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# BULKLEY VALLEY

THE TREASURE VALLEY  
OF BRITISH COLUMBIA

Issued by  
THE BULKLEY VALLEY  
DEVELOPMENT ASSOCIATION  
SMITHERS, B. C.

C. 1912

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By CLARK H. WILLIAMS, Secretary  
BULKLEY VALLEY DEVELOPMENT  
ASSOCIATION

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SMITHERS, B.C.

# The Bulkley Valley Development Association

SMITHERS, B.C.



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This organization will be glad to answer enquiries regarding opportunities for settlers, business men or investors, in central and northern British Columbia. Any information desired will be given without charge.

Address Secretary, Bulkley Valley Development Association, 526 Vancouver Block, Vancouver, B.C.

The  
**Bulkley Valley**  
BRITISH COLUMBIA

And the opportunities it offers  
the settler and investor

by

CLARK H. WILLIAMS

*Secretary, Bulkley Valley Development Association*

**B** RITISH COLUMBIA, Canada's Pacific Coast Province, is fast coming into its own. New railways are building across its north and mid-sections, opening up immensely rich agricultural and mineral areas. Its trade with the Orient is important and growing. Its great, varied raw products are in increasing demand. Its mountains are huge treasure chests of minerals. Its waters teem with valuable food fish, and last year British Columbia jumped to first place in the whole Dominion in fisheries with an output of \$13,678,000!

Farms of the Province in 1912 produced crops valued at \$22,452,412. Timber was cut from its seemingly inexhaustible forests worth \$19,000,000. Its mines yielded coal and other minerals to the extent of \$22,000,000. Raw products were valued at almost \$100,000,000, while manufactures added new wealth to the amount of \$20,000,000. For every man, woman and child in the Province in 1912 there was produced approximately \$300.

During the past year, British Columbia gained about 25 per cent. in population. But it has room for millions. It is greater in area than the States of Washington, Oregon and California combined, yet it has but 400,000 people, or about one to each square mile. Nearly all of these are in the cities and along the Canadian Pacific Railroad in the southern part of the Province.

"New British Columbia" is the name aptly given to the great Central and Northern Interior. Its development has just begun. Its possibilities are past computation. The one transcontinental railroad crossing the Province will be increased to three within two years by the completion of the Grand Trunk Pacific and the Canadian Northern Pacific. The former, building westward from Winnipeg and eastward from Prince Rupert,

reached Tete Jaune Cache, on the east, and Smithers, in the centre of the Bulkley Valley, on the west, in midsummer of this year, and will close up the gap, operating trains from ocean to ocean, by early fall of 1914.

Prince Rupert, the Pacific Coast terminal of the Grand Trunk Pacific, which will bring the immense freight and commerce of the Orient two days nearer to the Canadian manufacturer and grower than any other port on the Pacific Coast, has grown more rapidly than any city in British Columbia or, probably, in all Western Canada. Located on an uninhabited island, where even Indians refused to live, it sprang into being as by magic, as if by the waving of the wand in the hands of a mighty conjurer. In this case the magician was the Grand Trunk Pacific Railroad, which realized the strategic importance of bringing the Orient nearer to Canada by two days and, at enormous expense, created here its Pacific Coast terminus. This Western end of the long portage across Canada and the shortest route to Alaska and the Orient, is already, potentially, a great city. It cannot escape its destiny.

### Must Look to Interior

Prince Rupert, which has grown amazingly, is on the way to become a second Vancouver. But it must depend upon the Interior to supply it with produce and food supplies for its people.

For one hundred and eighty miles to the east, from Prince Rupert to Hazelton, the railway runs through the canyon of the Skeena River, where, except in the Kitsumkalum, Lakelse and Kitwancool Valleys, which open out to the railway, there is but little agricultural land. At Hazelton the Bulkley Valley is reached. This is the biggest and closest body of farming land easily accessible to Prince Rupert, and from it will come the grains, fruits, vegetables and dairy products to feed this important, growing seaport.

Beginning at Hazelton, the Bulkley Valley extends to Decker Lake, a distance of 130 miles. The railroad is completed to a point about 50 miles east of Hazelton, near the centre of the valley. It is here that the railroad company has established its freight and passenger division point for the whole territory between Prince Rupert and Fort George—Smithers, named in honor of Mr. Alfred Waldron Smithers, chairman of the railway company's Board of Directors. With the immense agricultural, mineral and timber resources back of it, Smithers may be compared to Spokane. What Spokane is to the Palouse and Coeur d'Alene country, Smithers will be to the Bulkley Valley. Both are important railway centres and both are in the heart of districts rich in agriculture, minerals and timber.

To the east of this town at a distance of several miles is the Babine range of mountains and to the west are the Hudson Bay Mountains, a spur of the Coast range.

Between these two ranges lies the Bulkley Valley, traverse<sup>d</sup> its entire length by the Grand Trunk Pacific Railway, embracing, according to Government estimates over 300,000 acres of fertile farming lands. If the arable tributary lands are to be added this figure will be increased to about 500,000 acres.

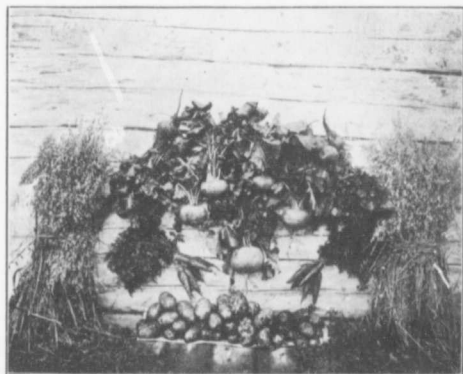
The great factor in the development of the Bulkley Valley, as in all agricultural districts, is its equable climate. The mountains shelter the valley from severe weather, while warm winds blow inland from the Pacific along the Skeena River and moderate the harshness of the winters. Climatic conditions are somewhat similar to those of Northern New York and Eastern Ontario. Government Bulletin No. 22, page 19, says:

### Cattle Forage through Winter

"The cold is not so prolonged as it is east of the Rockies, the Chinook winds which blow overland at intervals moderating the temperature to a spring-like degree. Such is the effect of these warm winds that at many places settlers allow their cattle to wander and forage for themselves and they are invariably found to be in first-class condition in the spring."

Winters are periods of bright, clear weather, with an absence of wind and the snowfall is not heavy. Settlers describe the climate as one approaching perfection. The summers are never oppressively hot, due to the dryness of the air

### *Grain and vegetables raised in the Bulkley Valley*



and the breezes from the mountains. The nights are invariably cool and refreshing. There is plenty of sunshine and sufficient rain to nourish the crops, so that irrigation appears to be entirely unnecessary.

There are from 20 to 21 hours of daylight during the growing period, assuring a safe and early maturing of crops throughout the district. Light frosts sometimes occur during the summer months, but these are rare and are not severe enough to do harm. The experience of older sections where these frosts occur shows that as the timber is cut off and the tilled areas increase in size, immunity from them is gained.

Agriculturally, the valley is unsurpassed in British Columbia. The soil is of surprising strength and richness. It is deep, black as chocolate and can never be exhausted. Rich silt and the decaying vegetation of centuries have combined to form a soil that will make the Bulkley Valley one vast garden.

The land produces not only splendid yields of hay and grain, but remarkable vegetables as well. Timothy, barley and oats thrive, and pea vine, vetches and wild hay yield heavy crops. It is an ideal dairying country and will support a large agricultural population when dairying, together with poultry raising and intensive, diversified farming, is developed as it should be.

### Fruit Outlook Good

Fruit experiments in the Skeena, Kitsumkalum and Kitwancool Valleys have been successful. Orchards of apple, pear, cherry, plum and prune trees have been bearing for some years, the fruit being of excellent color and quality and free from blemish. As these valleys practically adjoin the Bulkley, and conditions are the same, there is every reason to believe that the Bulkley Valley will become a well-known fruit section. As yet not enough experimenting has been done to know what tree fruits are best suited to the district. Small fruits, however, thrive remarkably well.

The end of the valley for about 30 miles from Hazelton is somewhat narrow with small agricultural areas at intervals, but the remaining 100 miles is all good farming country. All about the town of Smithers, particularly to the south, is splendid agricultural land with ranchers scattered here and there, and these are all making large profits. Some idea of the richness of the soil may be gained from the fact that the Sealy farm, 4 miles from Smithers, last year returned a gross income of \$20,000. The McInnes ranch, some miles to the east, yielded \$14,000, and the Carr ranch, adjoining the Sealy farm, grew products worth \$10,000. One farmer who has gone in for poultry raising reports that his eggs net him a dollar a dozen the year round. A settler who



pre-empted 170 acres midway between Smithers and Telkwa, captured eight prizes at the Agricultural Fair last fall without either fertilizing or irrigating his land. One of his exhibits was a turnip which weighed  $22\frac{1}{2}$  lbs.

Much has been said about the huge crops grown in this fertile soil. F. A. Talbot, an English traveller, was so impressed when he travelled through the valley that he makes the following statement in his book, "The New Garden of Canada," chapter 22:

"The McInnes farm is the pioneer ranch in the South Bulkley Valley. The barn is crammed with timothy; none of your thin wisps, barely 30 inches long, but good substantial stalks ranging from 5 to 6 feet in length; in all there was gathered in from \$5,000 to \$6,000 worth of hay. Forty dollars per ton is a fair figure, although a larger price has been paid. Wild hay here grows tremendously. The meadow had been cropped when the hay was like canes and when one of the brothers, who stands a good six feet, went into the field, you could not see him. So that hay was measured just before cutting and it was 9 feet in height. The McInnes farm has a thousand acres that have been plowed and throughout its whole area one stone only was found. It works with extreme ease, being a friable loam—silt probably. In no part of the thousand acres was the depth of the top-soil less than 8 feet. In one or two places, too, silt had been found to be as much as 32 feet deep. When we visited the kitchen garden the feet sank into the black silt as if it were sand.

"We were a trifle late in the season to see the farm at the height of its beauty, inasmuch as the hay, wheat and barley had been garnered. There

*A Bulkley Valley farm in the Spring*



was a field of oats standing and they were a sight to make an English farmer turn green with envy. Summer frosts had wrought no havoc here. This field of grain was just ripening and it easily topped four and a half feet in height with long ears well filled and matured. This grain was worth \$100 per ton on the ranch.

### Kitchen Garden a Surprise

"But the most remarkable sight was afforded by the kitchen garden. Carrots that were pulled for our inspection were of splendid shape and color, about 18 inches long by 2 or 3 inches across the crown. The parsnips were better, while the white turnips were striking examples of British Columbian fertility, for they were almost completely spherical, weighed from 2 to 4 pounds apiece and as sweet and juicy as an apple. Cabbages of all descriptions were growing in abundance. There were savoys with hearts as tight as a drum and 12 inches across; curly kale thriving like young bushes, while the ordinary cabbages had attained huge proportions and were reeling under their own weight. One could not span a single plant with the two arms without crushing it. The largest cabbage these brothers had raised yet, so they related, turned the scale at 20 pounds and they kept it some time to show passers-by.

"But the brothers kept their greatest surprise till the last. This was a bed of purple-topped turnips which was being grown for winter feeding of the stock. Here was brobdingnag with a vengeance. The top leaves were large but they concealed only a far greater growth below. The crowns, many of which were split into five heads, were from 12 to 14 inches across. Some were pulled and when measured gave a circumference ranging from 24 to 36 inches. Three roots made a bulky and heavy armful as we found from experience. These brothers held the palm in the Bulkley Valley for raising this species of turnip, for they established a record with a single root weighing 20 pounds."

The Bulkley Valley is a district that will prove attractive to the man who wants a small tract of 5, 10 or 20 acres on which to carry on intensive farming. A man with such a tract will have no reason to fear the high cost of living, but will be independent, with his cows, chickens, fruits and vegetables. He will have a constant market for the various products of his land, and the soil is so rich that it will undoubtedly respond in surprising fashion to intensive methods.

Lack of transportation has been the great drawback to the settlement and development of the Bulkley Valley. Access to it has been only by means of steamer, stage, packhorse, canoe or trail, so that the hardy pioneer alone has braved this isolation. Fortunately the pioneer period is over. The railway is now in operation, opening

up the way to outside markets and effecting a much reduced freight rate on all equipment and supplies of the settler. Now that the railway has arrived and the city building period is at hand as well as the development of the extensive mining areas surrounding the valley, the growing home population will very much increase its demand for farming products. Prince Rupert, too, must look to the Bulkley country for its produce, and the whole Province needs just the things the Bulkley Valley is best adapted to grow.

### Lands Low in Price

There are great opportunities here for the settler. Good farming lands, conveniently located, average in price from \$15 to \$20 per acre. Cheaper lands may be had by going farther from the railroad, and pre-emptions may be still taken in some of the tributary districts. These lands will yield crops that bring much larger returns than are obtained in the older settled portions of Canada. While the farmer is improving his land and paying for it by the annual crops, the value of his farm is increasing. Its enhancement of value will undoubtedly be rapid since there is certain to be a heavy immigration into these interior valleys as soon as land hungry people elsewhere learn their great desirability for general farming.

There is probably no section in the whole Dominion that offers equal inducements to the settler, particularly to the practical farmer who is willing to work and who knows how to cooperate with the soil and the seasons to bring forth the maximum yield from his carefully tilled acres. The various authorities on agricultural subjects who have visited the Bulkley Valley speak of it in the highest terms as specially well

*A haying scene on Pioneer Ranch, in the Bulkley Valley*



adapted for dairying as well as for stock-raising and general farming. The open prairies were found covered with abundant crops of wild grasses, peavines and vetches, the wild hay being shoulder high, while vetches were seen twining about the trunks of trees, so luxuriant was their growth.

The demand for dairy products throughout British Columbia is very great. Annually, butter, cheese and condensed cream and milk to the value of approximately \$2,000,000 are imported to the Province for home consumption. The demand for these things together with general farming products is rapidly growing with the increase of population now so general throughout Western Canada.

### Large Body of Good Land

The Bulkley Valley is the largest body of rich agricultural land opened up by the Grand Trunk Pacific in crossing British Columbia, and it is easily realized how necessary its products will be now that the building of the railway means the development of mineral and timber resources of the Interior, together with the immense fishery possibilities of the coast.

A glance at the map of British Columbia shows the heavy settlement of the southern part of the Province along the railroad. Immigration has in the main followed the locomotive westward. New British Columbia is now to have its turn. Development of the country will be more rapid than was the case in the south. It is not unreasonable to expect Central and Northern British Columbia to overtake and possibly outdo the southern part of the Province.

Settlers in the Bulkley Valley are progressive. They have formed the only Agricultural Association and Farmers' Institute in Northern British Columbia. They hold an annual Fair which is of high class with substantial premiums. The first exhibition was held last fall. Negotiations are now under way with the Grand Trunk Pacific and the Provincial Government for an exhibit ground with pavilions and race track at Smithers. Efforts are also being made to have a Government experiment farm established in the valley, probably near the same town. The Agricultural Association and the recently organized Bulkley Valley Development Association are working together to secure the farm, and it seems likely the effort will be successful.

Rich as the valley is agriculturally, this is but one of its resources. A great extent of fertile soil sufficient to support a large population is the best asset any district may have. But here there is a profusion of riches. There are forests of timber that will mean fortunes for the lumbermen. The rivers hold a wealth of waterpower sufficient to meet all the needs of the future population. The mountain ranges that surround the valley are high treasure chests.

Some idea of the important part that the mining industry is to play in the future development of the Bulkley Valley may be gained from the fact that during the past 10 years some 500 mineral claims have been staked in the district tributary to Smithers. New locations numbering 139 were made last summer, and approximately \$10,000 was spent on assessment work. During the present season a much heavier outlay will be made, many of the larger properties being already at the stage of extensive development.

The mines already located await only the railway before operations will be commenced on a large scale. Great bodies of silver-lead ore have been located both in the Babine and Hudson Bay Mountains, while copper is found in many localities and gold deposits are being worked. Both anthracite and bituminous coal of good quality and great extent have been located. Already a project is under way for a smelter at Smithers to reduce the ores of the district. When these mines shall be worked on the extensive scale necessary for their development there will be a large mining population, increasing further the demands for products of the farm.

### Many Strikes in District

Mr. F. A. Talbot, in his book, "The New Garden of Canada," chapter 21, has this to say about the mineral wealth of the Bulkley Valley:

"The prospector has been busy in the mountains surrounding the Bulkley Valley and there were many rumors of big strikes. Here it was a heavy find of galena; there one of silver; coal abounded somewhere else; gold was the reward of another prospector's persistence; while copper seemed to be abundant on all sides. The pros-

*A typical outfield in the Bulkley Valley*



pectors have barely touched the surface. When the scientific hand appears and carries out the search upon a systematic basis, then the real possibilities of the country will be revealed; but the pioneers have done sufficient to prove that from the mineral point of view, Upper British Columbia is indeed a huge storehouse of dormant mineral wealth. Development naturally cannot be rapid until the advent of the railway."

Coal deposits have been located in a number of places in the valley, one of the most extensive being thirty miles directly west of Smithers. Mr. Talbot writes of it as follows:

"The most promising discovery which has been made is that of coal. If there is one mineral more than another which will spell prosperity to British Columbia, it is this. In fact should the find come within one-tenth of the estimate, its influence would be felt throughout the whole of this Western Province. Experts who have investigated the discovery closely informed me that the basin extends over 28,000 acres and that it represents deposits of over 1,000,000,000 tons. Should this be correct, then indeed the strike will rank as one of the largest known pits of bituminous coal on the North American continent. There are other finds of coal measures in the valley, and they are being exploited.

"Taken on the whole, it may be said that there is a healthy race between agriculture and mining for the blue ribbon of industrial supremacy in the Bulkley Valley. The future of the former is amply secured. But it will be pressed hard by its rival. The success of the mines will be to the material benefit of the farmers since it will provide them with valuable markets for their produce on the spot."

### Headquarters Town Promising

Smithers, located both on the railway and the Bulkley River, seems destined to be the chief town. It is not the only one in the Bulkley Valley, but as it seems to be far the most promising and is moreover the headquarters of this Association, a few facts about it may be of interest.

It is first of all a Grand Trunk Pacific town, and it was only after a thorough study of the valley that this location was chosen by the railway. It was not only the most suitable spot from the standpoint of railway operation, but it is the most desirable place to build a city. No better proof of the confidence of the railroad company in its future can be had than the fact that it anticipates spending a large sum of money in the construction of shops, etc., at Smithers. In a recent interview in the Vancouver World, Mr. F. E. Chamberlain, brother of the President of the Grand Trunk Pacific and Chief Engineer in charge of construction in British Columbia, stated that the cost of present development work would amount to \$250,000.

Smithers is to have a Class A passenger station, roundhouses, railroad shops and freight yards. General Passenger Agent Hinton of the G.T.P. states that 200 men will be continuously employed in the repair shops alone. The railway company is assured that Smithers will be a busy division point and that these facilities will be needed.

The new town starts off with a bank, two newspapers and an Anglican church, to the building fund of which Mr. A. W. Smithers, godfather of the town, was the first subscriber, and a modern hotel costing \$25,000, and many other stores and business houses. Arrangements have also been made for the early establishment of electric light and water plants. A telephone system will also be installed.

The central location of Smithers was probably the chief reason of the railway in making this its general divisional point. Around it on every side is an astounding natural wealth. Field, mine, forest and stream are seemingly in league to lavish their riches on this centre of New British Columbia. Not only is it amply favored by nature, but behind the new town are the resources and assured support of the Grand Trunk Pacific Railway.

Smithers townsite lies approximately 230 miles from Prince Rupert on the west and Fort George on the east, its nearest important railway neighbors. Within this great area between are tremendous resources. Great farming areas of rich land, mountains of mineral, and huge coal beds, forests of timber and immense waterpower, are all here waiting to be put to the use of man. It would be incredible if a great city did not spring up at a location such as this with everything in its favor and combining such remarkable advantages.

*Seven hundred tons of timothy in this barn, product of the rich Bulkley Valley*



For the information of intending settlers, the following summary of British Columbia land laws is printed:

#### WHO MAY PRE-EMPT.

Any person being a British subject and further being (a) the head of a family; (b) a widow; (c) feme sole who is over 18 years of age and self-supporting; (d) a woman deserted by her husband; (e) a woman whose husband has not contributed to her support for two years; (f) a bachelor of the age of 18 years, may for agricultural purposes only pre-empt any tract of unoccupied and unreserved Crown lands not being an Indian Reservation, not exceeding 160 acres in extent.

Any alien, upon his making a declaration of his intention to become a British subject before a commissioner, notary public, justice of the peace or any other officer appointed therefor and upon filing such declaration at the Department of Lands, or with the commissioner for the district in which the land intended to be located is situated, may acquire the right to pre-empt. Provided that no alien shall be entitled to a Crown grant of any lands unless and until he shall produce to the commissioner his certificate of naturalization.

Any chartered or incorporated company may pre-empt lands by a special order of the Lieutenant-Governor-in-Council.

Any number of persons not exceeding four, may enter into a partnership for the purpose of pre-empting lands for agricultural purposes, an area of land to the extent to each partner in the firm of 160 acres. Each partner shall represent his interest by occupation of some portion of the land so held by such firm. Partners in such firm may reside together upon one homestead, provided such homestead be situated upon some portion of the land pre-empted and occupied by such firm. For the purpose of obtaining a certificate of improvement to the land pre-empted in this manner it shall be sufficient to show the commissioner that improvements in the aggregate to \$2.50 per acre of the whole land have been made on some portion thereof.

#### HOW TO ACQUIRE A PRE-EMPTION.

Persons desiring to pre-empt unsurveyed Crown lands must observe the following rules:

1. Place a post four or more inches square and four or more feet high above the ground—a tree stump squared and of proper height will do—at one angle or corner of the claim and mark upon it his name and the corner or angle represented, thus:

"A.B.'s land, N.E. corner post" (meaning northeast corner, or as the case may be), and shall post a written or printed notice on the post in the following form:

"I, A.B., intend to apply for a pre-emption record of .....acres of land, bounded as follows: Commencing at this post; thence north.....chains; thence east.....chains; thence south.....chains; thence west.....chains (or as the case may be).

"Date."

"Name (in full)."

2. After staking the land, the applicant must make an application in writing to the Land Commissioner of the district in which the land lies, giving full description of the land, and a sketch plan of it; this description and plan to be in duplicate. The fee for recording is \$2.

3. He shall also make a declaration, in duplicate, before a justice of the peace, notary public or commissioner, in form 2 of the Land Act, and deposit same with his application. In the declaration he must declare that the land staked by him is unoccupied and unreserved Crown land, and not in an Indian settlement; that the application is made on his own behalf and for his own use for settlement and occupation, for agricultural purposes, and that he is duly qualified to take up and record the same.



4. If the land is surveyed the pre-emptor must make application to the commissioner exactly as in the case of unsurveyed lands, but it will not be necessary to plant posts.

5. Every pre-emption shall be rectangular or square shape, and 160 acres shall measure either 40 chains by 40 chains—880 yards by 880 yards, or 20 chains by 80 chains—440 yards by 1760 yards; 80 acres shall measure 20 chains by 40 chains; and 40 acres, 20 chains by 20 chains. All lines shall run true north and south and true east and west.

6. When a pre-emption is bounded by a lake or a river, or by another pre-emption or by surveyed land, such boundary may be adopted and used in describing the boundaries of the land.

#### OCCUPATION OF LAND.

7. Sixty days after recording the pre-emptor must enter into occupation of the land and proceed with improving the same. Occupation means continuous bona fide personal residence of the pre-emptor or his family, but he and his family may be absent for any one period not exceeding two months in any year. If the pre-emptor can show good reason for being absent from his claim for more than two months, the Land Commissioner may grant his six months' leave. Absence without leave for more than two months will be looked upon as an abandonment of all rights and the record may be cancelled.

8. No person can take up or hold more than one pre-emption.

9. The pre-emptor must have his claim surveyed, at his own expense, within five years from the date of record.

10. After survey has been made, upon proof in declaration in writing of himself and two other persons, of occupation for three years from date of pre-emption, and having made permanent improvements on the land to the value of \$2.50 per acre, the settler on producing the pre-emption certificate obtains a certificate of improvements upon payment of a fee of \$2.00.

11. After obtaining the certificate of improvements the settler is entitled to a Crown grant in fee simple, without any additional cost except the Crown grant fee, which is \$10.

12. A pre-emption cannot be sold or transferred until after it is Crown-granted.

13. A pre-emption cannot be staked or recorded by an agent.

*Fifteen pounds each—giant turnips raised in the Bulkley Valley*



14. Timber limits (that is, lands which contain milling timber to the average extent of 8,000 feet per acre west of the Cascades—Coast Range—and 5,000 feet per acre east of the Cascades—Coast Range—to each 160 acres) are not open to pre-emption.

#### PURCHASES.

Crown lands may be purchased to the extent of 640 acres, and for this purpose are classified as first and second class, according to the report of the surveyor. The minimum area that may be purchased shall be forty acres, measuring 20 chains by 20 chains, except in cases where such area cannot be obtained.

Purchased lands may be staked by an agent.

Lands which are suitable for agricultural purposes, or which are capable of being brought under cultivation profitably, or which are wild hay meadow lands, rank as and are considered to be first-class lands. All other lands, other than timber lands, shall rank and be classified as second-class lands. Timber lands (that is, lands which contain milling timber to the average extent of eight thousand feet per acre west of the Cascades—Coast Range—and five thousand feet per acre east of the Cascades—Coast Range—to each one hundred and sixty acres) are not open for sale.

The minimum price of first class lands shall be \$10.00 per acre, and that of second-class lands \$5.00 per acre: Provided, however, that the Chief Commissioner may for any reason increase the price of any land above the said prices.

No improvements are required on such lands unless a second purchase is contemplated. In such case the first purchase must be improved to the extent of \$3.00 per acre.

When the application to purchase is filed, the applicant shall deposit with the commissioner a sum equal to fifty cents per acre on the acreage applied for. When the land is finally allotted, the purchaser shall pay the balance of the purchase price.

#### TO PURCHASE LOCATED LANDS.

If particulars of lands offered for sale by original or present owners throughout Central British Columbia are desired, by addressing the Secretary of the Bulkley Valley Development Association at 526 Vancouver Block, Vancouver, B. C., giving the locality which you favor for your purchase, you will be furnished with the names and addresses of reliable land owners in that district together with any further particulars sought, so far as practicable.

*Ready for the steel. The railroad going through the Bulkley Valley*



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