

BRITISH COLUMBIA A NEW GEM IN THE PRICELESS DIADEM OF THE WEST

Why British Columbia Is the Richest Province in the Dominion of Canada.

So much attention at this time is being paid to the Province of British Columbia, and the Dominion in general, and for the knowledge of those who are thinking of going into that country, we are giving a few interesting details.

British Columbia has millions of acres of undeveloped farm land timber, and mines, which awaits the hand of the man who will go into the country and make it, what the Eastern states are today, a well developed country.

The meaning of all this interest which is being taken in this country, is because the railways have at last seen the value of running their lines through the heart of the country, thus tapping the richest part of the province, and bring what was known before as the unknown North into the reach of the people. Two years ago it was thought that if one was going

A word of advice to the investor, that is he very careful from whom you buy land, as there are quite a few companies selling the land that have absolutely no standing.

The way to go into this country from Oregon by way of Portland, and also the expense:

Portland to Vancouver, B. C., fare, \$10.

Vancouver to Ashcroft, B. C., fare, \$8.15.

Ashcroft to South Fort George, fare, \$45.50. The distance about 700 miles.

For information about this country inquire of H. L. Mossley, care of Capital Journal, Salem, Oregon.

An Unknown Empire.

Among the many surprises which the Dominion of Canada has given to the world during the past 40 years, not the least is contained in that vast area of productive territory which constitutes the interior of British Columbia, and which is now traversed by the surveyed route of

Columbia which will be rendered accessible to the settler by that railroad's construction.

A New World's Granary.

When, however, this territory finally came under the examination of the surveyor and land-seeker, the results were surprising. It was found that an immense area, lying between the Coast Range on the Pacific seaboard to the west, and the Rocky Mountains to the east, and extending for hundreds of miles north and south of the routes of the Grand Trunk Pacific Railway, was composed of a country eminently fitted in every respect of climate, soil and natural resources. It will be seen that not only does the line of the Grand Trunk Pacific Railway pass through the new city, but it is situated at the junction of the Fraser and the Nechaco Rivers, both navigable streams for hundreds of miles. Today the intending settler or land-seeker, whose objective point is the rich interior of British Columbia, can arrive at the Town of

Edmonton in the Province of Alberta on the east. To the south and west, 500 miles away, lies the City of Vancouver. Geographically speaking, it will be seen that Fort George is practically the center of British Columbia. From this central point, to the north and south, to the east and west, lie hundreds of thousands of acres of as fine agricultural land as can be shown anywhere on the American continent, and this great area is now being opened up for settlement.

Great Navigable Rivers.

In discussing the all-important question of the accessibility of these magnificent farming lands, it may be well to turn for a moment from the consideration of the means of transportation which will be afforded by the completion of the railway now under construction, and consider the present means by which the settler can go into this country at the commencement of this season. Turning, then, once more to the map and examining the position of Fort George, it will be seen that not only does the line of the Grand Trunk Pacific Railway pass through the new city, but it is situated at the junction of the Fraser and the Nechaco Rivers, both navigable streams for hundreds of miles. Today the intending settler or land-seeker, whose objective point is the rich interior of British Columbia, can arrive at the Town of

New Way to Make Apple Dumplings

Served With Hard Sauce or Cream and Sugar

By Mrs. Janet McKenzie Hill, Editor of the Boston Cooking School Magazine

Here is a new way to make apple dumplings that will surely please every housewife, for it is not necessary to have whole apples, and the juice cannot run out and burn as with apple dumplings where the apple is placed in the center and the dough turned up around it. The biscuit part forms a crispy shell that holds the apples and juice.



K C Apple Dumplings

One and one-half cups sifted flour; 1/2 teaspoonful salt; 3 level teaspoonfuls K C Baking Powder; 1/4 cup shortening; about 1/2 cup milk; apples.

Fill the cups of a buttered muffin pan with pared and sliced apples, sprinkle with salt and turn two or three table-spoonfuls of water into each cup. Sift together, three times, the flour, salt and baking powder; work in the shortening, and mix to a soft dough with the milk. Drop the dough from a spoon with the apples in the cups, giving it a smooth exterior. Let bake about twenty-five minutes. Invert the pan on a large serving-dish. Put a spoonful of hard sauce above the apple in each dumpling and finish with a grating of nutmeg.



into this region that he was going away out of civilization, but today not one, but hundreds are passing into that country taking with them their wives and children, to make their future homes.

A Coming City.

Perhaps the part before the public most, is the new country of Fort George, which has just been opened up, and in less than two years will have the Grand Trunk Pacific Railway running their Pullman trains right through on their way to the Pacific coast. Thus putting the interior British Columbia in the reach of the Atlantic and Pacific coasts. This Fort George country has millions of acres of some of the finest farming land that can be got anywhere, and only awaits the hand of the farmer to make it produce the staff of life.

The accompanying "cuts" are of the town of South Fort George which is the business center for the Northern Interior. As the cuts will show this new metropolis was only started last Spring, and today it has banks, hotels, and numerous other businesses, and it has the best water power for lighting purposes. The Willow River giving this city a 25,000 horse-power, this will also be used for trolley power.

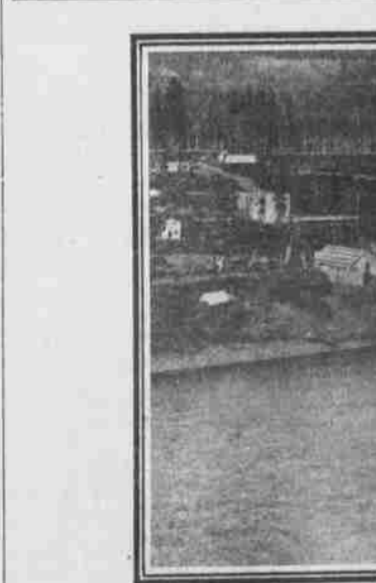
Wonderful Resources.

The resources which abound in this district are very hard for the average man to believe. One of the richest gold-mining regions in history is the Cariboo, now connected by a survey trolley line from South Fort George, a distance of about 90 miles. There is an immense agricultural area surrounding South Fort George already surveyed and open for pre-emption, where the settler can go with a definite knowledge that he will get the land he settles upon. The soil is good, water and climate unexcelled, and the market for crops now and is for years will be one of the best on the continent. The government of British Columbia is doing everything possible to get the settler to come into this country, and will help him every way possible. The taxes in this part of the country are almost nothing, so there are chances there, which cannot be equalled anywhere in America.

There are about eight railways surveyed, chartered or in some way definitely planned for this northern interior, and the topography is such that they are compelled to go by way of South Fort George. There are over 1000 miles of navigable waterways in this interior region. These waterways have no equal, and therefore the town of South Fort George is the logical place "where rail and water meet."

the Grand Trunk Pacific Railway, construction of which is being pushed with all possible expedition.

Little more than a quarter of a century ago, Sir Richard Cartwright, speaking in the Government House at Ottawa, referred contemptuously and comprehensively to British Columbia as "a Sea of Mountains," and so, metaphorically speaking, waived Canada's most westerly province aside as a possession of no value. The construction of the Canadian Pacific Railway through the southern part of the province, however, and the rapid and enormous development of mineral, agricultural and forest wealth which followed on both sides of the railway route, have long since proved to the world the mistaken nature of the view so hastily expressed by the Canadian statesman—at least in so far as the southern part of British Columbia is concerned. But something very much like his opinion was for a long time entertained with regard to the northern part of the Province, an idea that it consisted of cold and snow-covered wastes, interspersed with barren and inaccessible



mountain ranges. It is true that, from time to time, trappers and prospectors spoke of the vast areas of plateau land suitable for stock-raising and agriculture, well-watered and well-timbered, which they had traversed in their lonely wanderings. But such narratives were heard with indifference or incredulity, and it was not until the growth of Canada and the spread of population in the western provinces rendered necessary the construction of a second trans-continental railway through the central and northern part of the Dominion, that intelligent attention began to be paid to the section of British

proach which has often been cast at British Columbia: namely, that she possesses no large areas of agricultural land capable of supporting a great farming population, such as are possessed by the wheat-growing provinces of the middle west. The northern interior of British Columbia, through which the new line of the G. T. P. Railway is being built, is pre-eminently, though not entirely, an agricultural country, whose climate and soil are not only suited in the highest degree for the raising of wheat and other grains but also admirably adapted to the cultivation of all other agricultural products indigenous to the temperate zones. And this agricultural country is not, as in the southern part of British Columbia, divided up into small valleys, rich indeed, but circumscribed in area and bounded by mountainous country whose topographical features render the transportation of produce to the bigger markets always a matter of difficulty and expense, and sometimes impossible. On the contrary, Central British Columbia offers to the agricultural settler a land



many hundreds of miles in extent, whose soil is fertile and well-watered, whose climate is unexcelled, and whose natural features are such that the important question of transportation is shorn of one-half its difficulties.

Fort George the Center.

Laying before us a map of the interior of British Columbia, and taking Fort George—the rapidly-growing metropolis—as a center, we find that we stand at a point about 450 miles distant from Prince Rupert, the Pacific Coast terminus of the G. T. P. Railway to the west, and about the same distance from the town of

Ashcroft on the Canadian Pacific Railway, can proceed from that point by the Cariboo road to Soda Creek on the Fraser River, from there taking the steamer to Fort George. Here, as a central point, he can make a choice of routes, electing to follow the course of the Fraser River east as far as Tete Juane Cache, or up the Nechaco River to Fraser Lake, a distance of 180 miles, or up the Stewart River to Stewart Lake, going by steamer all the way. In either case, the natural water-ways which he thus traverses are bordered on either side by the splendid agricultural land which is the principal feature of the interior, and he can make his selection of a spot for settlement, secure in the fact that, both by rail and water, the products of his land will always have easy access to the great markets.

Immense Water Power.

While emphasis has been laid on the magnificent agricultural possibilities of Central British Columbia, the fact must not be overlooked that these possibilities, great as they are, do not constitute all her resources.



Agriculture is and always must be the backbone of a country, but, in cases where the agricultural area is of so vast an extent as is the region now under discussion, industrial development—as distinct from purely agricultural development—must follow as a matter of course, if the country is to attain its full measure of prosperity. And here again the interior of British Columbia is exceptionally favored, as will be seen by a brief glance at her resources in mineral and other lines.

Rich Mining Country.

Again, taking Fort George as a center, less than 100 miles south lies the

wealthy mining country of the Cariboo, which has produced upwards of \$50,000,000 in gold during the last half-century, besides possessing coal and other minerals, which only await the transportation facilities which the new railway will afford, to become the source of enormous wealth. Then, going from Fort George by steamer, north and west, up the Stewart River to Stewart Lake, the terminus of navigation at that point is within 90 miles of the rich Omineca mines. Between these two points, there has always been found minerals of every description, copper, silver, lead, and other placer and lode gold, and, most important of all, an abundance of coal of the finest quality. Indeed, as regards the latter mineral, young as the settlement of this country is, some development of the coal deposits has already taken place, in order to supply the needs of Fort George itself and the district immediately surrounding it.

Vast Timber Area.

Nor is there, in Central and Northern British Columbia, that absence of timber which has caused so much trouble and expense to the settlers on the prairies of Alberta, Saskatchewan and Manitoba. On the contrary, large tracts of timber have been located at various points, and sawmills are already in the course of construction to get out the material in readiness for the heavy influx of settlers which has already begun. At Fort George itself, a good sawmill plant is even now in operation and is prepared to ship both rough and dressed lumber to all points which can be reached by steamer.

A Poor Man's Paradise.

To sum up briefly the advantages which the interior of British Columbia offers to the intending settler today, it may be said, without fear of contradiction, that no section of the North American continent presents so many opportunities to the man of small capital, desirous of building a home in a magnificent agricultural country, or to the investor who possesses the means to develop the resources of the country, or to promote the industries which bring such rich returns in a new country. Railroad construction and mine and forest exploitation assures to the farmer a large and ready demand for his produce, while transportation facilities, whether for agricultural products, the importation of machinery and supplies, or the export of ores and timber, are such as no new section of this Dominion has ever enjoyed at the commencement of its development and settlement. Contemplating the vast and varied resources of this section of British Columbia, the graphic words of the Poet Explorer come irresistably to the mind:

"I plotted sites of future cities,
traced the easy grades between 'em,
Watched unharnessed rapids wasting
fifty thousand head an hour;
Counted leagues of water-frontage
through the axe-ripe woods that screen 'em,
Saw the plant to feed a people—
up and waiting for the power.
Ores you'll find there; wood and pasture;
water transit sure and ready.
(That should keep the railway
rates down.) coal and iron at your doors.
God took care to hide that country
till He judged His people ready,
Then He chose me for His Whisper,
and I've found it, and it's yours."
—Kipling.

How many souls have been saved
by a sated quartet in the choir
loft?

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