia Trust Company Limited

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

150 Hastings Street East

VANCOUVER, CANADA



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**HOTEL
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In the centre of things — theatres and stores on both sides. Building absolutely fireproof — concrete, steel and marble.

**European Plan
\$1 per Day Up**

Rooms with bath
\$2.00 up

Annual Potlatch
July 14-19

Send for free map
of Seattle's Business District

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

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

APPLEDALE ORCHARDS—BEST LOCATED AND most practical subdivision in Southern British Columbia. Richest soil; level land; no irrigation; \$10 cash and \$10 monthly, without interest. Annual profits \$500 to \$1,000 per acre. Orchard, garden, poultry; scenery, hunting, fishing, boating; delightful, warm climate; school, post office, store, sawmill; daily trains; close to markets; unlimited demand for products. Write quick for maps, photos, free information. **WEST KOOTENAY FRUIT LANDS COMPANY, Dept. M, Drawer 1087, Nelson, B.C.**

SELF-SUPPORTING HOMES—GROWING FRUIT in beautiful lake district, Southern British Columbia, without irrigation. \$10 cash and \$10 per month, without interest, for five acres. Delightful climate; scenery, fishing, hunting, boating. Information free. Write today. **WHATSHAN ORCHARD ASSOCIATION, Dept. F., Nelson, British Columbia.**

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(a la Quina du Perou)

POSSESSES certain advantages that are worthy of special consideration.

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- 2nd. It has decided palatability without sacrifice of efficiency.
- 3rd. It combines the Nutro-tonic with the rich blood-making qualities.

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the Others
and
Me



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Perfumed

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in the sanitary
package.

Each cake of Taylor's Infants-Delight Soap is carefully wrapped and packed in its own sanitary package. Fresh to your hands from our clean modern packing rooms.

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is equally delightful for adult use as it is to His Majesty the Baby, for whom it was first specially made. Made from imported Coconut and Olive Oils, it is ideal for the toilet and bath, rendering the complexion soft and beautiful.

Taylor's Toilet Delights

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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.

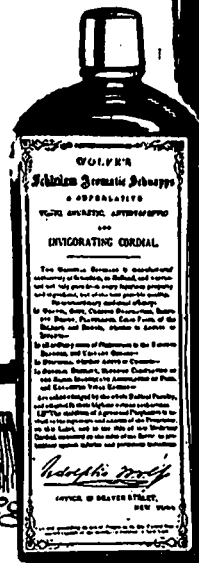
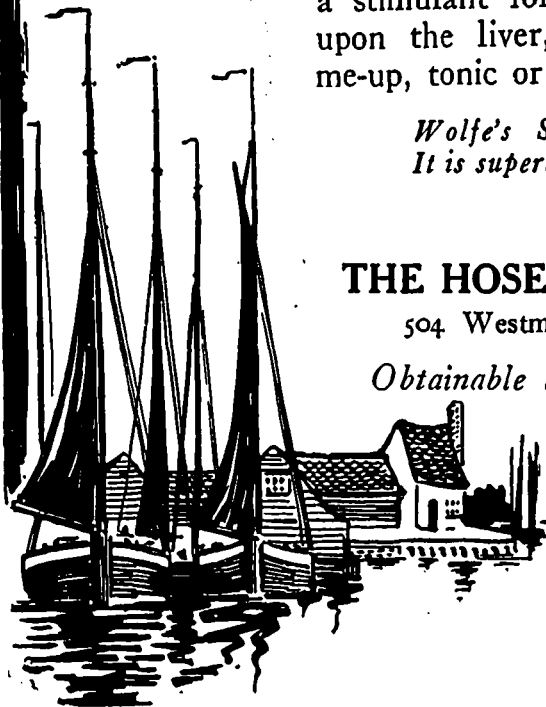
*Wolfe's Schnapps is always opportune.
It is superior in every way to ordinary gin.*

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Obtainable at all Hotels and Retail Stores



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(PUBLISHED ANNUALLY)

ENABLES traders throughout the world to communicate direct with English

MANUFACTURERS AND DEALERS in each class of goods. Besides being a complete commercial guide to London and its suburbs, the directory contains lists of EXPORT MERCHANTS with the goods they ship, and the colonial and foreign markets they supply;

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"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.

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so easy that you never feel like putting it off—
so quick that you can always spare the time
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Every Gillette Set includes 12 Blades (24 of the keenest edges ever made.) Standard Sets \$5.00—Pocket Editions \$5.00 to \$6.00—Combination Sets \$6.50 up.

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Office and Factory
The New Gillette Building, Montreal

465

TRADE  **Gillette**  MARK
KNOWN THE WORLD OVER

TRADE  **Gillette**  MARK
KNOWN THE WORLD OVER

**Now then
take care
how you
make that
soup**



A jolly good soup is Edwards' Soup—but, as you know, even the best of soups can easily be spoilt if you don't make them in the proper way.

This is how to make Edwards' Soup (Brown or Tomato variety):

Put a pint of cold water in a saucepan, add one packet of Edwards' Desiccated Soup (Brown or Tomato variety), boil for thirty minutes, stir frequently, salt and pepper to taste and—there you are!

EDWARDS' DESICCATED SOUPS

There's no bother of peeling vegetables and cutting up meat. Buy a few packets of Edwards' Soup today and—take care how you make that soup!

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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.

Lots of dainty new dishes in our new Cook Book. Write for a copy post free.

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offers splendid openings for business men of all kinds

FORT GEORGE HAS BEEN SELECTED AS THE MAIN CONSTRUCTION HEAD-QUARTERS for railways building north, south, east and west through Central British Columbia and the Peace River District.

In addition to being the strategic railway centre of a vast territory, Fort George is at the junction of 1,000 miles of navigable waterways and will be the wholesale jobbing and manufacturing centre.

One million dollars per month cash will be distributed at Fort George to 10,000 construction men.

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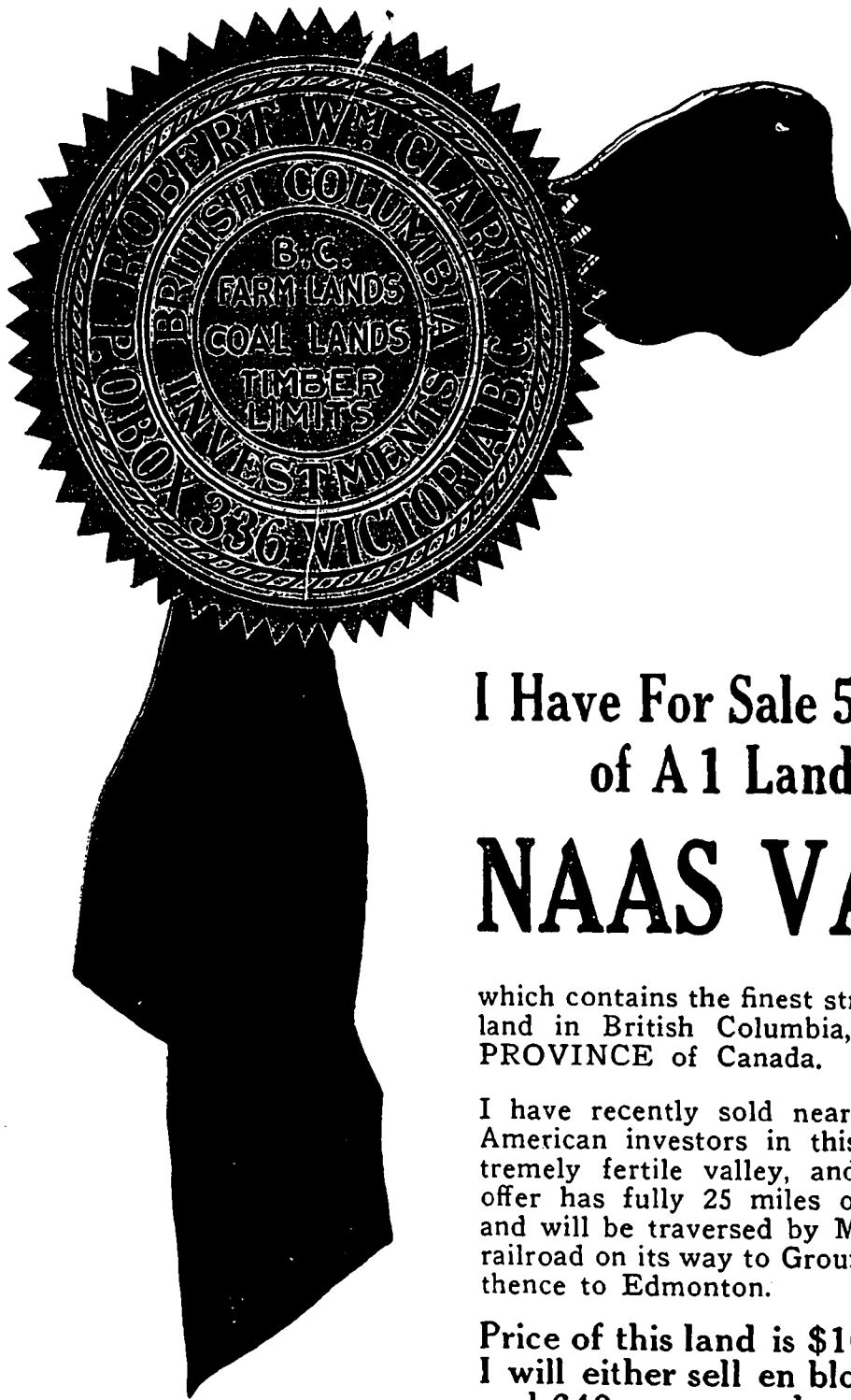


Natural Resources Security Co. Limited

Joint Owners and Sole Agents Fort George Townsite

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VANCOUVER, B. C.



I Have For Sale 50,000 Acres
of A 1 Land in the
NAAS VALLEY

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I have recently sold nearly 100,000 acres to American investors in this beautiful and extremely fertile valley, and this tract I now offer has fully 25 miles of railroad frontage and will be traversed by Mackenzie & Mann's railroad on its way to Ground Hog Coal Fields, thence to Edmonton.

Price of this land is \$10 an acre. And I will either sell en bloc or in 160, 320 and 640 acre parcels.

TERMS: \$3 an acre cash, balance one, two and three years at 6%

The Naas farmers will have the best of markets in Prince Rupert, Stewart and Ground Hog Coal Fields and the Prairie Provinces for all the fruit, etc., that can be produced.

Should you be interested, write or wire me for ANY INFORMATION you may require. Naas Valley Lands are SELLING RAPIDLY, and I would recommend quick action.

Robert William Clark

Mahon Block

P.O. Box 336

VICTORIA, B. C.

REFERENCE: Merchants Bank of Canada, Victoria