

Canadian National Railways

AND TRUNK PACIFIC RAILWAY

S. S. PRINCE RUPERT sailing
Monday 11:00 p.m. for Anyox; Thursday midnight for
Ocean Falls, Vancouver, Victoria and Seattle.

S. S. PRINCE GEORGE
Monday 8:00 p.m. for Stewart; Sunday midnight Swanson
for Ocean Falls, Vancouver, Victoria and Seattle.

S. S. PRINCE JOHN
For Port Clements, Massett and Buckley Bay, September
15th, and all points on Southern Queen Charlotte Islands,
September 2nd and 16th.

Train Service.
MONDAY, WEDNESDAY and SATURDAY at 11:15
For Smithers, Prince George, Edmonton and Winni-
peg, making direct connection for all points in Eastern
Canada and United States.
Ticket Office 528 Third Avenue Phone 260

CANADIAN PACIFIC RAILWAY

B.C. Coast Services

Sailings from Prince Rupert

For Ketchikan, Wrangell, Juneau and Skagway—
September 5, 12, 19, 26; October 10, 21, 31.

For Vancouver, Victoria and Seattle—
September 10, 17, 24; October 1, 18, 25.

Agency for all Steamship Lines.
Full information from
W. C. ORCHARD, General Agent
4th Street and 3rd Avenue, Prince Rupert, B. C.

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to announce that our FALL MILLINERY
opening will take place on
FRIDAY and SATURDAY

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turn purchasing until they have seen our new
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Latest designs in Fall Suits, Coats, Dresses, etc

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Third Avenue

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pared by experts and served
in the acme of comfort.

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Parties.

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Particular Diner.

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AIREDALE and FOX
TERRIERS
Puppies For Sale

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Seattle, Vancouver and
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Attention.

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324 Second Avenue

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personal attention.

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ENGINE,
AUTOMOBILE and
GENERAL REPAIRS
Work a Specialty.
Work Guaranteed.
Phone Red 126
P.O. Box 324.

SPEAKER MANSON WRITES OF CENTRA INTERIOR AGRICULTURAL PROSPECTS

(Continued from Page 1)

erous. At Kitwanga is found
another community of agricul-
tural homes where considerable
development has been done and
there is every promise of a
large settlement in the locality
and in the valley of the Kit-
wanga. Northerly from Hazel-
ton run the Kispox and the
Skeena. Particularly in the val-
ley of the former there are
thousands of acres of most fer-
tile lands well watered and free
from frosts. A few years ago
there were in the valley of the
Kispox from sixty to seventy-
five settlers but unfortunately
the number has dwindled to
comparatively few. There is
perhaps no single reason for
this. It is probably due to the
slowness of the Government in
supplying a decent transporta-
tion system and to the fact that
the settlement took place im-
mediately prior to or about the
time of the laying of the steel
when development was slower
and conditions more discourag-
ing than today. Perhaps too,
the fact that the Kispox settlers
saw the newcomers, somewhat
repelled by the rather heavily
populated land, turn to the more
accessible land of the Bulkley
valley, discouraged them. But
the Kispox will come into its
own as a splendid agricultural
valley. The richness of its soil
will ultimately win. Perhaps
some scheme may be found, if
not for the removal of the In-
dians who occupy the very choic-
est of lands in the gate-way to
the Kispox, then for the divi-
sion into Indian farms with title
to the individual Indian who will
be permitted to buy and sell. The
Indian is not without hope, for
every once in a while one sees
an Indian taking up a pre-emption
and becoming a really suc-
cessful farmer. If more would
do that and get away from the
village life, it would be better for
the Indian and better for the
white man.

Continuous Farming District
Eastward from Hazelton some
thirty-five miles the banks of
the Bulkley River are high. Not
a great deal has been done in
the way of farming here al-
though there has been some and
one sees a new rural school be-
ing opened this Fall twelve miles
east of New Hazelton. Along the
northerly bank of the Bulkley
in this thirty-five miles there
are undoubtedly a good many
thousand acres of tillable land
but for the present, without
transportation system and tim-
bered. Arriving at Moricetown
one finds the Bulkley Valley be-
ginning to broaden and from
there until one gets to the Bul-
kley Summit there is a continu-
ous farming district. Where, a
few years ago there was only an
isolated settler, today one finds
practically all of the land taken
contiguous to the road from
Moricetown east and from one
to three miles back from the
main highway. The population
of the Bulkley Valley in the last
five years has increased by at
least three hundred percent and
is increasing each day.

Three Chief Centres.
In the Valley are the villages
of Smithers, Telkwa and Houston.
The two former are thriving most
vigorously and vying with each
other in a neck and neck race

No Crop Failures.

There are crops below average
and above average but in the
worst year the average farmer
will get by. It is a mixed farm-
ing country. Dairying will be
its future and where there were a
few dairy cattle a year ago today
there are several hundred head.
For the present farmers are
shipping their cream to Vender-
hoof to a creamery started by
the Government a year ago which
this season will produce 40,000
pounds of butter of excellent
quality, a not sufficient quantity
to supply the demand. In the
eastward reaches of the Bulk-
ley one is amazed to see how
rapidly the settlement goes on.
At Topley, Forestdale and Rose
Lake homes are springing up on
every hand. Settlers are com-
ing in by the score.

Along Decker Lake.

Leaving the Bulkley one finds
the agricultural land continued.
Nothing could be more luxuriant
than the vegetation north of
Decker Lake—peavine and vetch
to one's saddle pommel. Tim-
ber is heavy in spots but the
soil is well worth the clearing
and as west of the summit so
east of the summit the pioneers
are rapidly building a log
cabin first, then clearing a gar-
den, barn-yard and a field.
Nothing but the old Foley-Welch
tote road served this district
three years ago; today a splen-
did highway skirts the shore
of Decker Lake, requiring
only a little gravel to make it a
permanent road upon which the
cost of maintenance shall be
low.

Gateway to Francois-Ootsa.
Eastward from Decker Lake
one comes to Burns Lake and
to Burns Lake Village. This is
the gate-way to the Francois-
Ootsa country or what is known
as the Lakes country. That it
must be an important country
is evidenced by the fact that
Burns has grown from a few
shacks and one single store four
years ago to a village with a two-
room school, which could use a
three roomer, a dozen stores and
shops and a splendid two story
bank building. Francois Lake
some sixty or seventy-five miles
long and running east and west
is fourteen miles south of the

Popular and Reliable



10c CIGAR

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Since 1906

as to which shall be the hub of
the valley. In the Bulkley one
finds many settlers from the
prairies, many from the north-
western states and a goodly
number of returned soldiers.
With very few exceptions they
are making a distinct success
and if you ask them why they
came they will tell you that they
did not like the droughts and
hail and the bleak winds of
winter in the place from which
they came and although they
found that the poplar and spruce
of the valley makes pioneering
a little slower than on the
prairies, yet they were willing
to undertake it in view of the
richness of the soil and the
equable character of the climate.

Frost No Menace.

Although the thermometer
drops sometimes to twenty or
thirty below zero in winter time
it only stays there for a day or
two and the cold is not accom-
panied with wind. The snow of
winter runs from eighteen inches
to three feet. The timber afore-
mentioned is spruce and poplar
for the most part with open
patches here and there and
cedar, according to the meth-
od of clearing in this particular
locality, from twenty to seventy-
five dollars per acre to clear.
The day was when the Bulkley
Valley was considered frosty but
in the last few years one has
heard less and less of frost and
it is a practical certainty that
with the increase of cultivation
it will be no menace at all.
Thorough cultivation, early
grains and early sowing will
solve that difficulty beyond a
doubt. There are no crop fail-
ures in the Bulkley.

No Crop Failures.

There are crops below average
and above average but in the
worst year the average farmer
will get by. It is a mixed farm-
ing country. Dairying will be
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Burns has grown from a few
shacks and one single store four
years ago to a village with a two-
room school, which could use a
three roomer, a dozen stores and
shops and a splendid two story
bank building. Francois Lake
some sixty or seventy-five miles
long and running east and west
is fourteen miles south of the

track. Ootsa Lake paralleling
Francois is about sixty miles
long and forty-two miles from
the track. The country in be-
tween is studded with little lakes.
The mountains have for the most
part become hills. The country
is flatter, the timber on the
whole lighter than in the Bulk-
ley, the soil is fertile and the
whole area is one of the great-
est attractiveness. Without any
special advertising the Francois-
Ootsa country has increased its
population from about seventy-
five five years ago to about five
hundred now. One wonders at
a farmer going so far from rail
transportation but the call of the
fertile soil and ideal climatic
conditions is strong and the
transportation problem will
doubtless be solved by boats on
Francois and Ootsa Lakes and
hard surfaced roads which will
carry the farmers' motor trucks.
For the present the Francois-
Ootsa settlers are somewhat far
from the track to ship their
cream to Venderhoof but this is
beyond a doubt a dairy country
and the Government will be de-
livered in its duty if it does not
speedily provide the necessary
means of transportation to en-
able the settlers to centralize
their cream and have a cream-
ery of their own.

Venderhoof District.

Eastward again along the
railway from Burns Lake one
finds a settler here and there
doing his very best—praying for
neighbors and a road. At En-
dako the Valley broadens again
and one is heading for the plat-
eau of central British Columbia
and it must not be forgotten that
the centre post of British Colum-
bia is just a few miles south of
Venderhoof. Standing at Van-
derhoof our sea of mountains
has disappeared and only on a
clear day can one see mountains
at all. The soil has changed
from the black loam and clay
sub-soil of the Bulkley and
Lakes country to a clayey silt.
Appearances would suggest that
it was rather dry but such has
not proved to be the case. One
sees as beautiful oats in the
vicinity of Venderhoof as one
ever saw in the province of On-
tario and as well matured. Hun-
dreds of settlers have found
homes in the last few years
north and south of Venderhoof
and of the hundreds who have
taken up land apart from the
Mennonites they nearly all re-
main, evidencing the fact that
they have reason to be content.
Eastward still south and north
of Prince George there are
thousands of acres of fertile
lands equal in character to those
to the west and settling up with
almost the same rapidity, and
eastward still to McBride one
finds the settlers along the
(Continued on Page 8).

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Ladies' Cashmere Hose, Penman's make, per pair.....\$1
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Boys' Worsted Hose, splendid quality, 8 1/2, 9, 9 1/2, 10, pair \$1
Ladies' Winter Weight Vests, long sleeves, each.....\$1
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5 yards for \$1
Prints, dark and light, best quality.....4 yards for \$1
Towels, white or brown, good hand towel, per pair.....\$1
Towelling, brown, Turkish stripe.....3 yards for \$1
Check Tea Towelling, 14-inch.....4 yards for \$1
Roller Towelling, with red border.....4 yards for \$1
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Children's and Ladies' Hats, your choice of this collection—
Each \$1
Ladies' Skirts and assortment of Whitewear, your choice—
Each \$1
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Each \$1

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Friday and Saturday.

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Prince Rupert, B. C.

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the chief wood for aeroplanes, its strength,
durability, toughness, ease of working,
smooth finish, readiness in taking paint and
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for Joinery and House Trim

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