

COURTENAY

THE COMING RAILROAD AND
INDUSTRIAL CENTRE OF

— CENTRAL —

VANCOUVER ISLAND

BRITISH COLUMBIA



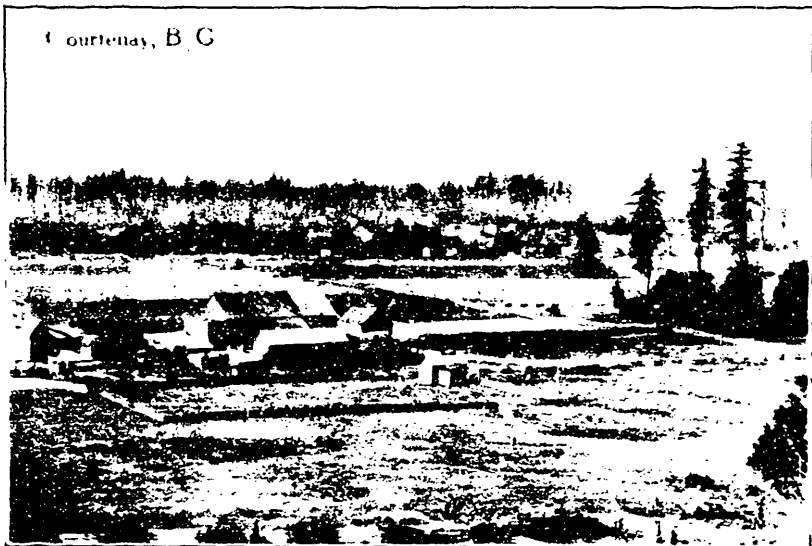
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PRESENTS HEREIN

Authentic Facts, Figures and Photographic Views
of the Fastest Growing, Greatest Little
Town on Vancouver Island



COURTENAY

Victoria is 150 Miles South of Courtenay
Vancouver is 100 Miles East of Courtenay

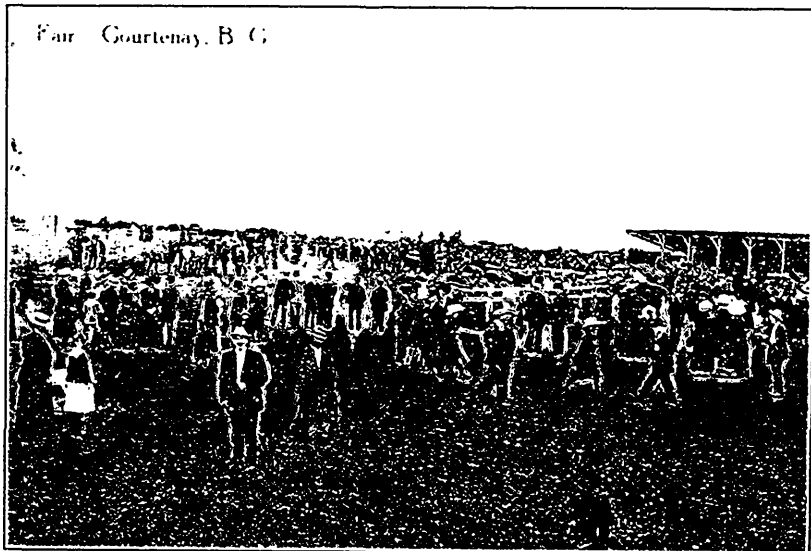
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A WORD TO THE PUBLIC

THAT COURTENAY real estate offers an unequalled opportunity for profitable investment there can be no question.

Courtenay is located in the very heart of the richest and largest agricultural, mining, manufacturing and lumbering district of Vancouver Island, the island that is justly conceded to be the garden of British Columbia, and the time to buy real estate in Courtenay is now, when its permanency is assured, and before it has reached the stage when its future growth will be discounted in real estate values based not on what the town is, but rather on what it promises to be. Buyers now can depend upon reaping the full benefit of future growth. This year Courtenay will be one of the best known and most talked of towns on Vancouver Island.

Courtenay has more than doubled in population the past year and real estate is just beginning to move, as at the present time Courtenay and the surrounding district is only on the eve of vast developments.



COURTENAY AS A RAILWAY CENTRE

COURTENAY, as the coming commercial and railway centre of the Comox District, has a district second to none in the whole Province of British Columbia in natural resources under development. That this development has been retarded by the absence of railroad facilities is acknowledged, but now actual grading operations are about to commence on the E. & N. line (C.P.R.) from McBride's Junction to Courtenay, giving



E. & N. Railway Right of Way

Courtenay direct communication with Nanaimo and Victoria. The C.N.R. have only recently decided to change their route, and instead of running up the West Coast, have applied to Parliament for a charter over the Comox Logging Road, which runs right through Courtenay at the present time, the line to be extended on the south from Union Bay, across the Island to Alberni, thus putting Courtenay in direct communication with a deep water harbor on the West Coast, and the line to be continued on the north from Courtenay to an ultimate terminus at the north end of the Island. Developments will proceed apace.

(Victoria Daily Times, April 10th, 1912.)

"The publication in the Times on Monday of the late Mr. Bell's report on rail connection between Vancouver Island and the Mainland has attracted widespread attention and has greatly emphasized the interest that important undertaking holds for the people of this city. When the Minister of Railways instructed Mr. Bell to prepare the report he told him to take ample time and placed at his disposal all the data bearing upon the subject on the files of the department. Mr. Bell was several months on the task and his estimate of cost can be regarded as fair and accurate in the circumstances existing at that time.

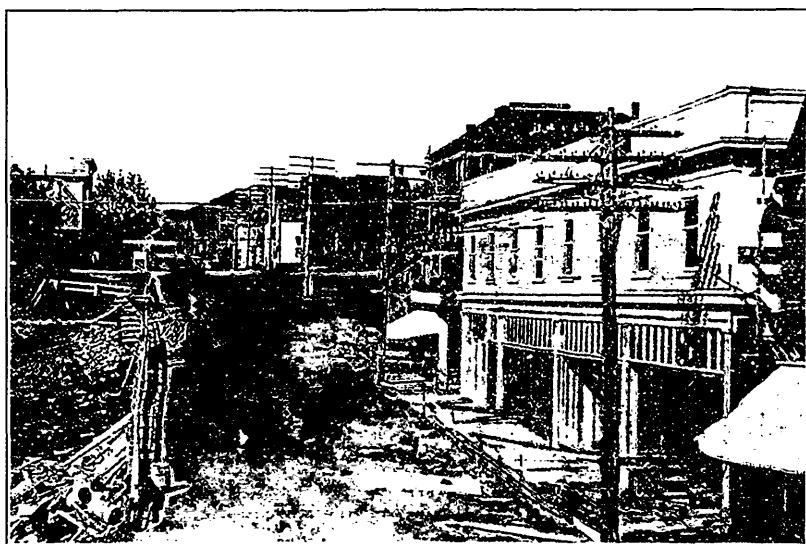
"Of course it must be borne in mind that the cost of material and labor has fluctuated considerably in the last five years, the latter being higher than it was at the time of the preparation of the report. But there is no reason to fear that the cost of the actual connecting link would be much in excess of twenty million dollars. Mr. Bell's figures of \$25,000,000 includes the estimate of cost of railroad construction from Comox to the Narrows and on the Mainland along Bute Inlet, which, with tunnelling, he placed at more than eight million dollars.

"In days gone by, when the Seymour Narrows rail connection was advocated, there was but one transcontinental railway operating to the Pacific coast. The province was hardly scratched by developing agencies, while Vancouver Island was an unknown domain, with sparse settlements and an insignificant population. Conditions today are different. Three transcontinental railways with a network of connections, will soon be outlined in British Columbia's railway map, while remarkable development in many ways is in progress on this Island. Victoria is becoming a large city. New towns are springing up on the east and west coasts and capital is being invested in abundance. In addition to these local considerations the grain situation in the middle west has become so pressing that it is the imperative duty of the nation to provide every outlet possible on this coast. Then again, there is the prospect of tremendous commercial activity on the Pacific in a general sense. The awakening of the Orient and the completion of the Panama Canal are two factors which will enable the Pacific to wrest from the Atlantic a great proportion of the world's commerce.

"It is generally conceded that the connection will be provided, but the burning question is 'when and how?' The project is a

national one, and, therefore, should be undertaken by the people of Canada. In other words, the Dominion Government, possibly in conjunction with the Provincial authorities, should take it in hand. This should be done at the earliest possible moment, and the matter of railway connection on the Mainland might be negotiated for at the same time. It is a foregone conclusion that one of the big railroads, with Government assistance, would build to the Narrows.

"But the main thing to do is to start the ball rolling. The Premier will take the matter up with Rt. Hon. R. L. Borden during his trip to the Old Country, and he should be emphatically



Courtenay, 1912

backed up by the people of Vancouver Island. The bridge should be asked for—not a ferry. The latter would be an excuse for shelving the matter. The only way to get the bridge is to go after it, and no time is as favorable as the present."

(Victoria Daily Colonist, Thursday, April 25th, 1912.)

"The Island system of the C.P.R. is being pushed ahead with great vigor, and it becomes more and more obvious every day that within a comparatively short time the present facilities will be doubled and quadrupled. Within the past few weeks the surveyors of the company have been busy locating and staking a line to Tod Inlet, and yesterday it was decided to call for tenders for the

construction of another ten miles of the Comox extension, the points to be connected being McBride Junction and Courtenay, both of which transactions have a significant bearing on the future of the Island.

"With reference to the new contract on the Comox extension it may be stated that things are now in a condition of readiness for a start on the actual construction, so that immediately the tenders are considered and the contract is awarded, there need be no delay about the work. The ground to be traversed is already surveyed and the right of way has been secured. The company has advertised for tenders and it is expected that in a day or two these will be considered at headquarters and an award made for the work. This section of the line, in addition to being part of the main line, can be operated separately in order to tap what is acknowledged to be one of the richest belts in the province of B.C."

(Victoria Daily Times, Wednesday, April 3rd, 1912.)

"On his way to England, it is understood, Premier McBride will spend a few days at Ottawa to discuss with Right Hon. R. L. Borden matters of importance to British Columbia. There are a number of subjects of grave concern to the province generally to which the attention of the Federal Government can be directed, but there is none of such moment to Vancouver Island as the bridging of Seymour Narrows. The time would be singularly opportune for Mr. McBride to urge upon the Federal Prime Minister the absolute urgency of this great work and the imperative necessity of an early start.

"The Times on Monday published an extract from the Hansard report of the proceedings of the House of Commons in which Hon. Frank Oliver was quoted as expressing the view that the bridging of Seymour Narrows was a work of national importance. While Hon. Frank Cochrane, Minister of Railways, said that although he hoped some company would take the matter up, he knew of no definite proposition to date. The significant point in the discussion is that both sides in the House regard the undertaking as a national one, in other words, a project which, if carried out through any Government assistance, would be entitled to receive the support of the national authority.

"Never in the history of the Pacific province have the exigencies of the situation been so pressing. The Panama Canal is rapidly nearing completion, and will be open for traffic in three

years. The production of grain in the Northwest has become so large that the eastern railway routes, which for years were made-quate for the traffic, are unable to cope with the situation. The prediction freely made by J. J. Hill, one of the most farsighted industrial statesmen in the world, that before long the middle west of Canada and the United States would develop such an enormous traffic that the transportation companies would be unable to handle it, has come true. When Mr. Hill made that prediction he pointed out that one solution of the difficulty would be the construction of the Georgian Bay Canal, which would be a national necessity. A similar waterway, with an outlet at the Gulf of Mexico, would also be required for the middle western states.

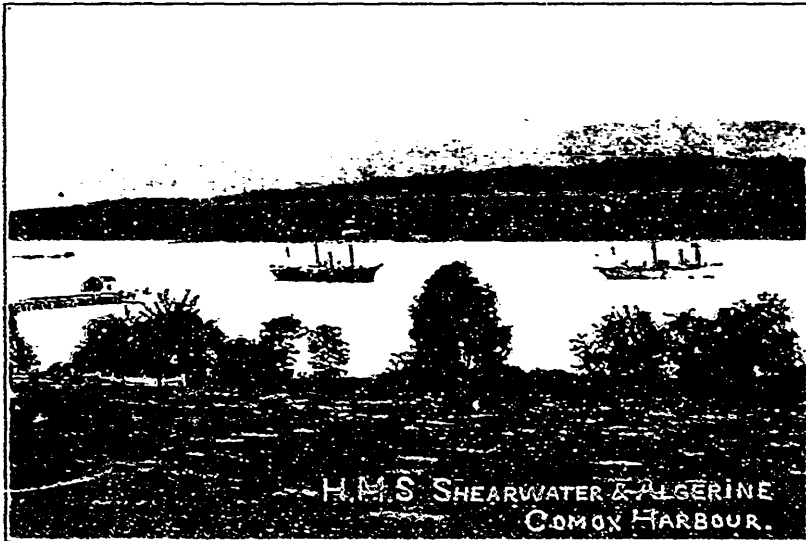
"The Dominion Government is committed to the deepening of the Welland Canal at a cost of \$45,000,000, and both parties are favorable to the Georgian Bay Canal work. This will cost at least \$100,000,000, according to the report of the Georgian Bay Canal commissioners appointed by the late Government. The Hudson Bay Railway will cost \$30,000,000. In all this is an expenditure of more than \$175,000,000 to be met by the Dominion Government to ensure for the western farmers adequate facilities for getting their product to market. But, after all, these are summer routes. The Great Lakes and Hudson Bay are ice-covered for seven months in the year.

"Clearly, then, the solution thus provided only partially fills the bill. The opening of the Panama Canal will put an entirely new face on the situation, and the western route becomes the key to the problem. Develop a big grain export on this coast and more than one Montreal will arise on the Pacific.

"The Governments, federal and provincial, it is true, are assisting the railways in their courses to the Pacific by subsidies and generous guarantees, but British Columbia is entitled to expect more than that. It can reasonably expect liberal assistance towards closing the gap between the Island and Mainland at Seymour Narrows. The cost of such an undertaking has been variously estimated at between \$20,000,000 and \$25,000,000. Some years ago, at the behest of Hon. Wm. Templeman, the late H. P. Bell submitted a report in which he placed the cost in the neighborhood of \$25,000,000, covering approaches, several bridges and the road construction on the various islands that would have to be crossed. The annual charge upon the revenue of the country would not be more than one million dollars—not a large sum in

consideration of the fact that the annual charges on the three eastern enterprises previously referred to will amount to eight millions. The Dominion pays \$600,000 every year for the Atlantic steamship service alone, and this is to be increased before very long in consequence of a considerably improved service.

"The development of Vancouver Island in recent years has been extraordinary. A short time ago much of it was terra incognita, but now it is being rapidly opened up by railways. New towns are springing into existence, and many settlers are coming to the Island. Whatever is done with regard to the Seymour Nar-



rows bridges must be done soon. Work should be started immediately financial arrangements can be made, because the project is one that will take years to complete. It is important, therefore, that the Premier should take the matter up with Mr. Borden during his stay in Ottawa. The very best instalment of better terms that could be obtained would be assured federal assistance towards this great undertaking. Now is Vancouver Island's opportunity."

The official map of the Grand Trunk Pacific shows a proposed line from Victoria on the south to a point near Cape Scott on the extreme north of the Island, and that the G.T.P. intends to have a share in the development of Vancouver Island is obvious. In the event of the bridging of the Seymour Narrows, Vancouver Island

offers a natural outlet on the West Coast at Alberni for each of the three great transcontinental railroads, and as a solution of the wheat transportation problem, which at the present time is taxing to the limit the resources of all three railroads to the Atlantic ports, the bridging of the Seymour Narrows will, undoubtedly, at an early date, be the main issue before both the Provincial and Dominion Parliaments. From its natural location, Courtenay is directly in the path, and will benefit more in proportion than any other town on the Island from all this railroad development. The fact that no town or district that can provide the tonnage to give the railroads need worry over their coming has been proven true time and again. They are in the business to make money, and the great natural resources of the Comox District in mining, lumbering, manufacturing and agriculture will assure the provision of ample railroad transportation in the future. Courtenay, as the logical centre, will undoubtedly be a divisional point for all three railroads, and will, in addition, be the terminus for some time, and also the base of operations for the extension of the systems to the north end of the Island. The impetus that will be given to Courtenay, as the Central Divisional point on the Island, cannot be overestimated. The construction and maintenance of round houses, machine shops, divisional offices, etc., etc., the large permanent force of railroad employees who will look to Courtenay as headquarters, will be one, but only one of the reasons why, in the near future, Courtenay will be the largest town on the Island north of Nanaimo.

(Victoria Daily Colonist, Wednesday, April 3rd, 1912)

"Developments approximating in actual expenditure something approaching \$2,000,000 are at present under way by the Canadian Collieries (Dunsmuir) Limited in connection with their properties on Vancouver Island. The developments referred to comprise the building of a new railway line from Trent River to the new No. 8 shaft, the rebuilding of a portion of the line with 80lb. steel, and the construction of a hydro-electric plant to substitute the present steam power by that of electricity. It is estimated that the construction of the new line will cost in the neighborhood of \$850,000, while the cost of the hydro-electric plant, upon which construction work has already commenced, will cost another \$700,000. It is stated that the opening up of the new shaft will mean the employment of 750 more men.

“What the above developments will mean to the Comox District, within which the operations of the company are confined, as well as to the whole of the Island generally, cannot very well be estimated at the present time, but that they will contribute greatly to the settlement of that part of the country may be taken for granted. Even now from Union Bay, on the coast, which is the base of the company's operations, up the country to the various shafts which are operating, there are a number of growing industrial communities, and it is certain, with the increased opportunity for work which is bound to follow the opening of No. 8 shaft, that



the population of that section of the Island will be considerably increased.

“The line which it is proposed to build extends from Trent River to No. 8 shaft, a distance of some six and a half miles. At the present time the company has a line running from Union Bay to Cumberland. The new line will branch off north at Trent River to the shaft. At the present time the line running from Union Bay to that point is of light rails, and it is the intention of the company to have this section rebuilt with 80lb. steel, as stated above, in order to accommodate the heavy traffic that will henceforth be traversing it. For the construction of the line to No. 8 shaft the contract has already been let, and arrangements for commencing work at the earliest possible moment are under way. Mr. Clarence Hoard,

Pemberton Block, is the contractor who will carry out the work, and he is at present engaged in getting his camps arranged. It is stated that the road will be completed about the beginning of December, at which time it is proposed to have the new hydro-electric plant completed and ready for operation.

"As a matter of fact it is the intention of the company to, as far as possible, have everything in readiness by the first of December for switching from steam power to electric power. Every piece of steam-driven machinery at present in use in the mines will be discarded on that day in favor of electrically-driven mechanism. In order to achieve this end the work on that plant is being hurried. The power will be generated from the Puntledge River, Comox, from where the transmission lines will be strung. The Esher Wyss Company, of Toronto, is furnishing the turbines for the plant and the Canadian General Electric Company is providing the generators, which, needless to say, represent the very last word in engineering science in relation to this particular class of plant. When the idea of the company is fully realized, their collieries will be the only ones in the world operated by electric power.

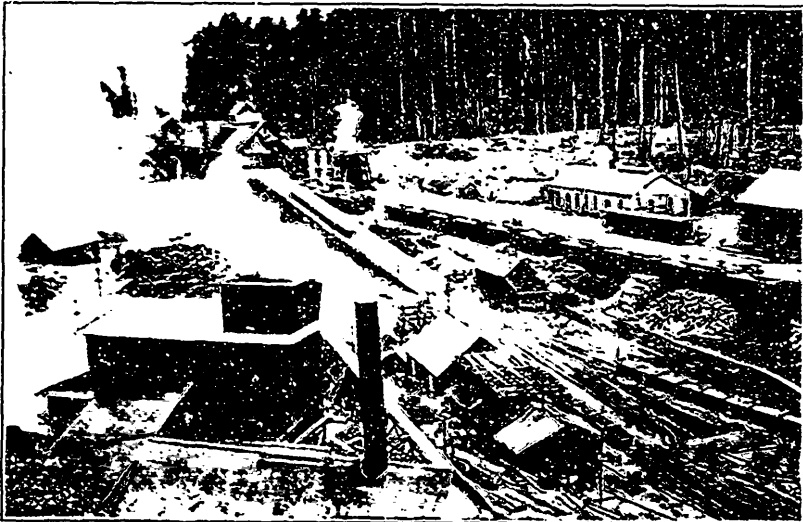
"In the interval, while it will not be possible to dispose of the steam plant until the electric plant is equipped for service, a large stock of new electrical appliances will be purchased and conveyed to the mines to be in readiness for the turning of the electric switch. The contract for the construction of the hydro-electric plant is in the hands of Grant, Smith & Company, the contractors who are carrying on the construction work of the Canadian Northern on Vancouver Island.

"In connection with shaft No. 8 it may be stated that at the present time a depth of 60 feet has been attained. The shaft has to be opened to 1,000 feet, and it is with a view to getting in the necessary supplies to have the mine ready as soon as possible for production that the work on the railway is being rushed. It is anticipated that the first consignment of coal from the mine will be sent over the line sometime next year, although the company is not prepared to make any definite statement on that point. That the coal is of exceptionally good quality is claimed by the officers of the company. It is known as the Comox steam coal and is reputed to be the very best of its kind in the country. They have the cores in the office, in the Pemberton Block, to convince anyone in regard to the quality.

"What is of considerable interest to a particular section of the community is that the opening up of the new mine will mean the employment of an additional 750 men, a fact which, when taken into consideration with the growing immigration records of the Island, becomes all the more important and gratifying.

COURTENAY AS A MINING CENTRE

THE COMOX DISTRICT has for years been noted as the centre of a great coal mining industry, no less than four large mines, Nos. 4, 5, 6 and 7, having been in constant operation for several years, whilst a fifth shaft, No. 8, is at present being sunk less than two and a half miles from Courtenay. The daily average output of these mines amounts to thousands of tons of the best steaming coal, which is shipped to the markets of the world from the company's loading wharves at Union Bay. From facts known to the residents of the district and verified by the diamond drill operations of the company, the general trend of the coal seams is all in the direction of Courtenay. The company have just finished boring not more than one and a half miles, as the crow flies, from Courtenay, and while it is impossible to obtain authentic information as to results, the facts speak for themselves. It is an acknowledged fact that Courtenay will in the near future be more central from a residential standpoint for the company's employees than the main base of operations—Cumberland—is at the present time. About twelve months ago the collieries were sold by their owner, the Hon. James Dansmuir, to The Canadian Collieries (Dansmuir) Ltd., in other words, to the C.N.R. The new company plan to develop the mines to the utmost limit, and by the end of



the present year will be in the unique position of owning the only coal mine in the world operated solely by electricity. The new shaft No. 8, from which coal is expected to be shipped next year, and which will give employment to 750 additional men, is an important factor in the development of the whole district.

During the last six months negotiations have been carried on, and at the present time a bond is held by a Vancouver syndicate, back of whom it is said is the G.T.P., on 5,000 acres of Coal Land owned by the farmers of the district.

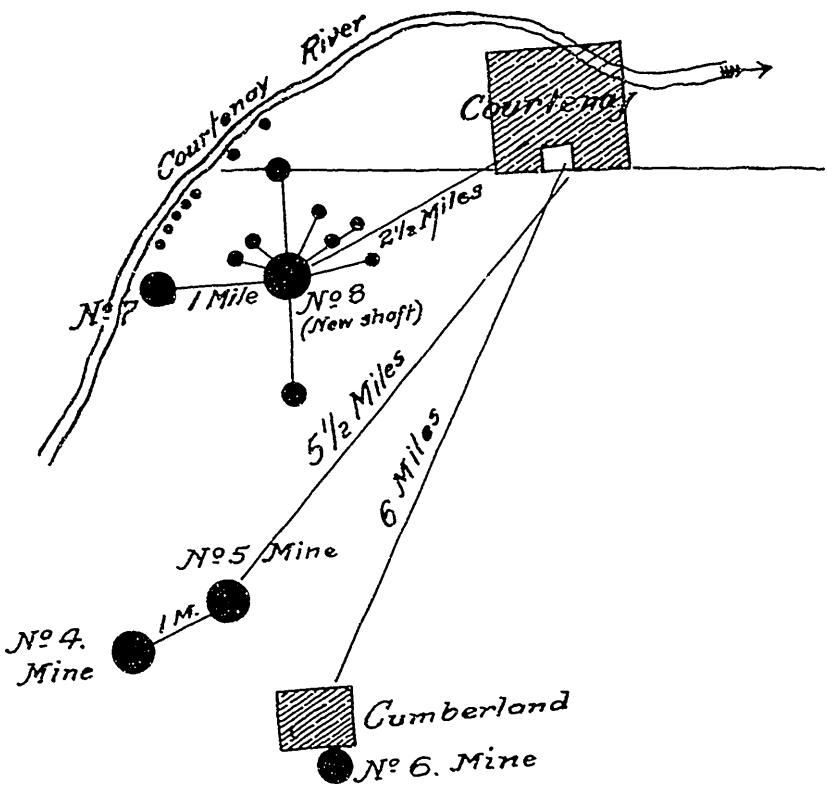
That a coaling base on Vancouver Island is a matter of primary importance to the G.T.P., not only for its locomotives, but also for



its steamboats, goes without saying, and the rumor that the G.T.P. will finance the deal would appear to be well founded.

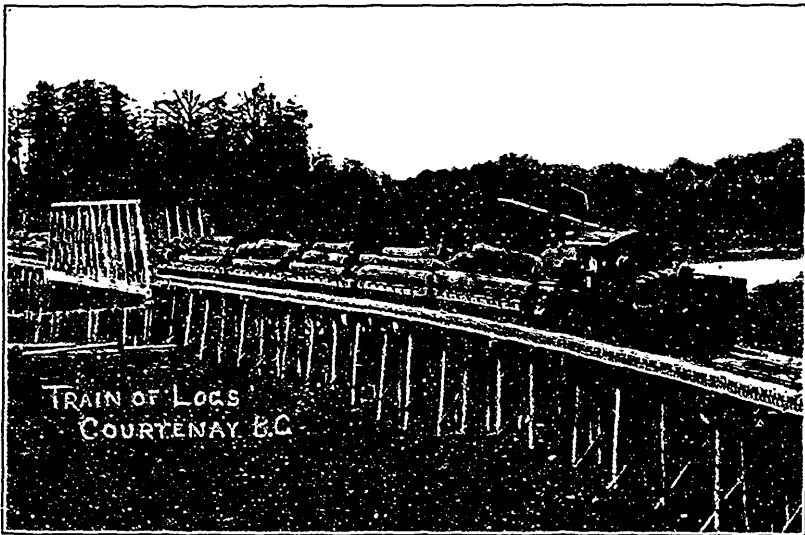
The land under bond is known to contain coal of the first quality, the sole disadvantage being that it is a deep field. At close on 2,000 feet the drill encountered two fine seams of A-No.-1 steaming coal. The negotiations under way call for foreshore and loading rights at Comox Bay, three miles from Courtenay. The land under bond all lies within a radius of three miles from Courtenay, and the first shaft will probably be sunk on the flats either one mile or one and a half miles from Courtenay. The importance of the consummation of the deal to Courtenay cannot be overestimated. A shaft similar to No. 8 within the mile radius, employing 750 men,

means that Courtenay's population will jump from 500 to 2,000 at one bound. To date the development of the coal industry in the Comox District is a mere forecast of future operations. When the district is intersected in all directions by twin lines of steel, as it will be in the near future, when facilities for transportation have been provided to every important deep water port on the north, south, east and west coasts of the Island, the coal industry will assume proportions hitherto undreamed of. The shrewd, long-headed investors who are buying now, when prices are normal, and who can see ahead the inevitable growth that is bound to take place, will see their investments doubling in value each year. Our advice is: Buy Now and Buy to Your Limit. The coal industry is undoubtedly one of the main issues, but only one, in the future of Courtenay.



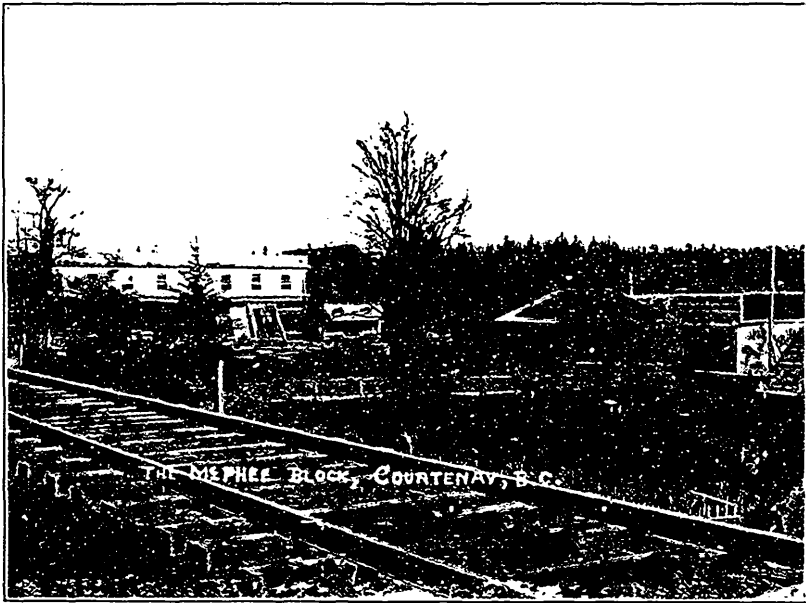
COURTENAY AS A LUMBERING CENTRE

PROBABLY the largest logging operations in the whole of British Columbia are being carried on in the vicinity of Courtenay at the present time by The Canadian Western Lumber Co. at Fraser Mills, B.C.—the company's own townsite. This company operates the largest sawmill in Canada and the second largest in the world. Twelve hundred men are employed at the mill alone, the capacity of which has been increased during the past year from seven hundred thousand feet per day to twelve hundred thousand feet per day of twelve hours, and yet the mill is running night and day shifts to keep pace with the enormous demand for lumber. As an instance of the extended operations of the Canadian Western Lumber Co., in addition to operating a second plant in British Columbia at Golden, they recently bought out the Anacortes Lumber Co. in the United States, also the Preston Tugboat Co., of Vancouver, B.C., with a fleet of ten powerful tugs, besides placing a building order in the Old Country for three of the most powerful, up-to-date steel tugs for sole use between Courtenay and the Fraser River. The logging department of the company at Courtenay is operated under the name of The Comox Logging and Railway Co., and the company's officials estimate that with an average output of seven



hundred and fifty thousand feet of logs per day, they own and have under bond in the vicinity of Courtenay sufficient standing timber for the next forty-five years to come. At the present time, owing solely to a shortage of logging cars, the average daily output of logs is only six hundred thousand feet, but construction work is being rushed on sufficient cars to bring production up to full capacity at the earliest possible moment.

The company's logging plant includes five locomotives (two of which are the latest "Geared Heisler" type), one hundred logging cars, four flying machines and nine donkey engines.



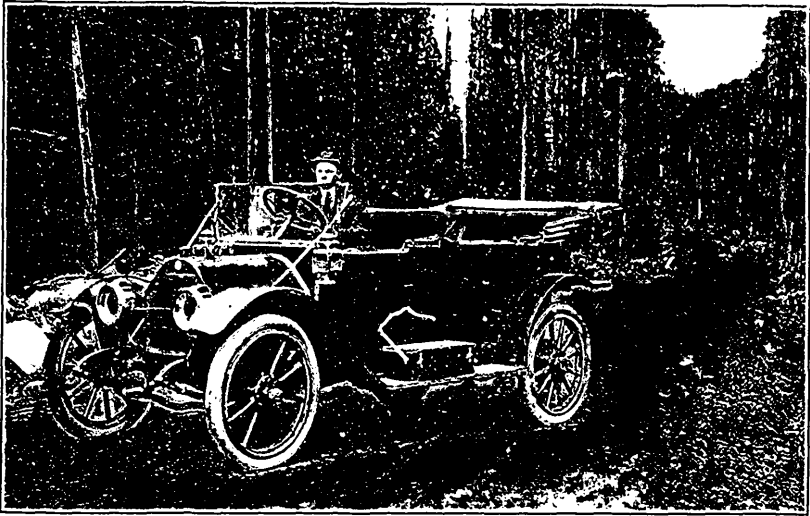
Flying machines, the latest wrinkle in the logging industry, cost in the neighborhood of \$16,000 apiece, and have an average capacity of yarding up out of the bush, and loading twenty-five cars of logs per day. As each carload of logs averages 5,000 feet, it requires a vast stretch of one's imagination to grasp the fact that a grand total of 125,000 feet of logs has not only been hauled out of the bush, but at the same time has been loaded on cars by one machine. At present about five hundred men are employed in the logging camps, with a monthly payroll of about \$33,000. Last year only three camps were running; this year there are five, and two more are to be built this summer. About seventy miles of railroad is in operation, while new feeders are constantly being

constructed. The benefit to Courtenay merchants and the farmers in the surrounding district from the logging industry is immense. To the farmer a ready market is provided by the camps for potatoes, vegetables, poultry, eggs, milk, etc., etc., whilst to Courtenay merchants, the week after pay day is "The Week" of the month. The logging industry can justly lay claim to a large share of credit in the past and also the future growth of Courtenay, but at the same time it is one and only one of the tremendous natural resources of the Comox district, which, developed to the limit, and welded with the development and influence of the other industries, can only result in a phenomenal growth and expansion of Courtenay, the hub of the district during the next five years.

COURTENAY ^{AS} A MANUFACTURING CENTRE

COURTENAY'S FUTURE as a manufacturing centre would seem assured. Water power, cheap fuel, raw material, transportation, these are the elements that go to make great manufacturing centres, and all these Courtenay has. The Courtenay River is capable of producing excellent water power; the proximity of the coal mines assures cheap fuel; the transportation problem will be solved for all time in the very near future, whilst raw materials are to be had in abundance. There is more than a possibility that a vast iron and steel industry will be located in the vicinity of Courtenay. One of the most important iron ore deposits in British Columbia is found at Head Bay, in the Nootka District, just north of Courtenay. There are extensive limestone deposits on Texada Island, a few miles east of Courtenay, "a necessary element of manufacture to the industry," whilst the fuel problem, "the main issue," presents no difficulties. With the establishment of an iron and steel plant, a host of industries will follow in its train.

The Canadian Western Lumber Co. will have a sawmill, with a capacity of seventy-five thousand feet per day, in operation this year at Headquarters Camp. In a year or eighteen months from now, when Courtenay is linked up by rail to Alberni, the nearest railroad port in British Columbia to the Panama Canal, Mexico, Australia and New Zealand, the possibilities are that this plant will be so increased as to be second to none on the Island in size and daily production.

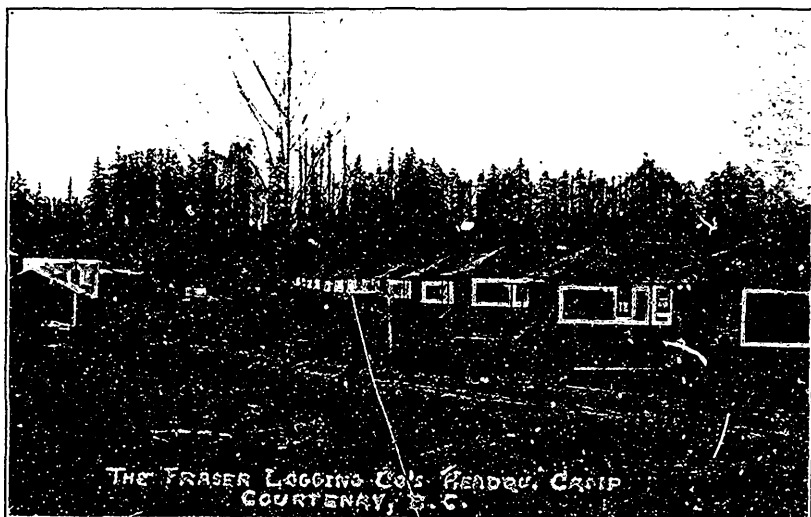


THE AGRICULTURAL FERTILITY OF THE COMOX DISTRICT

The soil of the Comox District cannot be surpassed for variety, richness, fertility and adaptability to cultivation. The following extract is quoted from the Vancouver Island Development League's literature:

"The Comox District is justly considered one of the finest farming and dairying portions of Vancouver Island. Between the sea and the mountains there is a bench of undulating ground which is exceedingly fertile and well adapted to farming. Here and there are found beaver swamps and marshes which, drained, make unusually rich land. A number of valleys in the district are celebrated throughout the Island for their fertility, and the entire district is an ideal one for dairying and mixed farming. Anyone in search of a home would do well to visit this district, as he will find a most beautiful country, an equable climate, future prospects second to none on the Island, plenty of opportunities for mixed farming, dairying and poultry raising, good fishing and shooting, and desirable neighbors on every hand."

This locality undoubtedly offers greater attraction to the people from the prairies than any other on the Island, and we venture to predict, once it is known, it will be practically settled by them.



The Topography and Climate of Courtenay

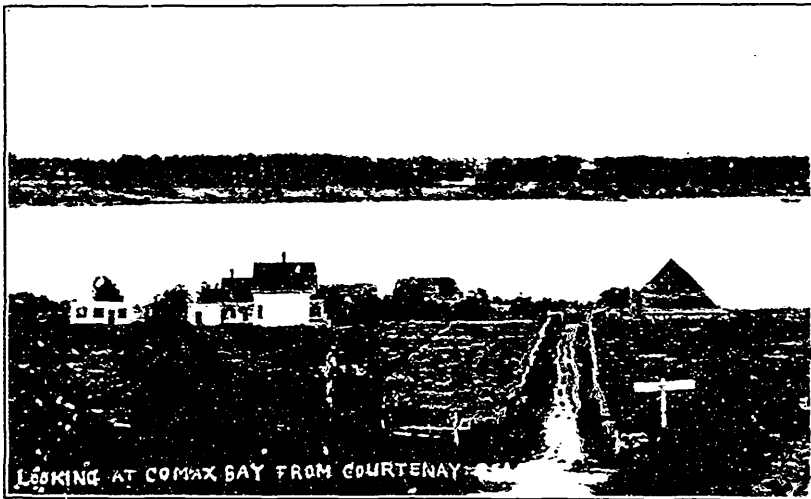
COURTENAY is delightfully situated on gently rising ground almost on the sea shore. The Courtenay River, which flows through the town, is tidal water for a considerable distance up the river beyond Courtenay. The growth of the town is practically confined between the logging railroad (C.N.R.) and the C.P.R. right of way, and all available territory between these two points contingent to Union Street will undoubtedly all be built up within the next two years. Vacant business lots on Union Street are extremely scarce, and the Riverside Addition to Courtenay Townsite has only just been plotted in time to relieve this congestion. The fact that Courtenay residents are investing heavily in this addition to the townsite is the best possible recommendation.

The climate of Courtenay is an ideal one, and the past winter has been a record breaker. From the middle of January to the middle of April there was no snow, only one day's rain, and the balance of the days were mostly bright, warm and sunshine. The variation in climatic conditions between Courtenay and Cumberland, only six miles distant, is almost unbelievable. While Cumberland, nestling in the foothills, 600 feet above sea level, may have three feet of snow, Courtenay has none, and it is a common occur-



rence for farmers hauling produce to Cumberland to leave Courtenay with a waggon load and be compelled to transfer the load to bob-sleighs half way to Cumberland.

During the past year Courtenay has grown more than in any previous ten years, and wherever the eye turns in Courtenay today new buildings are to be seen in process of erection and carpenters and builders are working with feverish haste to keep up with the demand for new residences and new business houses. Naturally, real estate values are keeping pace with the increased demand, and values are constantly rising. Some lots in Courtenay are held at three and four thousand dollars each, and the owners are perfectly



confident of getting their price, while instances of 100 per cent. profit in thirty days and over are common, both in business and residential lots. One contractor in Courtenay took a thirty days' option on three lots at \$350 each, and before his option expired he had sold one at \$550, one at \$600 and one at \$650. Another well known man in Victoria bought a lot in Courtenay a few months ago for \$250; he refused \$900 the other day for it and gave as his reasons that developments for Courtenay looked so good to him this summer, he was taking the lot off the market. Undoubtedly Courtenay has a great future ahead of her, and she is particularly fortunate in having the right kind of citizens to back her up. Every resident of Courtenay is proving his confidence in Courtenay by investing all he has and can make in the town, and advising his

friends to do likewise. So optimistic are even the oldest residents that they are investing thousands upon thousands of hard earned dollars in building new stores, new dwelling houses, and even so, there is not a store to rent, nor a vacant house in the town.

(Victoria Daily Times, April 25th, 1912.)

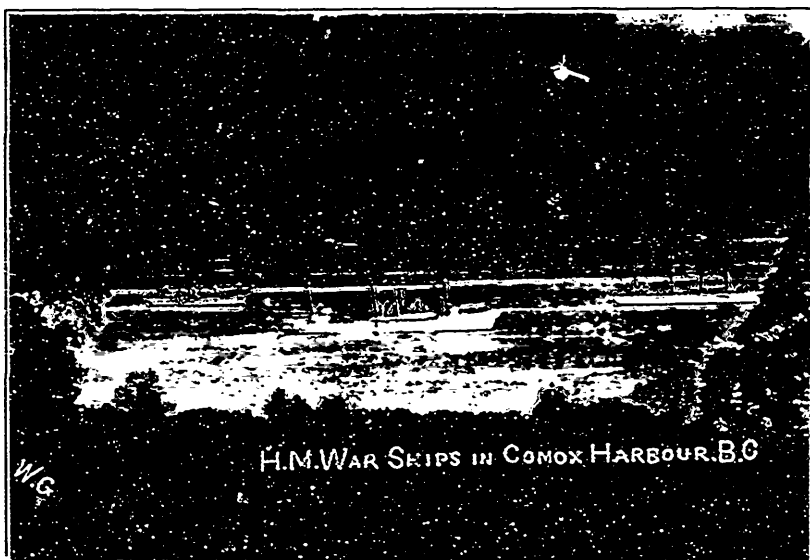
"When the legislature concludes its business, Mitchell Manson M.P.P. for Comox, retires to his farm on Cortez Island, and there,



undisturbed by the party whip, enjoys the sunshine, fresh air and pastoral calm. But while in the gentle seclusion of his island home he may escape the rigor of party discipline, he could not avoid the all-seeing eyes of his constituents even if he so desired. He is peculiarly at their mercy. They could surround the island, capture it and everybody on it. Even a cyclone cellar would merely be a temporary refuge. That is why he makes occasional trips to the Capital between sessions, and it probably accounts for his present visit. Mr. Manson, being a farmer, may walk through the world with that fine independence which is the farmer's pride, but when

a constituent looms up on the horizon it is a different matter. He has to sit up and take notice.

"He wouldn't live anywhere else than on Cortez Island he told a Times man last night at the Empress, not even in Victoria. 'The sun shines on both sides of the fence up there,' he said. He is particularly interested in the extension of the E. & N. to the Comox Valley. 'It will have a wonderful effect upon that fertile district. It is going to create rapid settlement and what are now



villages will be thriving towns—towns with the most substantial of all industries behind them—the agricultural industry."

"Yes, there, too, the voice of the real estate man is heard in the land. Mr. Manson reports that property at Courtenay and other points has taken up aeroplaning. Lots that were offered a short time ago for one hundred dollars now command one thousand. Whether the speculative fever has been wafted across the Strait which separates Vancouver and Cortez Island, Mr. Manson did not say. When it does, no longer will Comox's member bask in pastoral calm; no longer will the sun 'shine on both sides of the fence,' because the fence will no longer be a fence, but a billboard with 'snap' signs decorating it."

A Partial List of Busy Courtenay Concerns

It is safe to say that a full 100 per cent. are handling larger stocks, planning increased space, and doing a larger business than ever before.

<p>McKean & Biscoe...Gen. Store E. Dalrymple.....Barber J. McKenzie.....Blacksmith Leighton & Adey...Blacksmiths J. W. McKenzie....Blacksmith K. Aida.....Custom Tailor E. Swan, Pool and Billiard Hall The Courtenay Hotel The Royal Bank F. R. F. Biscoe....Real Estate F. Cameron.....Real Estate The Courtenay Livery Stables A. Peacey.....Drug Store B. C. Telephone Office Courtenay Saw Mill Government Telegraph Office Chinese Laundry I. N. L. Livery Stables McPhee & Morrison, Gen. Store J. Lind.....Shoemaker Willard & Son, Harness Works The Riverside Hotel Bates & Hardy....Real Estate</p>	<p>H. H. Beadnell....Real Estate The Palace Livery Stables Italian Barber and Clothes Pressing Works Mrs. Williams Millinery and Dressmaking Co-operative Butcher Store B. F. Krause..Furniture Store British Columbia Investments, Ltd.....Real Estate P. Anderton.....Real Estate Pews & Smith..Butcher Store H. McKenzie...The Club Cafe Courtenay Opera House Loggie Bros., Gent's Furnish'gs A. Wilcox Tailor and Clothes Cleaner J. Potter, Pool and Billiard Hall Wholesale Liquor Warehouse B. Crawford Hay, Grain and Feed The Comox Creamery H. D. Forde Real Estate and Insurance</p>
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Resident professional men are: P. P. Harrison, Barrister and Solicitor; H. P. Millard, M.D.; K. E. Crompton, M.D.

Courtenay offers an excellent opening for the following business houses:

First Class Laundry	First Class Barber	First Class Bakery
First Class Hotel to cost from \$75,000 to \$100,000		
Hardware Store	Jeweller	Sash and Door Factory
Boot and Shoe Store	Brick Yard	Dentist
	Garage	Newspaper

And yet, less than two years ago Courtenay was a sleepy little country village, practically unknown outside its own district.

FACTS ABOUT RIVERSIDE ADDITION

THE RIVERSIDE ADDITION is conceded by Courtenay people to be the cream of Courtenay Townsite, owing to its advantageous position between the two railroads.

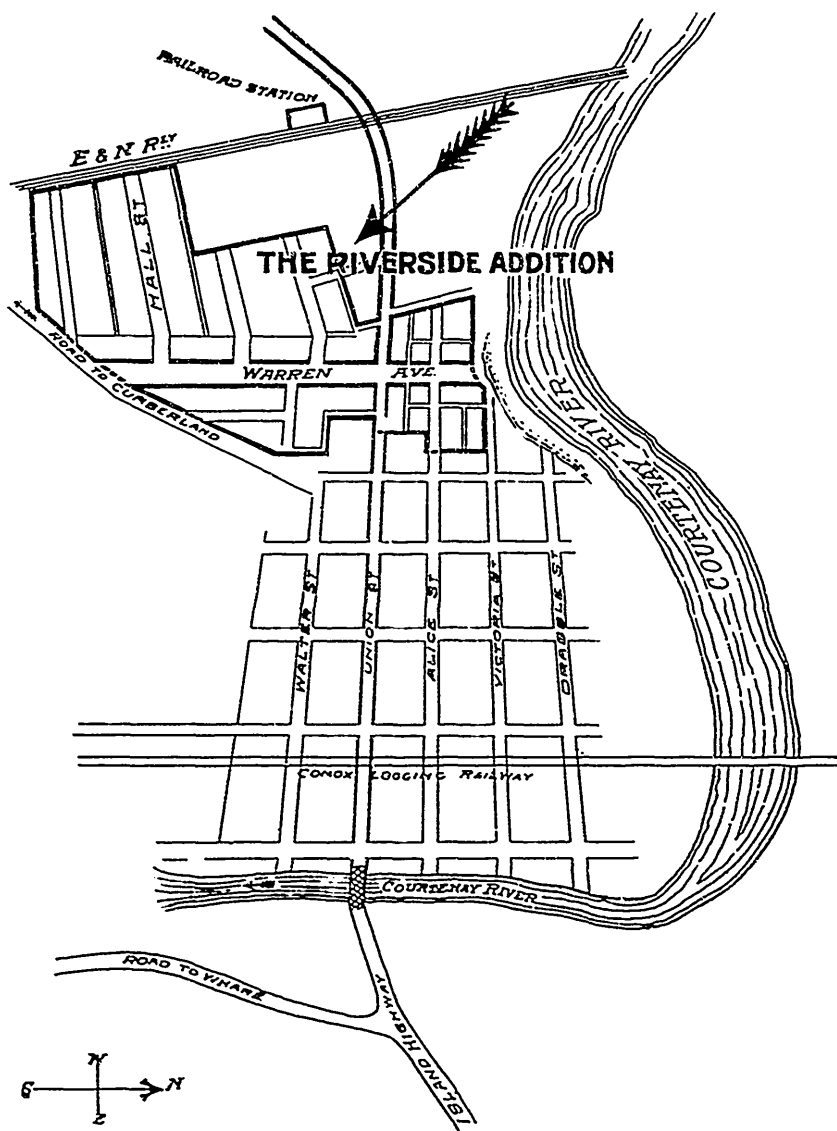
RIVERSIDE ADDITION lots are being eagerly bought by Courtenay People who are familiar with the property and its value as an investment.

THE RIVERSIDE ADDITION is only four minutes' walk from the business centre, the C.N.R. track, two minutes from the C.P.R. station, and less than five minutes from the Post Office.

RIVERSIDE ADDITION lots are not only positively the closest in lots to the present business centre at present prices, but the Riverside Addition should be the business centre of Courtenay in two years from now.

RIVERSIDE ADDITION lots at present prices present to our clients absolutely the best investment in Courtenay property





today, but developments in Courtenay are proceeding on such a scale that we reserve the right to advance prices any time without notice.

TERMS

Liberal discount for cash in full with order

Lots in the Riverside Addition are sold on one of the following three plans:

- 1—Cash in full with order, with a discount of 6 per cent.
- 2—One-third of purchase price with order, one-third in three months and one-third in six months from date of contract.
- 3—Ten monthly payments, ten per cent with order and nine equal monthly payments.

No interest on deferred payments.

No taxes to pay for the current year.

Indefeasible title furnished free of charge on completion of payments.

HOW MONEY IS MADE

By People Who Have Made It

Andrew Carnegie says: Ninety per cent. of all millionaires become so through growing real estate. More money has been made in real estate than from all industrial investments combined. Few large fortunes can now be made in any part of the world except from one cause—the rise in the value of real estate.

Theodore Roosevelt says: Every person who invests in well selected real estate in a growing section of a prosperous community adopts the surest and safest method of becoming independent. for real estate is the basis of all wealth.

Hetty Green says: I advise women to invest in real estate. It is the collateral to be preferred above all others and the safest means of investing money.

Russell Sage says: Real estate is an imperishable asset, ever increasing in value. It is the most solid security that human ingenuity has ever devised. It is the basis of all security, and about the only indestructible security.