

Beat the train to FORT GEORGE, in the Fertile Fraser River Valley of Central British Columbia
When the Bell Rings and the Whistle Blows
FOR THE
 Grand Trunk Pacific Trains to Make Their Stops at
FORT GEORGE

there will be some wonderful increases in land values. The man who buys now is the man who will realize a greater profit on his investment than we would dare tell him. Because it can now be bought at a reasonably low price **ON EASY PAYMENTS.**

READY MARKETS and QUICK MONEY

Every pound of farm produce that can be grown here for years to come will find a ready market that will pay a top-notch price. That means good and quick money for the farmer. He will not be half as anxious to sell as the other fellow will be to buy.

Scarcity of Rails in Canada

At a meeting of the legislature of Saskatchewan, Canada, on Feb. 19, 1912, a resolution was unanimously adopted calling upon the dominion government to abolish the duty on steel rails from the United States until the Canadian manufacturers should be able to meet the demand. It was pointed out by a member that the Canadian mills were 17,000 tons behind in their orders. (The duty on steel rails imported from the United States is \$7 per ton; from the United Kingdom, \$4.50 per ton.)

The rapid development of western Canada has made it impossible for the railways to keep pace with the demands. While the programs of the railways for the current year indicate great additions in steel mileage, they are dependent entirely upon their ability to get the necessary rails. The Grand Trunk Pacific in outlining its program for the year puts stress on its ability to carry out the construction of branch lines "provided it can get the steel rails."

Already there are hundreds of miles of roadbed completed awaiting the laying of steel. The provincial government has guaranteed the bonds of the railways within the province to \$13,000 per mile, and it is stated that upwards of 600 miles of roadbed within the province has been completed and waiting for rails for two years.—Consul General John E. Jones, Winnipeg.

This is due to the comparatively limited area of lands suitable for farming in British Columbia to the huge timber and mining enterprises with their hundreds of thousands of employees who must have food stuffs of all kinds irrespective of price. This condition must continue for years to come.

Another market item is the fact that this section is, by way of the Grand Trunk Pacific and the steamer lines from Prince Rupert, several hundreds of miles nearer the Orient than any other shipping center or port on or near the Pacific Coast. This makes possible an almost absolute control of the Oriental markets, the demands of which are growing rapidly every year.

Do You Act While Others Are Thinking? It Pays

Big things have been accomplished in British Columbia
 Still greater ones are on the point of realization.
 More yet are in early prospect.

With her vast natural resources, British Columbia is quietly preparing to give such an account of herself as will make the world think.

You ought to get some of this land. It is the foundation of of all wealth the indestructible material out of which you can make your fortune. It is always the safest investment. **BOUND** to increase in value.

"TELL THE TRUTH"
 OUR MOTTO

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