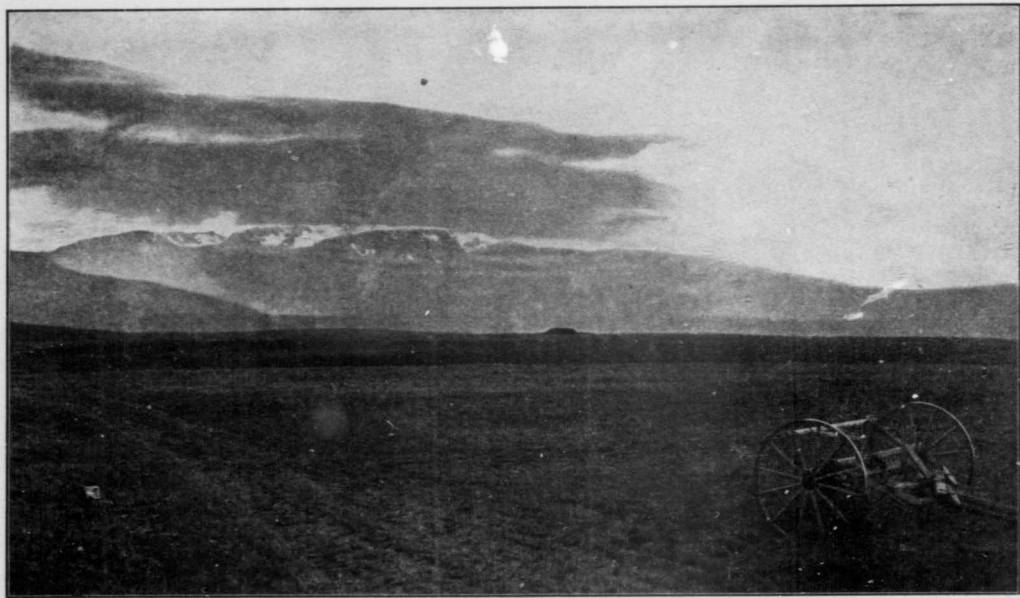


PLATEAU AND
VALLEY LANDS
IN
BRITISH
COLUMBIA



GRAND
TRUNK
PACIFIC

A RAPID WEALTH-PRODUCING
RANCH IN BULKLEY VALLEY



NATIVE HAY LANDS, BULKLEY RANCH, BULKLEY VALLEY. BABINE MOUNTAINS IN DISTANCE.

PLATEAU
AND
VALLEY LANDS
IN
BRITISH COLUMBIA

GENERAL INFORMATION
FOR THE
INTENDING SETTLER

Issued by
GENERAL PASSENGER DEPARTMENT
GRAND TRUNK PACIFIC RAILWAY
WINNIPEG, MANITOBA

First Edition, May, 1911

British Columbia

British Columbia is the largest of the Provinces of Canada, its area being 395,000 square miles, or as large as Ontario, Nova Scotia, New Brunswick, Prince Edward Island and Manitoba combined. The coast line measures 7,000 miles. The population is about 350,000, but the fisheries alone are sufficient to support at least one million people; the mining industry, timber and general manufactories are in their infancy, with unlimited possibilities in the future, while the arable lands along the route of the Grand Trunk Pacific are capable alone of furnishing prosperous homes for 350,000 people, about as many more as the entire population of the Province at present. It seems timely, therefore, in anticipation of the opening of the National Transcontinental route of the Grand Trunk Pacific Railway between the Atlantic and Pacific oceans, in 1913, to place before an expectant, land-hungry people the possibilities of Central British Columbia, through which the new line now under construction will operate.

It must be borne in mind that in dealing with a section of country as great as that to be served by the new railway in British Columbia,—a distance along the main line of 700 miles, about which no systematic attempt has hitherto been made to collect and publish reliable information,—the subject must be dealt with in a general way. While no intentional misrepresentation will be made, it is difficult, in face of results, however meager, to overestimate the possibilities of the marvelously rich and climate-favored land referred to. The statements made are based directly on the researches of a specially equipped party sent out by the Grand Trunk System over the route of the line in British Columbia for the entire summer of 1910.

In addition to this, facts have been secured and incorporated herein from Government Agents' reports and equally reliable sources, so that while every care has been taken to present only definite, accurate statements, it is believed that later investigation and results will show that all claims made herein have been conservatively set forth.

As later information is received it will be incorporated in further issues of this or other pamphlets. Any information not covered in such pamphlets will be dealt with, as far as practicable, upon request to—

W. P. HINTON,

General Passenger Agent, Grand Trunk Pacific Railway,

WINNIPEG, MAN.

*The Central Interior and Coast District of
British Columbia
along the Grand Trunk Pacific*

Five years ago the North Pacific Coast was unknown land, except for the fleeting glance of a gold-hungry traveler to the Yukon, and still less known was the interior of the Central portion of British Columbia.

Since the Grand Trunk Pacific Railway surveys, however, were pushed through, and the vast areas of the very richest soil, with splendid climatic conditions, were

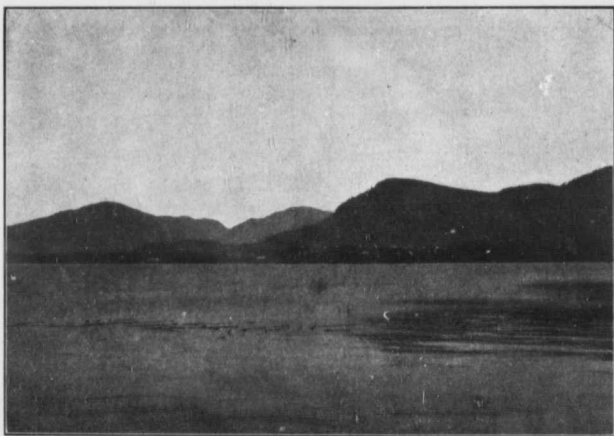


South Fort George. Old Fort George and Fraser River, with Banks of Nechaco River Beyond, Where the Railway Route Will Be, and the Probable Site of Station and Town.

revealed to the explorers, the prospects for a very large traffic through the settlement of this territory would seem alone to justify the construction of this line now rapidly nearing completion. Land-seekers and mineral and timber prospectors are flocking in, and they add their tribute of praise for the marvelous possibilities of the country through the development of its agriculture and other natural and diversified economic resources.

Markets

Nor are these promising areas to be remote from markets. On the contrary, the exploitation of the resources of the country will make a considerable market in itself. Prince Rupert—the west coast terminus of the Grand Trunk Pacific, which had a population of nearly 5,000 people during the first year of its existence—is a



Prince Rupert City and Harbor.

substantially-built city, and will eventually have a very large population, with the rapidly-growing cities of the north coast dependent upon the supplies of the interior for their economic consumption; with Alaska and the Yukon markets two days nearer Prince Rupert than any other port; with a like saving in time to the Orient; and in 1915, when the Panama Canal is finished, the cereal products of the Central Interior will be nearer Europe in means of transportation than the Prairie Provinces of Western Canada.

British Columbia already consumes several times more than its production of the farm, dairy, poultry and live stock; the value of the imports from outside the Province, as shown in Government returns for the last completed year, being:

Butter, over	\$ 3,000,000.00
Poultry and Eggs	2,225,000.00
Agriculture	11,000,000.00
A Total of over	\$16,000,000.00

The time seems opportune to reverse this score, for no finer agricultural land or one better suited for dairy purposes exists than that in much of the territory dealt with in this pamphlet. Besides, poultry and other market specialties will thrive to perfection.

The average retail market prices paid for farm and dairy products throughout the year were:

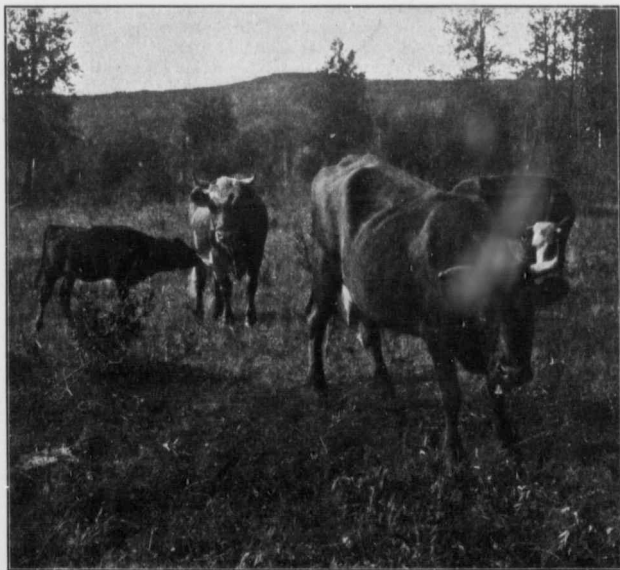
Butter	34 1-7 cents per pound
Eggs	37½ cents per dozen
Turkeys	22 to 30 cents per pound

Live Stock:

Ranch cattle.....	3½ to 5 cents per pound, live weight
Calves.....	7½ cents per pound, live weight
Sheep.....	5½ to 6½ cents per pound, live weight
Hogs.....	6½ to 10 cents per pound, live weight
Lambs.....	\$4.00 to \$6.00 each
Dairy cows.....	\$50.00 to \$75.00 each
Draught horses.....	\$500.00 to \$800.00 per team
Farm horses.....	\$300.00 to \$500.00 per team

Mineral Production

Another indication of the large and growing demand for farm products may be gathered from the enormous value of the products of the mine in British Colum-



Near Burns Lake, Endako River Country.

bia for the last completed year, which amounted to nearly \$25,000,000.00, as follows:

Placer gold	\$ 482,000.00
Lode gold	5,198,505.00
Silver	1,282,500.00
Lead	1,480,000.00
Copper	4,972,500.00
Zinc	184,000.00
Coal	9,800,000.00
Coke	1,284,000.00
Total	\$24,683,505.00

The fisheries yielded \$6,500,000.00. In fact, the trade of British Columbia is already the largest of any country in the world per head of population, having gained three hundredfold in the past four years!

Climate

The warm Japan current, which flows north until it strikes the Alaskan coast, then flows south along the coast of British Columbia, gradually cooling off until it is a cold current off the coast of Oregon, exercises a moderating influence on the climate, especially over the central interior of the Province, through which the Grand Trunk Pacific passes. Warm winds penetrate the deep inlets and follow the low passes at their heads, to spread over the plateau between the Coast and Rocky Mountain ranges, there being no intermediate mountains, as there are further south; and the moisture-laden breezes from the ocean are therefore not prevented from exercising their beneficent purpose of giving sufficient but not too much rain to insure crops under natural conditions, irrigation being unnecessary. So, whether it be the hardness and quality of the grain, or the flavor and excellence of the fruit, the Central Interior of British Columbia is peculiarly favored as the most fortunate of countries in the ideal conditions sought by the agriculturist, dairyman, fruit-grower, or the man who desires most for the least expenditure of labor or capital. The long summer days of eighteen hours' sunlight, the extreme fertility of the soil, and the temperate, well-balanced climate insure quick growth and maturing of crops, with consequent elimination of danger of crop failure, which is more or less common to less-favored sections of the North American continent.

Settlement

The settlers established in the central interior are substantially all pre-emptors and who have located for the most part during the past four years.

In the central interior the entries of pre-emptors since the survey of the Grand Trunk Pacific have been:

1907...214 1908...579 1909...653 1910...about 900

As this constituted practically the first settlement in the country, and estimating the number of persons in each family as three, the total population of this great fertile area is probably 7,500 people, so that settlement has just begun. There can be no question of the immense opportunities still awaiting the settler, with or without much money, who will pre-empt, and while awaiting means of rail transportation—which are now assured inside of two years for the most remote sections

of the territory to be served—get land under cultivation and reap a rich profit from the market afforded by the influx of prospectors, settlers and the army of railway constructors.

Of the land available for purchase from the Government of British Columbia in the same districts, the following certificates of purchase have been made:

1907.....442

1908.....873

1909.....2132

This land is specially selected, certificates as a rule covering 640 acres, the maximum amount allowed, and may be purchased from present owners at prices varying from about \$6.50 to \$35.00 per acre, according to quality and location, or the varying confidence of the owners as to its value.

Soil and Class of Lands

The nature of the soil in the different agricultural districts of Central British Columbia is as follows:

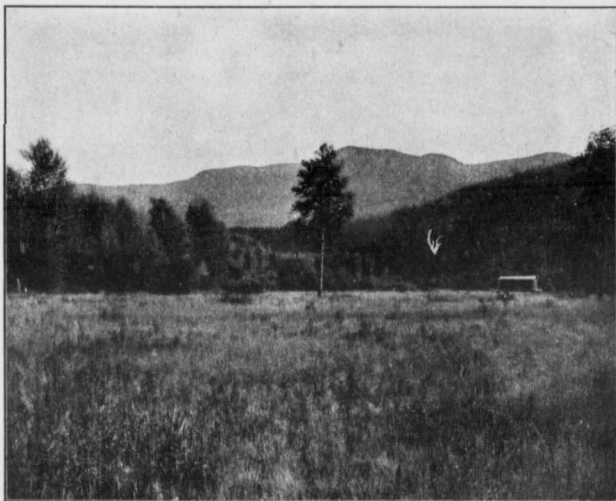
FRASER RIVER (East of Fort George).—Chocolate loam on a clay subsoil, well drained, and running streams numerous. As a rule, bench lands prevail, the valley being narrow, and although some open areas of comparatively limited extent, the entire country is well wooded with small fir, spruce, jack pine, etc.

NECHACO RIVER (West of Fort George to Fraser Lake).—The country becomes



Trail and Typical Country, Fraser Lake, Nechaco River District. Note Luxuriant Growth of Native Grasses.

level, and the first considerable areas of agricultural lands begin about at the confluence of the Stuart and Nechaco rivers, then west to Fraser Lake, most of the land being extremely fertile, and what growth of timber there is, is easily removed. The soil consists usually of a white silt of from five to thirty feet on a clay subsoil, good



Natural Hay Land, Endako River (Fraser Lake).

drainage, and plenty of good water easily obtained. Where meadow land exists, pea-vine and native grasses attain a dense luxuriant growth of from four to six feet. The slopes of the hills on each side of the valley furnish splendid natural pasturage throughout ten months of the year usually, and with the cultivation of the lower lands, this will prove an ideal dairy country, and one which is confidently expected to excel in the production of all the small and the hardier fruits.

FRASER, OOTSA, FRANCOIS LAKES AND THE ENDAKO RIVER COUNTRY.—The soil consists chiefly of black and chocolate-colored loam or silt on clay subsoil. This district is lightly wooded, with much open meadow land, becoming almost entirely open towards Ootsa Lake. The numerous deep inlets from the Pacific reach within less than one hundred miles of this district, and the tempered moist winds drifting up these inlets spread over this fertile district, promoting sure and abundant growth, and giving this district a well-balanced climate. Excessive continued cold in winter would be impossible; the snowfall being light, with comparatively mild weather generally throughout the winter months, renders it practicable for horses and cattle to feed out and fatten on the luxuriant, nutritious natural grasses. Small fruits

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flourish abundantly, attaining a size, quality and flavor which proclaim the possibilities of the soil and climate for the cultivation of garden fruits and at least the hardier fruits, and quite probably peaches and pears. The climate of this portion of Central British Columbia is approximately the same as that of Southern Michigan, Southern Ontario or Western New York.

THE BULKLEY VALLEY.—The soil in the Bulkley River district consists of a loam on a clay subsoil or silt on a loam and clay subsoil of great depth and fertility. The climatic conditions are approximately the same as those of Northern New York or Eastern Ontario. The country is largely open, gently undulating, the valley being from five to fifteen miles wide. It is native meadowland in its natural state, but is excellently suited for cereal growing, vegetables and mixed farming. The hardier fruits, with small garden fruits, will thrive; and as a dairy country it cannot be excelled.

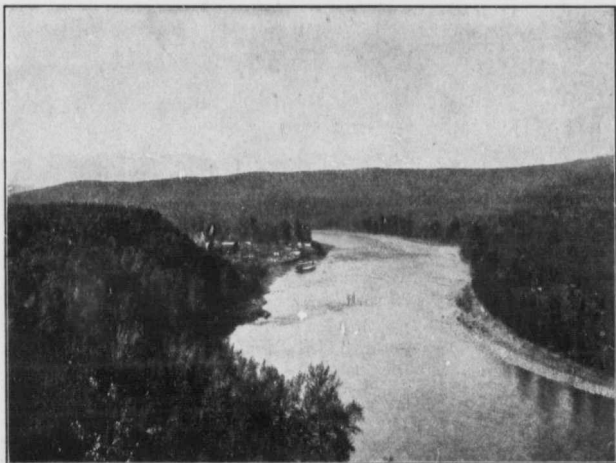
THE SKEENA RIVER DISTRICT.—There are no large areas of agricultural land along the Skeena River proper, but many comparatively small areas of bench lands, well wooded as a rule, the soil consisting of a silt or loam of great depth on clay or



Bulkley River, Looking towards Francois Lake.

gravel. The valleys are narrower and the climate is milder than in the interior, with a heavy snowfall in winter, with abundant but not too much rainfall in the growing season. Much of this land is suited for apple growing, crude experiments having shown excellent results. Vegetable growing and dairy farming will yield handsome returns in this favored region.

The valleys of the Kitsumkalum and Copper rivers, however, when put under cultivation, will be found capable of producing enormous yields of small fruits, apples, pears, prunes, and probably peaches in the 200,000 acres available. These valleys are not more than three to four miles wide, with bench lands above well



Typical Bench Lands along the Skeena River, Much of Which Will Produce the Best Quality and Finest Flavored Fruits.

watered, and lie perfectly for irrigation works if ever needed, which is quite improbable. The soil consists of a heavy varying depth of white silt on a loam and clay subsoil. The climate, winter and summer, is very moderate, and nowhere will conditions be found more ideal for the specialist in farming and fruit growing. With an already large and ever-growing market near at hand, and an insatiable appetite of the Interior and Prairie portions of the country to supply, which can only be done from such areas as this, an easy road to comfort and affluence is suggested to those who locate in these favored valleys.

Temperatures, Etc.

The latest authentic records for the Bulkley Valley were made at Aldermere for the winter of 1907-8. The coldest day was 12° below zero, and on seven other days only throughout the winter the register showed below zero. Although more severe winters have been experienced, the lowest recorded temperature was 38° below zero on Feb. 3, 1907, while two weeks later it was 50° above zero; all reports indicating that the cold is never steady, and when extremely cold the atmosphere is

clear, dry and still. The climate in the Ootsa and Francois Lake districts is generally milder in winter. The Fraser Lake and Nechaco River districts have a similar climate to that of the Bulkley above referred to.

In summer the days are warm and the nights cool, conditions being very similar to those prevailing over the wheat-growing provinces of Western Canada.

Meteorological

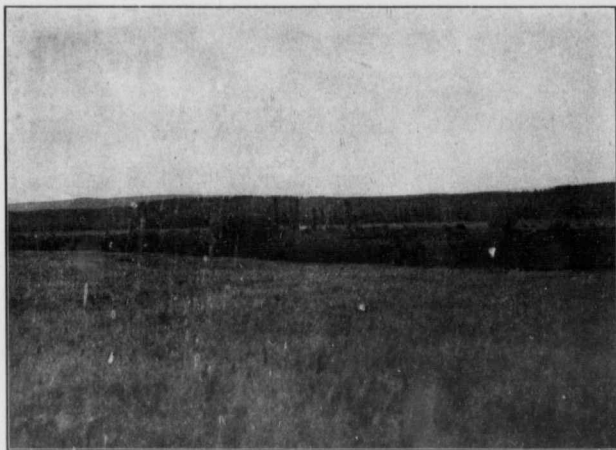
No definite records have been kept of the annual precipitation in Central British Columbia along the route of the Grand Trunk Pacific, but over the enormous area of fertile lands there is no necessity for irrigation or even careful intense cultiva-



Oat Fields, Milne Ranch, Nechaco River, Showing Typical Country.

tion, as the precipitation is always sufficient to insure requisite growth and maturity. Where the rainfall is lightest in early summer, in the Nechaco district, the dews are very heavy, falling practically every night in density equal to light rains.

Summer frosts are not frequent, and owing to the warmth of the soil on the rare occasions when they have been experienced, apparently they do no crop damage. As the land comes under cultivation, naturally any danger from summer frosts should disappear.



Open Country, Nechaco River District.

Altitudes

Typical of the fertile areas of Central British Columbia along the route of the Grand Trunk Pacific Railway:

Skeena River.....	Kitsumkalum	170
	Hazelton	725
Bulkley Valley.....	Morricetown	1,350
	Aldermere and Telkwa.....	1,675
	Bulkley Ranch.....	1,790
	North Bulkley.....	1,950
	South Bulkley.....	2,300
	Decker Lake.....	2,300
	Burns Lake.....	2,275
Nechaco River.....	Fraser Lake.....	2,190
	Tachic Lake.....	2,075
	Stuart River.....	2,120
	Fort George.....	1,860
Fraser River.....	Tete Jaune Cache.....	2,520

The Land of Sunshine, Warm Days and Cool Nights

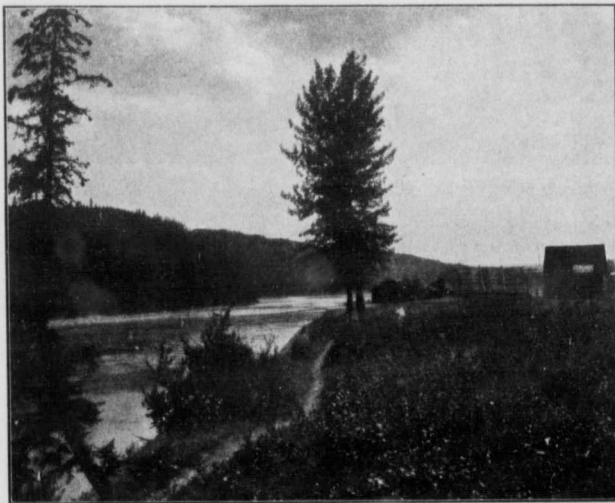
The great length of the days in midsummer,—from twenty to twenty-one hours,—and frequent, sufficient rains with abundant sunshine in the growing months, mean safe, quick and early maturing of crops of excellent quality throughout Central British Columbia along the Grand Trunk Pacific route.

There is at least as much arable land along the route of the Grand Trunk Pacific in British Columbia as in all the remainder of the Province combined.

The Central Interior of British Columbia to be served by the Grand Trunk Pacific is not valley land, but a wide plateau between the hills; the elevation in two hundred miles does not vary 400 feet.

There are a very large number of pre-emptions available in the neighborhood of Tete Jaune Cache and along the Fraser River on the route of the Grand Trunk Pacific. While much of this is covered with small timber, it will, when cleared, be suitable for mixed farming and dairying. None of this land is on a greater elevation than Calgary, the heart of the wheat belt of Alberta, and much of the land towards Fort George and along the Nechaco River is not much more than half that elevation.

In the growing season ample but not too much rainfall is assured over the Central Interior of British Columbia along the route of the Grand Trunk Pacific, there being no intervening range of mountains, as further south, to stop the mois-



Indian Reservation, Fort George, B. C.

ture-laden breezes of the Pacific. In consequence the native grasses attain a thick growth of from five to six feet, making this territory the finest mixed farming and dairying country in America.

The Nechaco Valley in much of the area from about fifty miles west of Fort George to Fraser, Francois and Ootsa Lakes is covered with a light growth of small poplars and conifers, easily removed, and has many open spaces all eminently suited



At the Extreme West (Morricetown) of the Vast Area of Agricultural Land of the Bulkley Valley.

for mixed farming, dairying and fruit growing, owing to the even temperate climate and richness of the soil. Cattle and horses graze out all winter.

In the Bulkley Valley the country is generally open, or nearly so, and is a continuous belt of extremely fertile land some fifteen to twenty miles wide, extending from Burns Lake to Morricetown, a distance of approximately eighty miles, the elevation above sea level being from 1,350 feet at Morricetown to 2,300 feet, the highest point at South Bulkley. At the latter point ranches have been in operation for some years with marked success in cereal and vegetable crops. Hardy fruits will probably do well, as the conditions are parallel with those existing where the finest apples and plums are produced.

Irrigation is entirely unnecessary in the section of Central British Columbia along the route of the Grand Trunk Pacific, and in consequence the quality of cereals, vegetables and the hardy fruits is superior to like crops grown under artificial conditions. The rainfall is ample, but in no case excessive. Numerous spring-fed streams, with an unusually abundant growth of pea-vine and red-top grasses, furnish ideal conditions for stock raising and dairying.

The settler who desires spring-fed trout streams, beautiful lakes teeming with salmon and all varieties of trout in his vicinity, and his farm set in a park-like country of entrancing beauty, cannot get away from such conditions anywhere along the route of the Grand Trunk Pacific in British Columbia.

Nature provided perfectly for the content and prosperity of the settler in Central British Columbia along the route of the Grand Trunk Pacific. A rich black or chocolate loam from three to six feet and more deep proclaims the fertility of the soil. Splendid climatic conditions, with long summer days of over twenty hours' light in the growing season, maturing crops in record time, and the tempering breeze from the snowcapped distant mountains, insure comfort. The winters are much shorter than in the prairie provinces of Canada or the Northwestern States, and not nearly as cold.

The Skeena River section of the Grand Trunk Pacific route has much bench-land areas suited to dairying and fruit farming, a ready market for the products being found in Prince Rupert, Alaska, Yukon and Prairie Provinces of Western Canada. The Kitsumkalum and Copper River valleys are sufficiently far inland to escape the extremely moist conditions common to the entire North Pacific Coast, and have demonstrated already their ability to grow all the hardy and more delicate fruits in wonderful yields, size, quality and unrivaled flavor. Land which can now be pre-empted in these valleys practically free will be worth from \$50 to \$200 an acre within a comparatively short time, as attractive and unlimited markets are available for the products of the entire areas.

Of the products which British Columbia is eminently fitted to raise, the Province is forced to purchase the following from outside markets in the average year to meet the home demand:

Butter	\$1,179,511.00
Condensed Milk and Cream.....	165,000.00
Eggs	720,000.00
Cheese	333,342.00
Poultry	1,500,000.00
Meats	2,936,366.00
Fruits and products.....	800,000.00
Yearly value.....	\$7,634,219.00

Little anxiety need be felt that the home market will not absorb all such products grown in the Province for years to come, and that the competition will not be keen nor prices low. Aside from this there is an unlimited market outside the Province for any possible surplus; the settler located on the Grand Trunk Pacific having access under favored conditions to the domestic and world's markets.

There is no section of America where the man who will work will find it so easy to make a good living at the same time that he is preparing his lands as in the territory served by the Grand Trunk Pacific and its Coast Steamship lines in British Columbia. From the eastern border of the Province to the Queen Charlotte Islands great activity is taking place in timber manufacture, mining, fisheries and all branches of commercial life, and ample occupation in any of these branches of industry will be found near at hand, no matter where he settles in that territory.

Graham Island

There is a very large area of first-class agricultural land along Masset Inlet and east and south for a short distance from Skidegate Inlet which is comparatively free from heavy timber and comprises many large open areas of natural meadow land, a great deal of which is open for pre-emption. This country is comparatively level, elevations being from fifty to one hundred and fifty feet above sea level, sloping gently northward. The soil consists of rich vegetable and leaf mold, varying from one to four feet in depth, the subsoil being a gravelly clay or clay with a substrata of blue clay. Much of the land, especially in the vicinity of Masset Inlet, will have to be drained, as it lies very flat. The annual precipitation for this part of the island averages about 47 inches, being much dryer than the mainland coast, accounted for by the fact that there are no high hills on this part of Graham Island. The winters are very mild, snow very rarely lies on the ground, and in midwinter there is scarcely enough frost to form ice on the water. Being so far north, the hours of sunshine are much longer in summer, inducing a more rapid growth and early ripening. The natural growth of the pea-vine and wild grass in open places is very luxuriant, and wild rose trees attain a height of twenty feet. This all indicates an ideal mixed farming country, and the conducting of dairy ranches and stock farms can be undertaken at a minimum expense, while the market at Prince Rupert and other points on the mainland will easily absorb the products of the farms.

The Grand Trunk Pacific Steamships operate twice a week between Prince Rupert and points on Graham Island, and transit is now both rapid and comfortable between Seattle, Victoria and Vancouver and all ports on the islands via Prince Rupert.

Pre-emptions

Crown lands, where such a system is practicable, are laid out and surveyed into quadrilateral townships, containing thirty-six sections of one square mile in each. Any person, being the head of a family, a widow, or single man over the age of eighteen years, and being a British subject, or any alien, upon his making a declaration of his intention to become a British subject, may, for agricultural purposes, record any tract of unoccupied and unreserved Crown lands (not being an Indian settlement) not exceeding one hundred and sixty acres in extent.

No person can hold more than one pre-emption claim at a time. Prior record of pre-emption of one claim and all rights under it are forfeited by subsequent record of pre-emption of another claim.

Pre-emptions cannot be staked by an agent.

Land recorded or pre-empted cannot be transferred or conveyed until after a Crown grant has been issued.

Such land, until the Crown grant is issued, is held by occupation. Such occupation must be a bona fide residence of the settler or his family.

The settler must enter into occupation of the land within sixty days after recording, and must continue to occupy it.

Continuous absence for a period longer than two months consecutively of the settler or family is deemed cessation of occupation; but leave of absence may be granted not exceeding six months in any one year, inclusive of two months' absence.

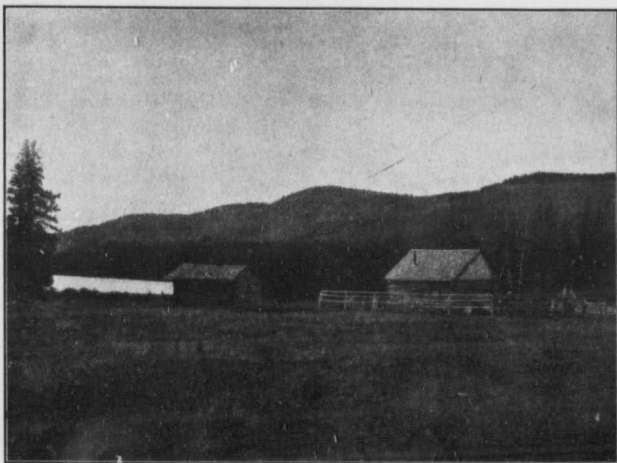
Land may be considered abandoned if unoccupied for more than two months consecutively.

If so abandoned, the land becomes waste lands of the Crown.

The fee on recording is two dollars (8s.).

The settler shall have the land surveyed at his own instance (subject to the ratification of the boundaries) within five years from the date of record.

After survey has been made, upon proof in declaration in writing of himself and two other persons of occupation for two years from date of pre-emption, and



East End Burns Lake, Bulkley Valley Country.

of having made permanent improvements on the land to the value of two dollars and fifty cents per acre, the settler, on producing the pre-emption certificate, obtains a certificate of improvements upon payment of a fee of \$2.00.

After obtaining a certificate of improvements and paying for the land, the settler is entitled to a Crown grant in fee simple. He pays \$10.00 therefor.

The price of Crown lands pre-empted is \$1.00 (4s.) per acre, which must be paid in four equal instalments, as follows: First instalment two years from date of record or pre-emption, and yearly thereafter, but the last instalment is not payable till after the survey, if the land is unsurveyed.

Two, three or four settlers may enter into partnership with pre-emptions of 160 acres each, and reside on one homestead. Improvements amounting to \$2.50 per acre made on some portion thereof will secure Crown grant for the whole, conditions of payment being same as above.

Coal and petroleum lands do not pass under grant of lands acquired since passage of Land Act Amendment of 1899.

Timber lands are not open to pre-emption.

No Crown grant can be issued to an alien who may have recorded or pre-empted by virtue of his declaring his intention to become a British subject, unless he has become naturalized.

The heirs or devisees of the settler are entitled to the Crown grant on his decease.

Timber Lands

Timber lands (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, lease or purchase.

By order in Council, dated December 24th, 1907, the Government placed a reserve on all timber lands undisposed of at that date, consequently no more licenses to cut timber will be issued until otherwise determined.

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.

Leases

Leases of Crown land which has been subdivided by survey in lots not exceeding twenty acres may be obtained; and if requisite improvements are made and conditions of the lease fulfilled at the expiration of lease, Crown grants are issued.

Leases (containing such covenants and conditions as may be thought advisable) of Crown lands may be granted by the Lieutenant-Governor in Council for the following purposes:

- (a) For the purpose of cutting hay thereon, for a term not exceeding ten years:



Turnip Field, Pioneer Ranch, Bulkley Valley.

(b) For any purpose whatsoever, except cutting hay as aforesaid, for a term not exceeding twenty-one years.

Leases shall not include a greater area than one thousand acres.

Leased lands may be staked by an agent.

Timber lands cannot be leased.

Exemptions

The farm and buildings, when registered, cannot be taken for debt incurred after registration; and it is free from seizure up to a value not greater than \$500.00 (£100 English). Cattle "farmed on shares" are also protected by an Exemption Act. Pre-emptions are exempt from taxation for two years from date of record, and there is an exemption of \$500.00 for four years after record.

Homesteads

The Government of British Columbia does not grant free homesteads.

The fact of a person having a homestead in another Province, or on Dominion Government lands in this Province, is no bar to pre-empting Crown lands in British Columbia.

How to Secure a Pre-emption

Any person 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).

“Name (in full).

“Date.”

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 a 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 in 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 land.

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 of a 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 be run true north and south and true east and west.

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

7. Sixty days after recording the pre-emptor must enter into occupation of the land and proceed with improving 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 him 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. The price of pre-empted land is \$1 per acre, to be paid for in four equal annual instalments of 25 cents per acre, the first instalment to be paid two years after record.
11. After full payment has been made the pre-emptor shall be entitled to a Crown grant of the land, on payment of a fee of \$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.
14. Timber lands (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.

Government Land Agencies

The following is a list of Government Agents with whom pre-emptions may be filed. Lands in outlying districts, in which there is no resident agent, are dealt with in the Lands Department, Victoria, R. A. Renwick, Esq., Assistant Commissioner:

Cariboo	G. J. Walker	Barkerville.
Cassiar	James Porter	Telegraph Creek.
Coast, Ranges I., II., III.	R. A. Renwick	Victoria.
Fort Fraser	W. Allison	Hazelton.
Fort George	G. J. Walker	Barkerville.
Hazelton	W. Allison	Hazelton.
Peace River	F. C. Campbell	Fort St. John.
Skeena	Wm. Manson	Prince Rupert.

Land Locators

It is customary for private individuals to offer their services as land locators in the several agricultural districts herein referred to. They undertake to locate, stake and make application in the prescribed manner for purchase and pre-emption lands. If personal selection is not made, by communicating with the following, the names of reliable land locators may be procured:

DISTRICT	ADDRESS	PLACE
Skeena River	Secretary Board of Trade	Prince Rupert B. C.
Skeena River	Secretary Board of Trade	Kitselas, B. C.
Bulkley	Secretary Board of Trade	Telkwa, B. C.
Nechaco and Fraser River	Secretary Board of Trade	Fort George, B. C.
Graham Island	Secretary Board of Trade	Masset, B. C.

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 General Passenger Agent, Grand Trunk Pacific Railway, Winnipeg, giving locality which you favor for your purchase, you will be furnished with names and addresses of reliable land owners of that district, together with any other particulars sought, so far as practicable.

General Information

Taxation

Outside of incorporated cities, towns and municipalities, the taxation is imposed and collected directly by the Provincial Government and expended in public improvements, roads, trails, wharves, bridges, etc., in assisting and maintaining the schools, and in the administration of justice.

The rates of taxation imposed by the latest Assessment Act are as follows:

On real property.....	3-5 of one per cent of assessed value
On personal property.....	3-5 of one per cent of assessed value
On wild land.....	4 per cent
On coal land, Class A (working mines).....	1 per cent
On coal land, Class B (unworked mines).....	2 per cent
On timber land.....	2 per cent
On income of \$2,000.00 or under.....	1½ per cent
On income over \$2,000.00 and not exceeding \$3,000.00.....	1¼ per cent
On income over \$3,000.00 and not exceeding \$4,000.00.....	2 per cent
On income over \$4,000.00 and not exceeding \$7,000.00.....	3 per cent
On income over \$7,000.00.....	4 per cent

Discount of ten per cent allowed if paid before June 30th, and the following exemptions from taxation are granted:

On personal property up to \$500.00 (to farmers only). Farm and orchard products, and income from farm.

On income up to \$1,000.00.

On mortgages, as personal property.

On unpaid purchase money of land, as personal property.

On household furniture and effects in dwelling-house.

On pre-emptions and on homesteads within the Dominion Railway Belt for two years from date of record and an exemption of \$500.00 for four years after record.

Moneys deposited in banks; minerals, matte or bullion in course of treatment; timber and coal lands under lease or license from the Crown, and timber cut from lands other than Crown lands if the tax payable under the "Land Act" has been paid, are exempt from personal property tax.

In addition to the above, there is a tax on coal shipped from the mine of 10 cents per ton, and on coke 15 cents per ton.

Minerals are taxed two per cent on their gross value at the mine, less cost of transportation and treatment.

Crown-granted mineral claims are taxed 25 cents per acre.

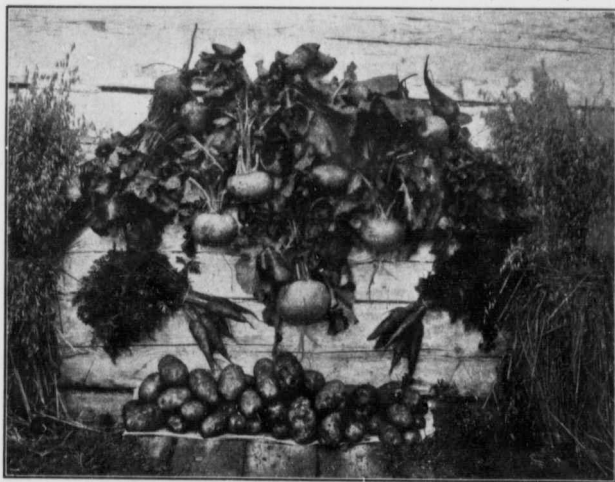
A royalty of 50 cents per 1,000 feet, board measure, is reserved to the Crown on all timber cut from Crown lands and lands held under lease or license, also a royalty of 25 cents per cord on wood.

There is also a revenue tax of \$3.00 per year, payable by every man over 18 years of age.

Education

The Province affords excellent educational opportunities. The School System is free and non-sectarian, and is equally as efficient as that of any other Province in the Dominion. The expenditure for educational purposes amounts to \$400,000.00 annually. The Government builds a school-house, makes a grant for incidental expenses, and pays a teacher in every district where twenty children between the ages of six and sixteen can be brought together. For outlying farming districts and mining camps the arrangement is very advantageous. High schools are also established in cities, where classics and higher mathematics are taught. Several British Columbia cities also now have charge of their own Public and High Schools, and these receive a very liberal per capita grant in aid from the Provincial Government. The minimum salary paid to teachers is \$50.00 per month in Rural Districts, up to \$150.00 in City and High Schools. Attendance in Public Schools is compulsory. The Education Department is presided over by a Minister of the Crown. There are also a Superintendent and six Inspectors in the Province, also Boards of Trustees in each District. According to the last Education Report, there were 422 schools in operation, of which 16 are High Schools. The number of pupils enrolled in 1908 was 33,314, and of teachers, 816. The Public School System was established in 1872, with 28 schools, 28 teachers, and 1,028 pupils. Its growth proves that education has not been neglected in British Columbia.

The High Schools are distributed as follows: Victoria (Victoria College), Vancouver (Vancouver College), New Westminster, Nanaimo, Nelson, Rossland, Cum-



Products of Settler's Kitchen Garden, Fraser Lake, August 15, 1910.

berland, Vernon, Kaslo, Chilliwack, Grand Forks, Kamloops and Revelstoke. There is a Provincial Normal School at Vancouver and many excellent private colleges and boarding schools. Victoria and Vancouver Colleges are affiliated to McGill University, Montreal, and have High School and University departments. The Legislature recently passed an Act providing for the establishment of The University of



Cabbage Field at Aldermere, Bulkley Valley.

British Columbia, for the endowment of which two million acres of the public lands have been set apart.

Social Conditions

The population of British Columbia, widely scattered and composed of many nationalities, is singularly peaceful and law-abiding. Life and property are better protected and individual rights more respected even in the isolated mining camps than in some of the great centers of civilization in other countries. The Province, though new, enjoys all the necessities and many of the luxuries and conveniences of modern life. There are few towns which are not provided with water works, electric lights and telephones. The hotels are usually clean and comfortable, and the stores well stocked with every possible requirement. There is little individual poverty. A general prosperity is the prevailing condition throughout the country, for none need be idle or penniless who is able and willing to work. The larger towns are well supplied with libraries and reading rooms, and the Provincial Government has a sys-

tem of traveling libraries, by which the rural districts are furnished free with literature of the best description.

The spiritual welfare of the people is promoted by representatives of all the Christian denominations, and there are few communities, however small, which have not one or more churches with resident clergymen.

All the cities and larger towns have well-equipped hospitals, supported by Government grants and private subscriptions, and few of the smaller towns are without



Oat Field and Vegetables, Showing Typical Nechaco River Country.

cottage hospitals. Daily newspapers are published in the larger places, and every mining camp has its semi-weekly or weekly paper.

Advice to Immigrants

There is no country within the British Empire which offers more inducements to men of energy and industry than British Columbia. To the practical farmer, miner, lumberman, fisherman, horticulturist and dairyman it offers a comfortable living and ultimate independence, if he begins right, perseveres and takes advantage of his opportunities. The skilled mechanic has also a good chance to establish himself, and the laborer will scarcely fail to find employment. The man without a trade, the clerk, the accountant and the semi-professional is warned, however, that his chances for employment are by no means good. Much depends upon the individual, for where many fail, one may secure a position and win success, but men in search of employment in offices or warehouses, and who are unable or unwilling to turn their hands to any kind of manual labor in an emergency, would do well to stay

away from British Columbia unless they have sufficient means to support themselves for six months or a year while seeking a situation.

The class of immigrants whose chances of success are greatest is the man of small or moderate means, possessing energy, good health and self-reliance, with the



Oat Field at Fraser Lake.

faculty of adaptability to his new surroundings. He should have at least £300 (\$1,500.00) to £500 (\$2,500.00) on arrival in the Province, sufficient to "look around" before locating permanently, make his first payment on his land and support himself and family while awaiting returns from his first crop. This applies to a man taking up mixed farming. It is sometimes advisable for the new-comer to work for wages for a time until he learns the "ways of the country."

Careful reading of the chapter herein devoted to descriptions of the various districts will show that the extent of agricultural land available for pre-emption or purchase direct from the Government is very limited and in many cases non-existent, in the older and more thickly populated sections. The new settler, therefore, will almost invariably have to seek a location in parts of the Province which are at present difficult of access and ill-provided with roads and bridges. This applies to the man whose means will only permit of his taking up Government land. To secure land in a well-established community, enjoying all the advantages of transportation facilities, nearby markets, schools, churches, hospitals, and other conveniences of civilization, will require considerable capital.

To avoid the risk of loss the immigrant from Great Britain should pay the

money not wanted on the passage to the Canadian Express Company's office in London, Liverpool or Glasgow, and get a money order payable at any point in British Columbia; or he may pay his money to any bank in London having an agency in British Columbia. This suggestion applies with equal force to persons coming from Eastern Canada or the United States.

United States currency is taken at par in business circles.

The Provincial Government Agent at point of arrival will furnish information as to lands open for settlement, farms for sale, rates of wages, etc.

Settlers' Effects Free

Settlers' effects, viz.: Wearing apparel, books, usual and reasonable household furniture and other household effects; instruments and tools of trade, occupation or employment; guns, musical instruments, domestic sewing machines, typewriters, bicycles, carts, wagons, and other highway vehicles; agricultural implements and live stock for the farm, not to include live stock or articles for sale, or for use as



Oats and Pea-Vine near Bulkley Lake.

a contractor's outfit, nor vehicles nor implements moved by a mechanical power, nor machinery for use in any manufacturing establishment; all the foregoing if actually owned abroad by the settler for at least six months before his removal to Canada, and subject to regulations by the Minister of Customs, may be brought into Canada free of duty: Provided that any dutiable articles entered as settlers' effects may not be so entered unless brought by the settler on his first arrival and shall not be sold

or otherwise disposed of without payment of duty until after twelve months' actual use in Canada.

A settler may bring into Canada free of duty live stock for the farm on the following basis, if he has actually owned such live stock abroad for at least six months before his removal to Canada and has brought them into Canada within one year after his first arrival, viz.: If horses only are brought in, 16 allowed; if cattle only are brought in, 16 allowed; if sheep only are brought in, 60 allowed; if swine only are brought in, 60 allowed. If horses, cattle, sheep and swine are brought in together, or part of each, the same proportions as above are to be observed. Duty is to be paid on live stock in excess of the number above provided for. For customs entry purposes, a mare with a colt under six months old is to be reckoned as one animal; a cow with a calf under six months old is also to be reckoned as one animal.

How to Reach British Columbia

Full and reliable information regarding routes, rates of passage, etc., can be obtained at any of the offices of the Grand Trunk System shown on page 31 of this pamphlet, or at the office of the Agent-General of British Columbia, Salisbury House, Finsbury Circus, London; the office of the High Commissioner for Canada, 17, Victoria Street, London, S. W.; the office of the Canadian Commissioner of Emigration, 11-12 Charing Cross, London, W. C.; or the Dominion Government Agents at Birmingham, Cardiff, Liverpool, Dublin, Belfast or Glasgow.

From the United States, through tickets may be bought to any point in British Columbia over any of the transcontinental railways.

From Eastern Canada.—By Grand Trunk Railway System from Halifax, St. John, N. B., Quebec, Montreal, or Ottawa, Toronto and other points in Central and Western Ontario.

The Grand Trunk Pacific steamships, the finest, fastest, and safest in the North Pacific Coast service, sail twice a week in summer and once a week in winter from Seattle, Wash., Victoria and Vancouver, B. C., to Prince Rupert and Queen Charlotte Islands, making connection at Prince Rupert with the Grand Trunk Pacific Railway, the line to Aldermere in the center of the Bulkley Valley District to be in operation in 1911, making access to the entire fertile district of Central British Columbia easy in comparison with former routes via Ashcroft or Bella Coola. Prospective settlers should call at the Grand Trunk System offices at Seattle, Victoria or Vancouver, shown on page 31, for necessary information, passage tickets, etc.

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AGENCIES

For further particulars regarding Routes, Rates, Maps, Literature and other information, apply to the nearest Grand Trunk Railway Agency. See list below.

Alexandria Bay, N. Y.	Cornwall Bros.	Ticket Agents
Battle Creek, Mich.	L. J. Bush	Passenger Agent, G. T. Station
Bay City, Mich.	Fred. C. Wherrett	Passenger Agent, G. T. Station
Boston, Mass.	E. H. Boynton	New England Passenger Agent, 250 Washington St.
Brockville, Ont.	J. H. Fulford	Ticket Agent
Buffalo, N. Y.	H. M. Morgan	City Pass'r and Ticket Agt., 285 Main St. (Ellicott Sq. Bldg.)
Chicago, Ill.	C. G. Ortenburger	City Pass'r and Tkt. Agt., 301 S. Clark St., cor. Jackson Blvd.
Cortland, N. Y.	D. P. Drewery	Traveling Passenger Agent, 6 Burgess Block
Detroit, Mich.	Geo. W. Watson	City Passenger and Ticket Agent, 118 Woodward Ave.
Flint, Mich.	V. A. Bovee	Passenger Agent, G. T. R. Station
Fort William, Ont.	Ray Street & Co.	Ticket Agents
Grand Rapids, Mich.	C. A. Justin	City Passenger and Ticket Agent, G. T. R. Station
Hamilton, Ont.	C. E. Morgan	City Passenger and Ticket Agent, 11 James St. North
Kansas City, Mo.	Gay W. Norman	Traveling Passenger Agent, 327 Sheildley Bldg.
Kingston, Ont.	J. F. Hanley	City Passenger and Ticket Agent
Lewiston, Me.	F. P. Chandler	Passenger Agent, G. T. R. Station
London, Ont.	R. E. Ruse	City Pass. and Tkt. Agt., cor. Richmond and Dundas Streets
Los Angeles, Cal.	W. H. Bullen	Pacific Coast Agent, 302 Wilcox Building
Milwaukee, Wis.	Crosby Trans. Co.	305 East Water Street
Montreal, Que.	J. Quinlan	District Passenger Agent, Bonaventure Station
"	W. H. Clancy	City Passenger and Ticket Agent, 130 St. James St.
Mt. Clemens, Mich.	Caspar Cizek	City Passenger and Ticket Agent, 12 South Gtatiot Avenue
New York, N. Y.	F. P. Dwyer	General Agt. Passenger Dept., Railway Exchange, 200 Broadway
Niagara Falls, N. Y.	W. J. Hamilton	City Ticket Agent, 1 Falls Street
Ordnburg, N. Y.	Geo. S. Meagher	Ticket Agent, 55 State Street
Ottawa, Ont.	Percy M. Buttler	City P. & T. A., Russell House Bldg., cor. Sparks and Elgin Sts.
Peterboro, Ont.	B. A. Rose	City Passenger and Ticket Agent
Pittsburg, Pa.	W. Robinson	Traveling Passenger Agent, 506 Park Building
Port Huron, Mich.	F. H. Potter	Ticket Agent, G. T. R. Station
Portland, Me.	C. E. Tenny	Passenger Agent, G. T. Railway Station
Quebec, Que.	Geo. H. Stott	C. P. & T. A., cor. St. Anne and DuFort Sts., and Ferry Landing, Dalhousie St.
Saginaw, Mich.	Hugh E. Quick	Passenger Agent, G. T. Station
San Francisco, Cal.	F. W. Hopper	Gen. Agt. Pass. Dept., 309 Monadnock Building
Seattle, Wash.	J. H. Burgis	Gen. Agent Pass. Dept., First Ave. and Yesler Way
Sherbrooke, Que.	C. H. Foss	City Passenger and Ticket Agent, 2 Wellington Street
South Bend, Ind.	C. A. McNutt	Passenger Agent, G. T. Station
St. Paul, Minn.	W. J. Gilkerson	Traveling Passenger Agent, Ryan Hotel Bldg., 400 Robert St.
Toronto, Ont.	A. E. Duff	District Passenger Agent, Union Station
Vancouver, B. C.	H. G. Smith	City Passenger and Ticket Agent, 527 Granville St.
Victoria, B. C.	W. E. Dupreow	City Passenger and Ticket Agent
Winnipeg, Man.	W. J. Quinlan	General Agent Passenger Department, 260 Portage Ave.

EUROPEAN TRAFFIC DEPARTMENT

F. C. Salter, European Traffic Manager, 17-19 Cockspur Street, London, S. W., England

Antwerp, Belgium	P. A. Clews	Acting General Agent, 19-21 Canal des Brasseurs
Birmingham, Eng.	Morison, Pollexfen & Blair	No. 6 Victoria Square
Genoa, Italy	A. Valotta	Agent, Via St. Lorenzo 11
Glasgow, Scotland	J. M. Walker	General Agent, 75 Union Street
Liverpool, Eng.	Wm. Cuthbertson	General Assistant, 20 Water Street
London, S. W., Eng.	F. G. English	General Agent, 17-19 Cockspur Street
London, E. C., Eng.	F. G. English	General Agent, 44-45-46 Leadenhall Street
Paris, France	Pitt & Scott	Ticket Agents, 47 Rue Cambon
Sheffield, Eng.	J. W. Dawson	Agent, No. 7 Haymarket

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