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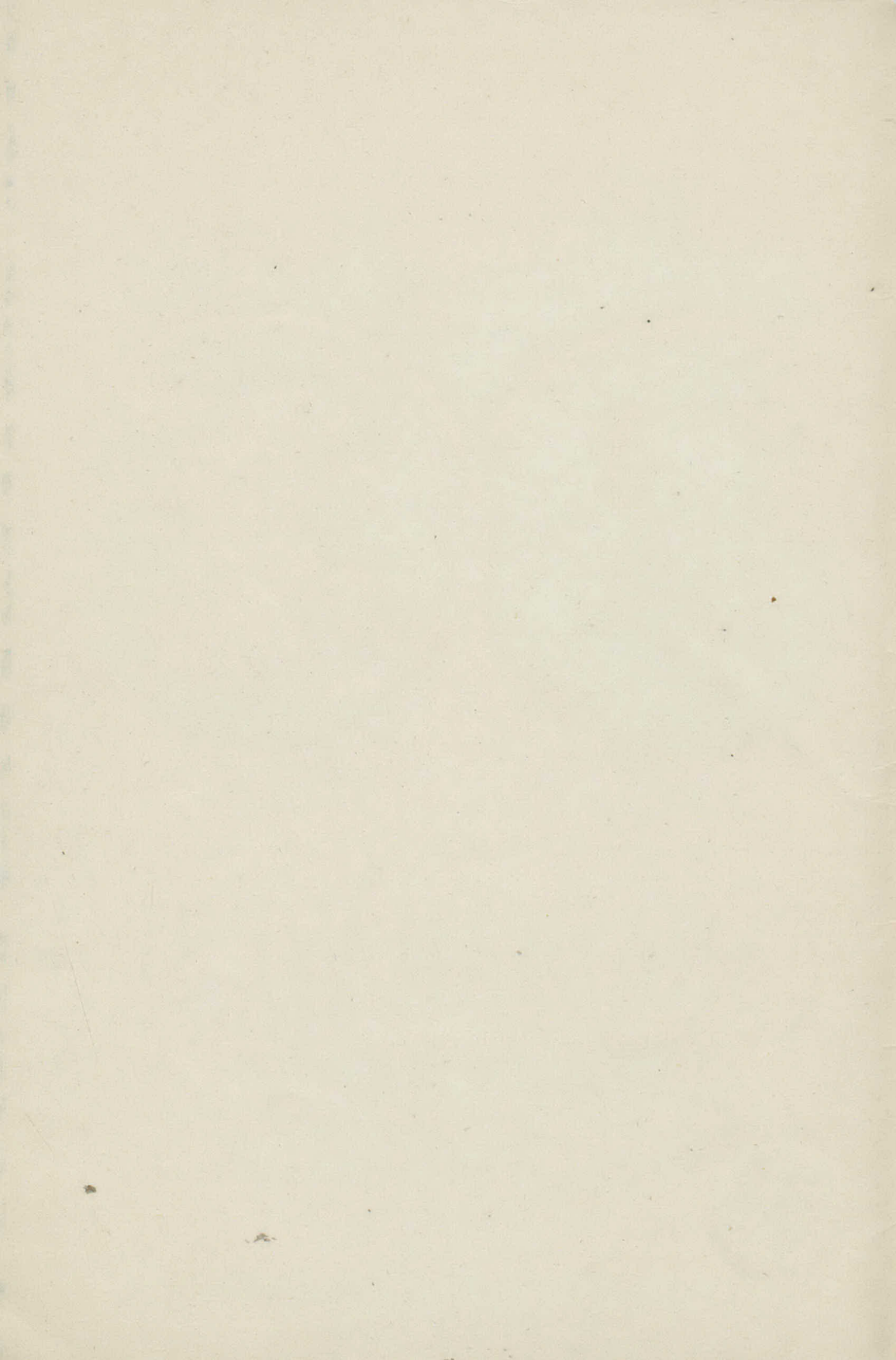
THE CANADIAN WEST

ITS PRESENT CONDITION
AND
FUTURE POSSIBILITIES.

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Issued by Direction of
Hon. Frank Oliver, Minister of the Interior
OTTAWA, CANADA







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THE CANADIAN WEST

ITS PRESENT CONDITION

AND

FUTURE POSSIBILITIES

WINNIPEG'S WONDERFUL GROWTH.

HOW THE WEST HAS INCREASED IN RECENT YEARS.

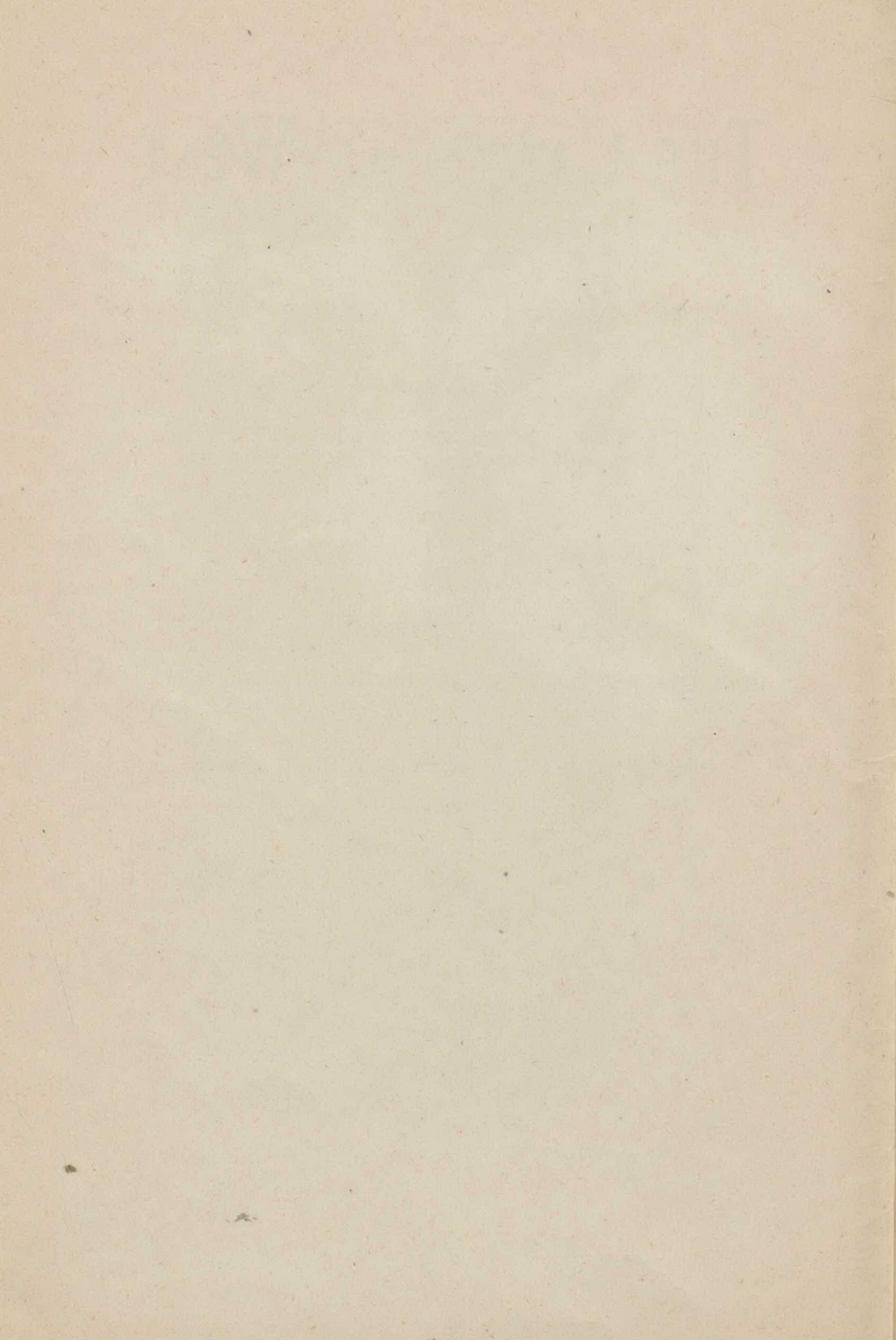
A GREAT FUTURE BEFORE

MANITOBA, SASKATCHEWAN AND ALBERTA.

ROOM FOR MILLIONS MORE.

OTTAWA:

CANADIAN GOVERNMENT PRINT

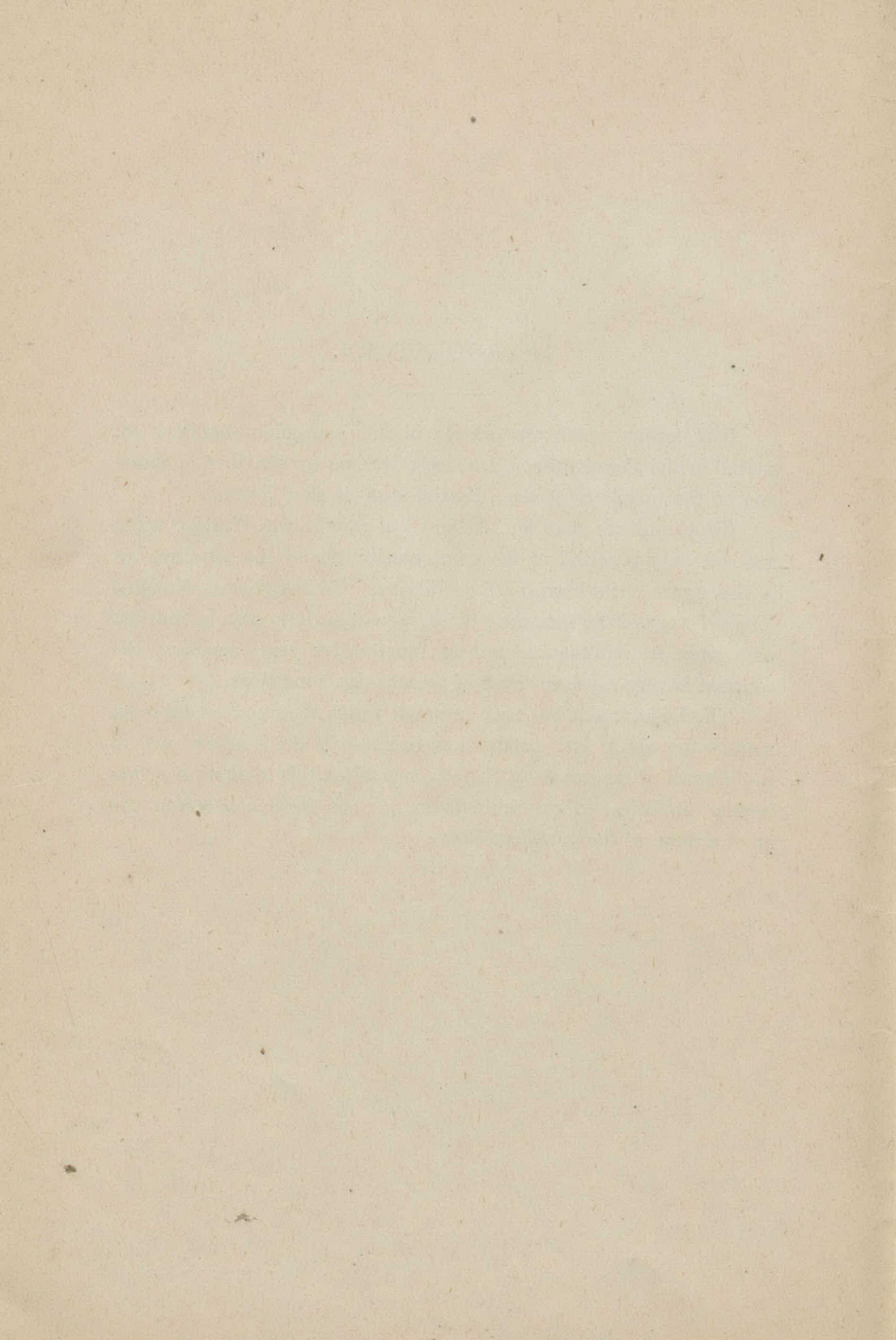


INTRODUCTORY.

THE letters which are printed in this pamphlet originally appeared in the *Toronto Globe*, and were written by Mr. F. A. Acland, one of the members of the editorial staff of that journal.

They indicate that Mr. Acland has caught the Western spirit and not only is seized of the great possibilities of the country, but is also aware of its immediate conditions. He has given a straightforward story of the Canadian West, as he finds it to-day, in contrast with what it was even so late as four or five years ago, and the contrast is very much in favor of present day conditions.

The Department has been impressed with the free and unbiased manner in which Mr. Acland has dealt with the subject and, in the interest of the people of Canada, has taken this method of giving further publicity to his presentation of the facts concerning the great growth of the Canadian West.

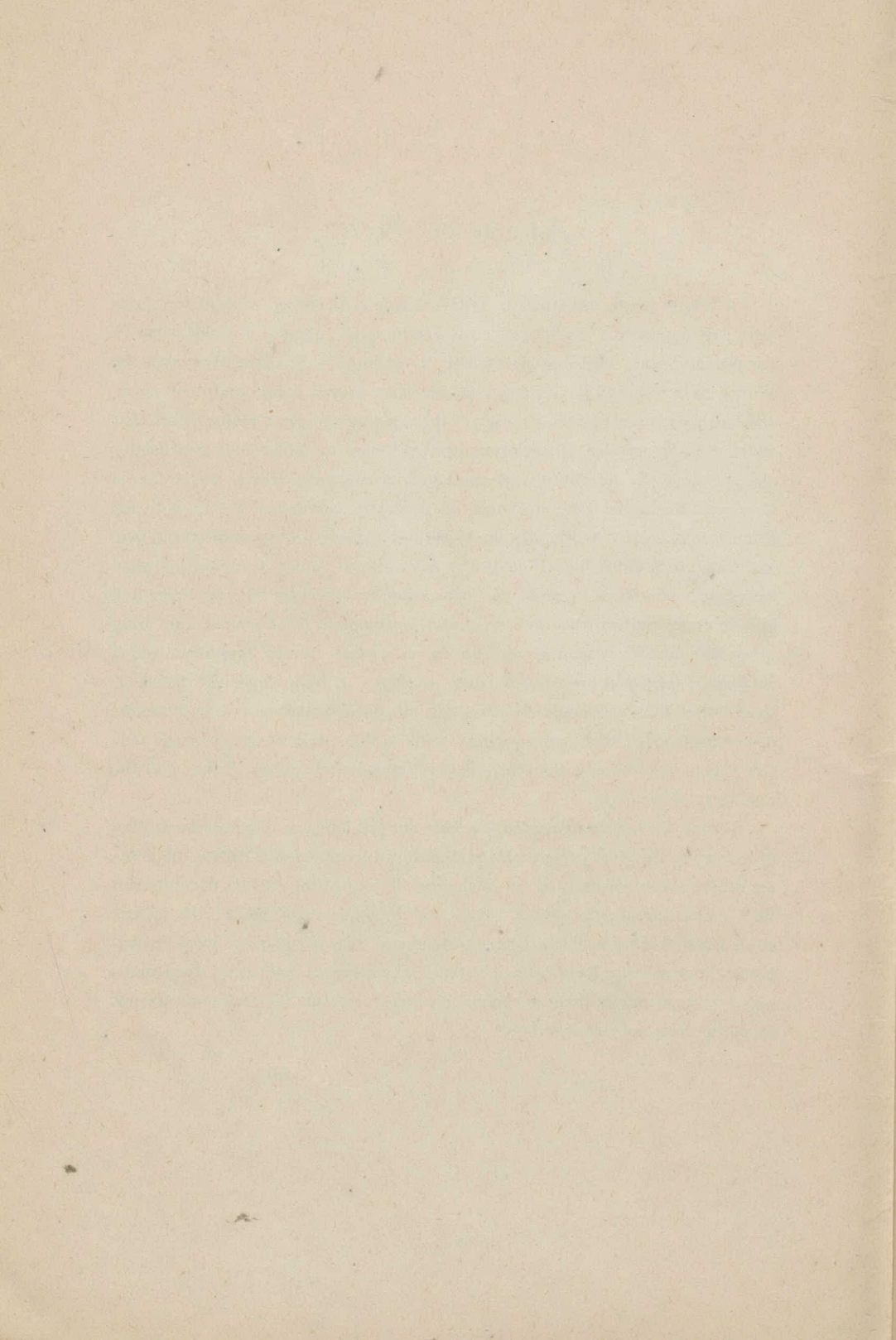


AUTHOR'S NOTE

It is only fair to state that the letters that form the basis of this little volume were written without any idea of their attaining the dignity of publication in the present form. Without pretending to be intimately acquainted with the West I have followed its development somewhat closely for a number of years, and had paid several extended visits to the region of the great plains before that which was the occasion of the letters printed herewith. The letters were hastily written, amid the hurry and inconveniences of continual travel, but so far as they are informative, they are based on definitely ascertained facts. I do not think I have colored too highly the types and pictures I have endeavored here and there to present, but I confess I have always found it impossible when traveling in the West to resist the fascination exercised by its vast areas and infinite opportunities or to believe that this complete development can bring other than untold advantage to Canada as a whole, to the Empire of which we form a part, and even to humanity at large. If by a larger circulation of these letters than was originally expected, this development is in even a remote degree hastened, I shall feel a genuine pride in their authorship, although none will realize more keenly than myself how inadequately after all they tell the real story of the West.

Not all the letters written to the *Globe* are printed here. Several descriptive of scenery in the Rocky Mountains and mining development in British Columbia are quite reasonably omitted, as having no direct bearing on the development that is transforming the plains. Here and there, too, throughout the letters, some personal allusions have been excluded and some passages of local or temporary interest only, have been omitted. The asterisks indicating these omissions, when otherwise than of a trivial character, explain the occasional abrupt transition from subject to subject.

F. A. A.



Some Aspects of Winnipeg

Its Growth in Keeping With Western Development

Winnipeg, May 30.—Winnipeg continues to rise proudly to its opportunities as the metropolis of western Canada. Its leadership among the cities of the west has never been questioned, and it is more definite and pronounced to-day than at any previous point in its history. To say that it is keeping pace with the prodigious development of the western Provinces is, after all, to do it but scant justice. It is the fountain spring and inspiration of much of that development, and is a powerful and energizing influence in every great enterprise that is afoot between the great lakes and the Rockies. It would be vain to repeat here the frequently-told story of Winnipeg's wonderful growth. Barely a generation ago it began to exist. Half a generation ago it had perhaps got abreast of London, Ont., but being even then the biggest city within much more than a thousand miles on this side of the line it had put on the airs of a metropolis. By the end of the nineteenth century Winnipeg had grown to the bulk of Hamilton. So much had been accomplished in the days before the great immigration propaganda of the Laurier Government. With the coming of the twentieth century, the century which most people seem to agree belongs to Canada, the growth of Winnipeg was greatly accelerated. Within the first five years of the new century the city has doubled its population, and now takes its rank easily as the third city of the Dominion. It is well over the hundred thousand mark and is ambitiously looking forward to the time when it will rival Toronto. But it forgets that the east, too, is growing, though less furiously than the west.

NO SIGN OF A HALT.

Certainly there is no sign at present of any halt in this phenomenal growth. Real estate values are better than ever. Investors come from near and far. Great business blocks, handsome residences, fine apartment houses, new public buildings, are springing up on every side. The new postoffice is a really imposing piece of architecture of the Renaissance order; its cost is placed at about half a million. Its location on Portage avenue emphasizes the tendency to make this street the great business thoroughfare, or, rather, the natural continuation of the lower portion of Main street. On Portage avenue, too, a block or two higher up than the postoffice, is a famous departmental store, a handsome six-story structure occupying a whole block, the location of which here is alone a substantial indication of the direction in which Winnipeg is expected to grow. A further distinction is conferred on this street in the fact that it boasts the church of "Ralph Connor," the unique preacher-novelist of Canada. Portage avenue is the beginning of the long road which the Hudson's Bay Company's officials used for generations in their journeys between Fort Garry and Fort Edmonton and the points beyond, and many historic associations are already clustered about it.

TERMINAL FACILITIES.

The new C.P.R. station is unpretentious in appearance and is dwarfed by the tall C.P.R. hotel beside it, but it is a spacious and well-equipped building, and compares well with the best type of modern railway depots in its general arrangement and facilities. Close to the C.P.R. station, is the new Immigra-

tion Reception Hall, the substantial and commodious character of which may be perhaps best understood from the statement that it is equal to the strain of providing temporary sleeping room and housekeeping facilities for a thousand souls. This building, moreover, is to be the British Immigration Hall, and will be occupied only by our English-speaking kinsmen. The old building will continue to be used by newcomers of other nationalities.

THE PASSION FOR SPACIOUSNESS.

But it would not be well to attempt to enumerate the many new buildings that are rising in every quarter. New residential streets have been formed, with handsome boulevards and asphalt pavements, in quarters that were unbroken prairie five years ago. The same wise foresight that planned Main street and other thoroughfares on so broad and generous a basis in the past is giving many of these new streets an enviable width. Broadway, a fine street running parallel with Portage avenue, is particularly spacious and handsome. In the better residential parts the boulevard is frequently thirty feet wide on each side. It is kept in order by the city, not by the individual householder, and is universally bright and green. Not that the householder might not have done as well, for the innumerable front lawns are all fresh and smiling, and show with what zest the Manitoban enters on the enjoyment of his long, hot summer. Here and there the boulevard is seen in the making, and in every such case one is impressed with the intense blackness of the loam, and realizes how near to one's feet, even in the streets of Winnipeg, is the real wealth of the west—the unequalled fertility of the soil. This same black loam covers the face of almost the whole prairie region from here to the mountains at depths varying from one to many feet.

THE APARTMENT HOUSE.

A somewhat curious feature of Winnipeg building during the last year or two is the frequent occurrence of the apartment house. Toronto had reached the population of two hundred thousand before it found such a compromise between houses and lodgings necessary. Winnipeg already outstrips Toronto in the number of its flats, and the number is being rapidly increased. One reason probably for this is found in the fact that the question of domestics, troublesome enough in Toronto, becomes almost intolerable in Winnipeg, and there is a disposition to lessen the burden of housekeeping by taking apartments rather than houses. Hence the evolution of the flat. I had supposed that the influx of an army annually of English, Scotch and Irish girls, to say nothing of the innumerable Galicians and Doukhobors, would have alleviated the housekeeper's troubles, but it is not so. The Doukhobors do not count, for they are not allowed away from their villages. Their elders found them altogether too apt in acquiring the western temperament, and the young ladies are now kept at home. The Galicians contribute something to the solution of the problem; at least it would be very much worse without them, apparently, for Mr. J. Obed Smith, the Commissioner of Immigration for the West, tells me there are not less than twenty-five hundred Galician girls in service in Manitoba alone. Hotels and restaurants, factories and laundries consume, however, the greater portion of the labor available for domestic help. As to the incoming girls who speak our own tongue, they are married out of hand by the bachelor farmer or mechanic who has preceded them from the old land. They are seldom allowed to spend more than a few months, perhaps no more than a few weeks, in any other employment than that of housekeeping. The wages of the domestic have risen, as a consequence, to a point that is truly terrifying, \$30 to \$40 per month being no uncommon figure, though it would be unfair perhaps to put the average higher than \$20 to \$25. Many look to the Chinaman for aid, and, on the whole, it is probably the readiest way out of the dilemma.

Plenty of Room in the West.

The Heavy Immigration Makes Little Showing on the Map.

Winnipeg, June 2.—Perhaps there is no individual in Canada who follows the development of the west with more intense and practical interest than Mr. J. Obed Smith, the Commissioner of Immigration, stationed by the Dominion Government here at the gateway of the great plains.

NO SIGN OF SLACKENING.

"No, there is no sign at present," he said, in reply to my question, "of any slackening in the rush of immigrants. On the contrary, the numbers are greater this year than ever. Last year the actual number of bone fide immigrants reached the figure of 145,618 men, women and children, and of these 34,845 were men who took up free homesteads. This year, so far as we have gone, the figures are higher still. For instance, for the ten months ending with April 30 this year, the Americans who have crossed over to us are 43,237, against 31,969 last year, an increase of 11,268; while the newcomers from the old world number 74,350, as compared with 67,340 for the same period of last year, a gain of 7,010.

"You are not afraid of any reaction?" I asked.

"Not for years to come," replied the commissioner. "Why, what does the number that came in last year represent, after all, compared with the vastness of the territory to be settled? Look at this map."

THE COMMISSIONER AND HIS EGGSHELL.

Here Mr. Smith took a map of the west and sketched the rough outline of an egg into the blank space between the western section of the main lines of the C.P.R. and the C.N.R. The South Saskatchewan and Red Deer Rivers ran through the middle of the egg, and its dimensions were about 200 miles by 250 miles, an area of 50,000 square miles.

"Now," said he, "practically all the settlement of last year went into this egg. You see how small a part of the whole map it is. The homesteads taken up, 34,645, in this district and out of it represent just 8,660 square miles, or little more than one-fifth of the territory contained in the egg we have here. Of course, I don't mean to say that no more land than this passed into the hands of private owners last year. Very many of the homesteaders took up land besides at \$9 and \$10 per acre, and much land was bought up for speculative purposes. All the latter, however, must eventually come to the settler. But you can see how little danger there is of settlement being overdone. Hitherto the settlement had done little more than skirt the two railways. Last year the settlers went into the interior of the egg, and here the railways are now following them as quickly as the rails can be laid."

THE SASKATCHEWAN SPEAKER.

On another occasion when I met Mr. J. Obed Smith he was in the company of Mr. Speaker McNutt of the Saskatchewan Legislature, and the talk turned to the possible capacity of the west in wheat production, a point which has lately been the occasion of considerable discussion both east and west, and one regarding which the west is particularly sensitive.

I asked the Saskatchewan Speaker if he did not think his Legislature had been hasty in condemning Professor Mavor's report on the productiveness of the west. Mr. McNutt, however, upheld the action of the Legislature, and declared that the Province of Saskatchewan alone would this year, with a thirty or forty million crop, produce nearly a fourth of the quantity set down as the ultimate productive capacity of the whole west.

THE VARIOUS ESTIMATES.

But this was surely unjust to Prof. Mavor's report, which, as I remember mentioned the estimate of 160,000,000 bushels only to discard it as inadequate. In a summary of the report to hand at the moment four estimates are mentioned as quoted by him, viz:—

- No. 1 (anonymous), 253,975,000.
- No. 2 (anonymous), 357,445,000.
- No. 3 (Dr. W. Saunders), 812,000,000.
- No. 4 (H. McKellar), 1,000,000,000.

The anonymous estimates so-called, were made by well-known authorities who did not care to have their identity disclosed publicly. Dr. Saunders is the Dominion Director of Experimental Farms, and Mr. McKellar, author of what may be termed the outside estimate, was formerly Deputy Minister of Agriculture for Manitoba. Prof. Mavor's preference was for the second estimate of 357,445,000. The western preference is naturally for the larger figures, though Mr. McKellar's estimate is even here regarded as savoring of enthusiasm.

Meantime it is necessary to bear in mind that the rapidity of development necessitates a constant revision of figures, always to the advantage of the west. For instance, the irrigation works of the Canadian Pacific Railway near Calgary have alone brought into the market three million acres of cultivable land at one time counted as bad. Again, the introduction of the factor of winter wheat must be taken into account, its yield being at least fifty per cent. greater than that of spring wheat. On the other hand as the west develops the proportion of cultivated land devoted to other products than wheat will tend to increase. City populations will necessitate extensive horsebreeding or dairying industries, and feed for stock will extend over some portions of the wheat area.

Mr. Love of the Winnipeg Grain Exchange, estimating an annual increase for several years in the acreage under wheat of twenty per cent. yearly, an estimate fully attained by the actual conditions for the current year, finds a total acreage of 8,580,000 in 1910, which at the average yield of 19 bushels to the acre, the average of the past eight years, would yield a total of 163,000,000 bushels. This is about the amount annually imported by Great Britain and it does not seem unreasonable to suggest that Canada will soon be able to feed the mother country. Of course, not all the wheat raised can be exported. There is the home consumption, a growing feature, with the expansion of city life, and the amount needed for seeding, no inconsiderable item, taking the average a bushel and a half to every acre cultivated. We shall not, therefore, have 160,000,000 bushels to export, so soon as that amount is harvested, but the growth of another year or two would cover the shortage.

WINTER WHEAT IN ALBERTA.

On the other hand, there must be occasional setbacks due to inexperience or over-confidence, apart of course from the further possibility of a partial crop failure here and there, to which Canada, like the rest of the world, is subject. At the present time, for instance, the winter wheat of Alberta, from which important results had been expected, is pronounced a comparative failure.

Mr. George H. Shaw, traffic manager of the Canadian Northern Railway, is a firm believer in the future of winter wheat, the raising of which he has persistently advocated for years, and in discussing a reported failure in Alberta,

declared it was due to over-confidence. The crop had been coming on so easily that the farmer had sown it as late as September with good results, and last fall carelessly took chances by holding back until October in many cases. Wherever the wheat was sown early it promises excellent results.

However, the partial failure of winter wheat in Alberta is too tiny a matter to affect the general situation. Alberta is not yet to any great extent a wheat-raising Province, and its contribution last year to the whole western crop of 84,000,000 bushels was only 2,300,000, of which nearly a third was winter wheat. This year the acreage had increased and the proportion of winter wheat was larger, but the disappointment in the yield of the latter will not appreciably affect the yield of the west.

I asked Mr. Shaw whether he thought winter wheat would tend to lessen the reputation of Canadian wheat in the markets of the world, winter wheat being softer than the spring wheat grades.

PLENTY OF ROOM.

"Certainly winter wheat would not bring the same price as spring wheat in the European market," he replied. "On the other hand, the increased yield would even at a lower price make it at least equally profitable. Then, too, it is harvested more economically, being ready to cut at least three weeks before the spring wheat matures, so that it avoids the rush for harvest labor; and possibility of injury by frost entirely disappears.

ALBERTA WHEAT FOR CHINA AND JAPAN.

"But," Mr. Shaw continued, with special emphasis, "the winter wheat of Alberta will not find its way to the European market at all, in my opinion, but will go to China and Japan. We have taught at least some of the people there to become wheat-eaters, and we shall have to send them the wheat, and, as between the soft and the hard wheat, the Orientals seem to prefer the softer variety."

Apart altogether, therefore, from the great British market, which could take all the wheat that Canada could raise for many years to come, we are promised on the word of two eminent transportation experts additional markets in the east and the south. Mr. Shaw says Alberta will send winter wheat to China and Japan. Mr. Hill says Canada will in a few years be exporting wheat to the people of the United States.

As to this latter point, it is bound to remain more or less conjectural, depending, as it does, on the extent to which the population of the United States increases, but there is a general disposition here to accept Mr. Hill's dictum on the subject. Mr. William Whyte, Second Vice-President of the C.P.R., who does not by any means look with favor on Mr. Hill's railway designs on Canada, especially on the possibility that trade will be diverted from Canada, is in cordial agreement with the American railway king as to the probability of Canada exporting wheat to the United States at no distant date, and believes Mr. Hill's figures on the point are entirely sound.

Such probabilities render more than ever interesting the question of the ultimate productive capacity of Canada, and leave at least no fear that the fulfilment of even the most extravagant estimate will find our wheat a drug in the markets of the world.

Gridironing the Prairie.

Thousands of Miles of New Railway under Construction.

Winnipeg, June 5.—Transportation and electric power are the all-engrossing problems of the moment in Winnipeg. Both are intimately concerned with the future of the city, and the first, at least, is an integral part of the development of the whole west. The east, too, is vitally interested in both problems. The better the transportation facilities the better the chance of our eastern manufacturer to serve the western buyer. On the other hand, the power problem has in it the elements of danger for the eastern manufacturer. Winnipeg seeks to become a manufacturing city. The agitation over the white coal of Niagara has set the western mind thinking, and Winnipegers want to harness the waterpowers of the lakes and rivers of the region about them and to manufacture for the vast population of the plains beyond. Allowing the feasibility of the proposition, the danger to the east is still happily somewhat remote, for it will tax all the manufacturers of the country for years to come to keep pace with the ever-increasing demand of the people of the prairie.

Taking the transportation problem first, let us look for a moment at the railway propositions that are now before the public so far as they affect the region between Winnipeg and the mountains. But a year or two ago, it seems, the Canadian Pacific was absolutely alone here, save for an occasional challenge from the lines over the border. Now the Canadian Northern, with its connections, has almost duplicated the former transportation facilities and is still building in every direction; the Grand Trunk Pacific promises immediately a third transprairie railway, with branches in every direction as quickly as they can be built; and, finally, Mr. Hill springs in with his sensational announcement of a fourth railway that shall traverse this wonderful wheat belt of Canada, and that shall also be constructed immediately. The announcement of the new Hill road has been received generally with extreme satisfaction, tempered with a feeling of regret that the new line may seek its affiliations over the border and carry the grain out of the country by an American port. But even this prospect or possibility does not seriously lessen the general welcome, extended to Mr. Hill. Finally, it need hardly be added that the C.P.R., as befits the pioneer railway, is continuing to throw out branches great and small, and to serve the population within its reach.

The summer programme of the different railways represents several thousand miles of construction and over one hundred millions of expenditure. Probably not all of it will be accomplished, but if promises of the most solemn character are to count, there will be not less than five thousand miles of new railway completed before next winter within the region bounded roughly by Winnipeg, Prince Albert, Edmonton, Lethbridge and Regina. Estimating the cost of construction at the figure given for the construction of the Grand Trunk Pacific prairie section, \$20,000 to \$25,000 per mile, and taking the minimum of \$20,000, we find the expenditure a round hundred millions.

And it must be remembered this is to be only one summer's work. There may be no further through lines after this, but the building of branch lines must proceed as rapidly as ever while the development of the country continues. The programme of the moment is, of course, abnormal because of the incoming of two great new lines, but a couple of thousand miles of railway each summer

would do no more than keep pace with the new districts that are being continually opened up. If we divide by two the amount above estimated as a possible expenditure on railway construction during the present season, it still represents the huge total of fifty millions, and it is hardly possible to over-estimate the effect of this great addition to the ordinary revenue of a country whose population is yet probably within the million mark, despite the rapid growth of recent years. Money circulates plentifully and easily, there is an abundance of capital for all the numerous enterprises necessitated by extraordinary expansion, and the settlement of the country proceeds without the evidences of hardship and distress that were a feature of pioneering in the earlier days of the west, and equally, forty years ago, of pioneering in Ontario. Railway construction, too, provides work everywhere here for the man with the shovel, and it is with the shovel and the pick that fortunes are founded in the west. Every man with labor to sell has his choice, therefore, between the farm and the railway.

Here, so far as I have been able to gather them, are the details of the summer and fall programmes of railway construction in the prairie country. In the case of the Canadian Northern I have included in the list the two newly-constructed lines to Edmonton and Prince Albert. Their appearance on the scene is so recent that the reader will not perhaps otherwise realize so clearly how the plains of the west are being gridironed with the steel of the railway:—

NEW CANADIAN PACIFIC LINES.

(1) The C.P.R. will build this summer from Sheho, the present end of its Yorkton branch, to Saskatoon, 185 miles.

(2) The C.P.R. line at present ending at Strassburg will be continued to meet the Sheho-Saskatoon extension, 75 miles.

(3) From Saskatoon the C.P.R. will build west to Daysland, where it meets a spur of 53 miles running out from Wetaskiwin, about 250 miles.

(4) From Tuxford, a spur twelve miles north of Moose Jaw, the C.P.R. will probably build north-west to the Elbow of the Saskatchewan, on the way to meet the new C.P.R. coming east from Lacombe, and already built out to Stettler. The total length of this line will be about 270 miles, of which at least the portion to the elbow will be constructed this summer. When complete this line will be an almost direct route to Edmonton.

(5) From Sheho to Prince Albert, another continuation of the Yorkton line, is a proposition of the immediate future, though it may not start this summer; about 200 miles.

(6) The C.P.R. plans also a railway from Swift Current, on the main line, north-west to a point on the proposed Lacombe-Moose Jaw line; about 200 miles.

(7) A short but important piece of C.P.R. construction will be a cut-off from the Sault line to some point on the Arcola-Regina branch, so that the 40-mile jog from Moose Jaw back to Regina may be saved for passengers going up into the Saskatoon and Prince Albert district.

CANADIAN NORTHERN LINES.

(1) The Canadian Northern main line is, of course, already completed between Winnipeg and Edmonton, 827 miles, on the one hand, and between Winnipeg and Port Arthur on the other, 439 miles.

(2) The C.N.R. line from Dauphin to Prince Albert, 320 miles, is already running to Melfort, 302 miles, and through trains to Prince Albert are advertised to run on June 8.

(3) The rails are practically laid for a new C.N.R. line from Edmonton north-west to Morinville, about 40 miles. This is the beginning of the section that will ultimately go on to the mountains and through to the coast.

(4) The C.N.R. has recently connected its line to Hartney with Virden, on the C.P.R., giving that place and points west a double service east and south; about 40 miles.

(5) Construction has already commenced on a C.N.R. line out from Swan River on its Prince Albert branch to run between the two existing C.N.R. lines, and to connect eventually with the main line at a point a few miles east of Battleford; about 375 miles.

(6) The present line to Prince Albert will be continued to connect with the main line a few miles east of Battleford; about 150 miles.

(7) A C.N.R. line was located last winter from Erwood, on the Prince Albert branch, to Pas Mission, better known as "The Pas," on the Saskatchewan River. This will be the most northerly piece of rail in Canada, and will doubtless be ultimately continued to the Hudson's Bay; distance from Erwood to the Pas, about 100 miles.

(8) There is a charter for a railway running from Prince Albert to Battleford and Edmonton, on the south side of the Saskatchewan, and it is surmised that the C.N.R. is at the back of the enterprise; about 375 miles.

(9) The C.N.R. short line now running to Rosburn will be continued to connect with the main line at Kamsack; 100 miles.

(10) A seventeen-mile spur will connect the C.N.R. main line with Saskatoon, on the Prince Albert branch of the C.P.R.

(11) The C.N.R. line running north from Portage la Prairie to Delta, at the foot of Lake Manitoba, will be continued up the west side of Lake Manitoba, to some extent paralleling the present main line of the C.N.R. and connecting with it at Dauphin; about 110 miles.

(12) The line from Winnipeg to Oak Point, on the east side of Lake Manitoba, will be continued north, crossing the lake at the Narrows, and connecting with the main line at Dauphin; about 200 miles.

(13) The C.N.R. line through western Manitoba at present comes into Winnipeg by way of Morris on the Emerson branch. The C.N.R. has expressed its desire to build from Morris across to the Port Arthur section of the main line, provided that the Provincial Government will build a bridge across the Red River at Morris; 100 miles.

GRAND TRUNK PACIFIC LINES.

(1) There is, of course, first the Grand Trunk Pacific main line from Winnipeg to Edmonton, the prairie section of the transcontinental line; 900 miles.

(2) G.T.P. surveyors are already busy locating a branch line from Saskatoon, through which the main line is expected to run, to Calgary; about 400 miles.

(3) Regina will be connected with the main line of the G.T.P. in the Touchwood Hills district; about 100 miles.

(4) A G.T.P. branch already planned is from Prince Albert to Calgary, crossing the main G.T.P. line at Battleford; about 500 miles.

THE HILL LINES.

(1) It is only within the last few weeks that the railway enterprises in Canada of Mr. J. J. Hill have assumed the dimensions of a transcontinental line. Nothing is certain yet beyond Mr. Hill's declaration that he intends to build through to the coast, which is assumed to mean that he will build from Winnipeg to Lethbridge by way of Fort Walsh and the Cypress Hills and then avail himself of running privileges over the Crow's Nest division of the C.P.R., provided such concessions can be secured from the Government. This will connect the new transcontinental line with Mr. Hill's Kootenay and Washington State roads. The main line from Winnipeg to Lethbridge will be about 800 miles in length.

(2) Of the many branches which the Hill road will throw out, there is already under construction and being pushed rapidly that from Boissevain to Brandon. The road is being constructed by the Brandon & Saskatchewan Railway Company, but that is only another name for James Hill; about 100 miles.

(3) The Portage & Midland Railway Company is building from the boundary north to Portage la Prairie through Morden. Work on this branch also is being rapidly pushed. This also is a Hill line, though not constructed in his name; about 100 miles.

Winnipeg the Wonderful.

Amazing Estimates of Likely Growth of Population.

Winnipeg, June 9.—In the negotiations between the city of Winnipeg and Mr. J. D. McArthur concerning the electric power proposition made by the latter, perhaps the most astonishing fact of all is the estimate of population for Winnipeg during the next generation. All other figures involved are keenly and actively debated, but both sides take without quibble or question the prediction of a population of 300,000 by 1911, a bare five years from now; of 450,000 by 1921, of 600,000 by 1931, and of 800,000 by 1941. It is enough to take one's breath away. Such figures within an equal period are beyond the highest ambition of Montreal or Toronto, and one is tempted to ask if the figures are not mere gossip and guess. This, however, is the estimate made formally in the report submitted to the City Council, and no Winnipegger seems inclined to suggest that it is in any way extravagant. The reply to any criticism is rather that not half, nor quarter, the possibilities of Winnipeg have as yet been dreamed of, and that it will surpass all predictions that have been made regarding it.

LAKE AND OCEAN TRAFFIC.

"We shall have great docks and wharves here within a few years," declared one enthusiast, "to accommodate a vast fleet of ships on Lake Winnipeg. The improvement of the Red River is only a matter of time."

And yet another declares that Winnipeg will yet be an ocean port, and that ships from Liverpool and London will leave Winnipeg by way of the Red River, Lake Winnipeg and the Nelson River into Hudson's Bay.

These things are all more or less incredible to the newcomer from the east, and yet a voyage from Winnipeg to Liverpool in an ocean steamer would be no greater triumph over natural difficulties than a journey from Halifax to Dawson City in a Pullman car; and this last is what the Grand Trunk Pacific promises us in a map recently issued showing the "approximate" route of the great new Transcontinental Railway, in which the line is continued into Dawson along the western slope of the Rockies. Doubtless both these marvels will be accomplished as soon as it is worth while.

BUILDING RECORD FOR THE YEAR.

In the meantime it is not yet worth while, and the growth of Winnipeg is not dependent for its future on quite such prodigies of human effort. Whether or not it will attain the remarkable figures quoted above it is idle at the moment

to argue. One can only cite two or three tangible evidences of the present amazing activity. For instance, the building record for the year to date is already over the \$5,000,000 mark, and the building inspector thinks the estimate of \$12,000,000 or \$13,000,000 for the year a conservative one. This addition to the buildings of a city of which the total assessment for the present year is only \$62,727,630 is sufficiently remarkable.

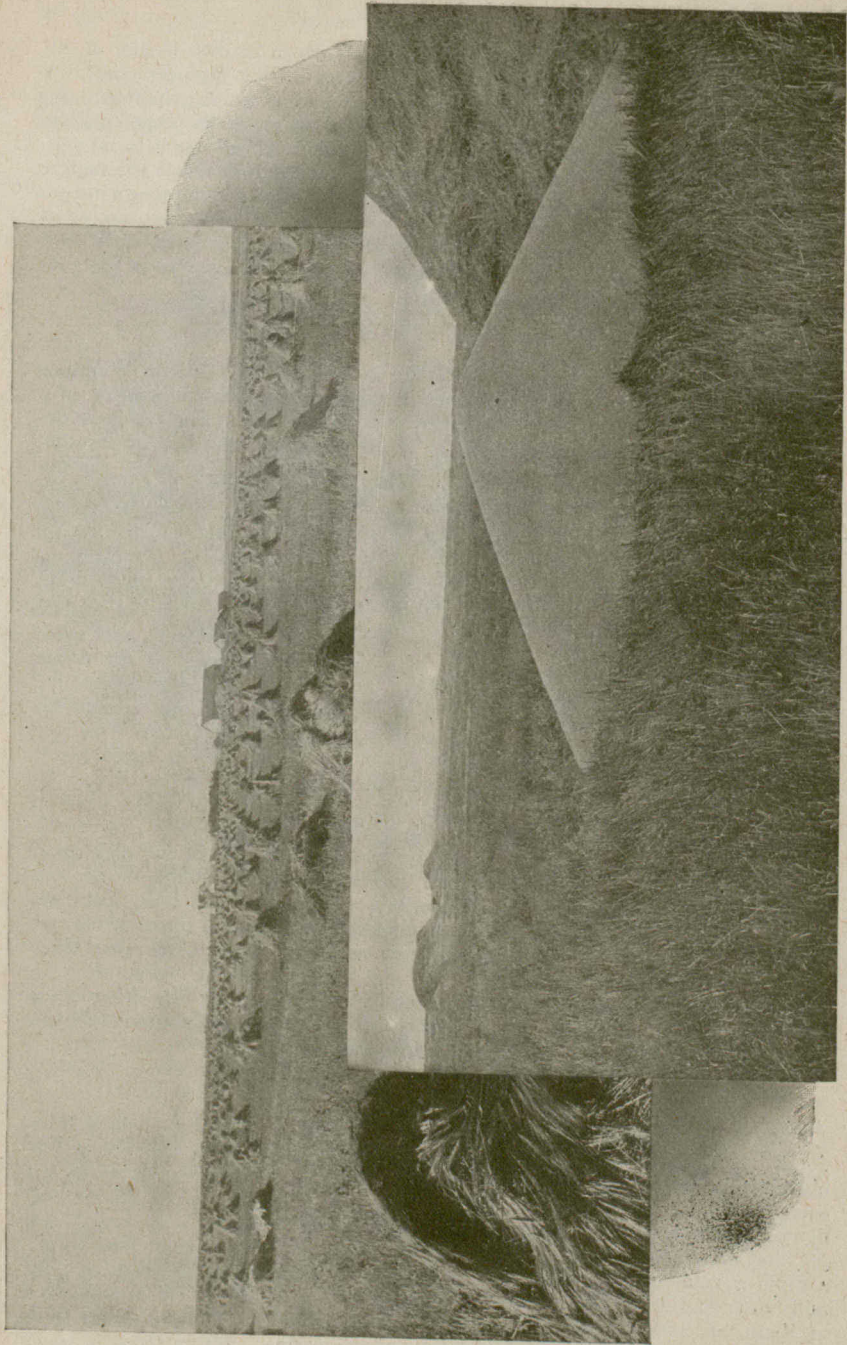
BANK CLEARINGS.

Again, take the bank clearings for the last week to hand at writing, that ending May 24. The Winnipeg bank clearings at \$9,375,291 place the city third in the list of Canadian cities, Montreal and Toronto alone taking precedence of the western metropolis. Montreal, however, still shows more than twice and Toronto almost twice the clearings of Winnipeg; but the remarkable point about the returns is that those for Winnipeg show an increase of 98 per cent. over those of the same week last year. Montreal had increased but one per cent. and Toronto thirteen per cent. Moreover, it is to be noted that Winnipeg's total equalled the combined figures of Ottawa, Halifax, Vancouver, Quebec, Hamilton and St. John!

WINNIPEG'S NEW AMBITION.

Now, Winnipeg has grown to her present size and strength by virtue of her position as the distributing centre for the population of the great plains. She has not only passed through her open portals the vast majority of the many hundreds of thousands who have gone on to make their homes in the west, but she has continued afterwards to distribute to these new-made westerners the manufactures of the east and the imports of the old world. At the centre of this great traffic in passengers and freight Winnipeg has attained astonishing prosperity and wealth. Her railway system is enormous, and her financial standing, as we have seen, is astonishingly high. How much further Winnipeg might develop as a distributing centre alone it is hard to say, but it is doubtful if in that case the very big figures referred to above would be quoted with such confidence with regard to the future of Winnipeg. The question has, however, been disposed of by the determination of Winnipeg to manufacture as well as distribute for the people of the west, and since coal is costly and not within easy reach of this city she is looking for power to the many fine falls of water within easy reach. It is the same question that is the burning issue in Ontario, but Winnipeg has proceeded with characteristic energy, and it now remains only to be decided whether the power shall be brought here by a private company or as a municipal undertaking. This point, too, will be settled immediately, for the question comes to a vote of the people on June 28, when a by-law will be submitted creating a debenture debt of \$3,250,000 for the purpose of supplying the city with electric power from Pointe du Bois or some other point in the Winnipeg River. The debt is to bear an annual interest charge of \$130,000, and a further annual charge of \$38,000 for sinking fund, which will extinguish the debentures in forty years.

The selling value of the power in Winnipeg depends upon the amount brought in, and this, of course, depends upon the amount that can be consumed here. That is, after all, the vital point, and one that must remain largely conjectural. Here it is that the tall population figures come into the calculation, figures which, however, can only be achieved, it may fairly be presumed, if Winnipeg creates extensive manufacturing interests. There is that element of risk, therefore, in the undertaking, that to secure the advantage of really cheap power the city must anticipate an amazingly rapid growth and a prodigious development of manufacturing industries. Should expectations in this direction be ill-founded the burden on the taxpayers would be a severe one.



Stooks, Stacks and Homestead near Crystal City

*Sixteen Hundred Bushels of Wheat that could not be bagged
or drawn to the Elevator*

THE POWER PROPOSITION.

The chief proposition before the city in rivalry with its own is that of Mr. J. D. McArthur, the Grand Trunk Pacific contractor, who proposes to bring power from Lac du Bonnet, sixty miles north-east of Winnipeg, in return for a franchise and the right of supplying the power used by the municipality. A Chicago firm is also anxious to make a proposition, and believes it could supply municipal power as low as \$20 per horsepower. The firm wants the matter delayed for four months, and this is not in keeping with Winnipeg's mood. It is felt in many quarters that if an outside company could furnish power at \$20 the city could cut the cost to \$18. Both figures are extravagantly low, however, and power at \$25, the figure that will probably be achieved in the end, would be a bonanza for Winnipeg.

THE STREET RAILWAY ACHIEVEMENT.

In the meantime an important factor in the situation is the Winnipeg Electric Street Railway Company, which has just completed the erection of a plant equal to transmitting 30,000 horsepower to the city. The power is developed from the Pinnawa channel of the Winnipeg River, near Lac du Bonnet, and the undertaking has cost approximately \$3,000,000. The street railway itself uses 9,000 horsepower, and the plant will for the present generate only 10,000, but it will be the work of a few weeks only to double or treble this capacity. The street railway company, therefore, looks to have its share in supplying power to the Winnipeg factories of the future, and will be a formidable competitor with the city or with any company that receives concessions. The street railway company has, in fact, already made contracts with the Ogilvie milling plant, the Western Canada Flour Mills Co., St. Boniface, and other large manufacturing institutions here. The energy is generated at the power house at 2,200 volts. From the generators it is wired to the transformer station, where the voltage is raised to 60,000 volts, which has been found economical for long-distance transmission. It is sent as a three-phase current to Winnipeg over a special transmission line, which is one of the features of the development work. The transmission line necessitated the purchase of a right of way 90 feet in width from the power house to the city. Steel towers, not unlike skeleton windmill towers, have been erected to carry the six copper cables over which the high tension current is sent. These towers may be seen from any high point in the city, where the transmission line crosses the C.P.R. tracks or the Red River. At Winnipeg another large transformation station has been installed, where the current is "stepped down" to different voltages and forms of current for local distribution. The undertaking is an enormous one and has taken three and a half years to accomplish.

Winnipeg will not, therefore, have to wait for a civic or any other plant before it is able to get power at presumably fair rates for manufacturers, though the rate will be cheapened by future competition.

SOURCE OF POWER INEXHAUSTIBLE.

As to the source of power, there is no danger of exhaustion. Isham Randolph, the Chicago expert, declares the Winnipeg River alone capable of furnishing nearly a million of horsepower, and as the horsepower suggested for consumption by Winnipeg in 1941, when its population is to reach the 800,000 figure, is only 80,000, we may discount liberally Mr. Randolph's statement and yet find an ample margin left. Henceforward, therefore, we may look to see a rapid development of flour mills to handle the grain from the west, of pulp mills to treat the forests of spruce and poplar tributary to the rivers and lakes of Manitoba, and of innumerable small manufactures that will supply at least the minor wants of the great population of the plains. Surely there is room

here for almost unlimited growth, and the most enthusiastic predictions regarding Winnipeg's course during the next score of years may prove to be well within the bounds of realization.

[Since the above letter was written the city of Winnipeg has voted on the power question and by a large majority approved its development as a municipal undertaking, arrangements to achieve which are now actively progressing.]

Manitoba's Thriving Towns.

They are Participating in the Prosperity of the West.

Portage la Prairie, Man., June 10.—The transformation which the whole wide west is undergoing at the present time makes its influence felt even in those regions which were fairly well settled before that new discovery of Canada at the beginning of the present century. The land along the main C.P.R. line out of Manitoba has been well settled up for half a generation, which is an extended period in the life of a new land, and the names of its leading towns—Portage la Prairie, Brandon and Virden—are more familiar to the eastern ear than those of the comparatively upstart settlements of Saskatoon, Wetaskiwin, Kamsack and scores of other places that are nevertheless already active and thriving centres of industry and commerce. New life has come to these older settlements with the general awakening of the west and they are sharing to the full in the wonderful development of to-day. The surrounding country does not, indeed, change its aspect. It has for the most part been long broken up into prosperous farms, and has had little to offer the swarms of newcomers from over the border and over the ocean. It is different with the towns. There is always room for development here in the laudable attempt to satisfy at least the simpler wants of the local or tributary populations, ever increasing in number and wealth.

OLD SETTLERS MOVING WEST.

The district receives a small proportion of the new settlers, none the less. Men who bought land here and homesteaded years ago are selling out here and there at a good price and moving west to the cheaper lands where they will farm on a larger scale, having now the initial capital to enable them to work profitably a five or six hundred acre property; or their sons have grown up in the meantime and they can settle together in the newer Provinces. There is no difficulty in disposing of an improved farm. Many of the incoming Americans particularly prefer such a property. The rapid growth of Winnipeg is causing a proportionate, perhaps more than proportionate increase in farm values around the city, and there is a tendency to reap the benefit of this and move west on the part of the fortunate owner. On the local train out from Winnipeg to Portage one afternoon I had a pleasant chat with a man who had just sold a farm a few miles north of the city, and was then on his way west to inspect other properties offered him. His experience is worth quoting as showing the types that are settling the west.

A TYPICAL EXPERIENCE.

"I came from Kent county, England," said my fellow-traveler, "and settled a few miles north of Winnipeg about three years ago. I brought a wife and nine children with me, the youngest child being only six weeks old. I had been renting a fruit farm in the old country, fifty acres, and it cost me \$20 per acre rent, \$1,000 a year. You can guess how little chance I had to make any head against such odds. But besides the rent there were the freight and commission charges, which were simply ruinous. Why, frequently, if I made £20 in a week, half of it went in these two charges alone. So I made up my mind that I must break away some time, and the sooner the better. I had a rough time for a while in this country. The land agents got hold of me, and I hadn't very much capital when I got out of their hands. I've heard many an Englishman tell the same story. I'm afraid the new arrival from the old country isn't equal to dealing with these gentry. My advice to an Englishman would be to leave his money at home and come out here and work as a farm hand for a year or two until he has learnt something of the country. Of course I couldn't do that because of my family. I had to take some risk, and it came out all right in the end. I went right in on the land out here north of Winnipeg, and I've made a good living, and now I've sold out at a fair price and am looking for a farm farther west."

"What about your sons?"

"Well, the three eldest have been helping me somewhat lately, but the eldest was only fourteen when I got here, so they could not do very much. My eldest boy has gone off with a surveyor's party on the new Grand Trunk Pacific Railway. The surveyor asked me if I could recommend him a good lad of sixteen or seventeen, and I turned Dick over to him. He was to get \$2 a day for a few weeks. He came back to me a few days ago and said, 'Dad, Mr. — says he'll keep me all summer and pay me \$2.50 a day if you'll let me stay.' Of course I told him to stay. I believe in breaking the boys in young. But think how long he might have stayed at home in England before such a chance as that occurred."

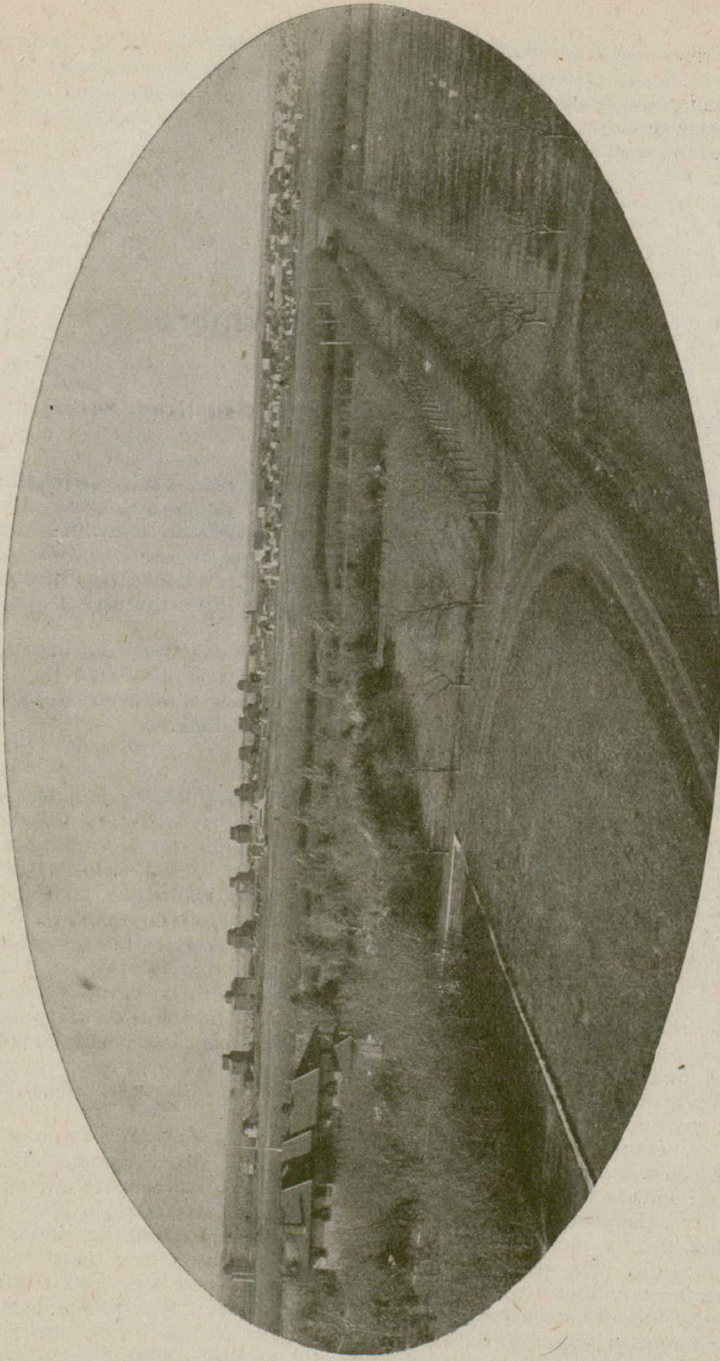
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PORTAGE TOWN AND DISTRICT.

In Portage I called on Mr. Edward Brown the mayor of the town and a leading merchant and horse dealer. Mr. Brown is also it may be noted, leader of the Provincial opposition and therefore a prominent political figure.

Concerning the condition of the town and district, Mr. Brown was most cheerful. The town had lately entered on a new era of activity, which was marked by a rapid advance in real estate values, and not in nominal values alone, but in actual transactions. In some cases values had trebled, and in many cases doubled, within the year. The railways were, of course, largely responsible. Portage already had the Canadian Pacific and the Canadian Northern, and the Grand Trunk Pacific, the first steel on which is just being laid west of the town, would make a third line passing through. With such competition Portage could not but get good treatment, and was pretty sure to become a distributing point of some importance.

The country about Portage is studded thickly with comfortable and substantial farmhouses. There are few farms in the vicinity less than a half section in extent, and the tendency is to have them grow larger as one man after another grows wealthy enough to buy out a neighboring farm. In the meantime the farming of the district is not as careful as it might be, and as it is in most districts, and the productiveness of the soil shows some signs of diminishing. The average yield per acre is not more than eighteen bushels, considerably less than the soil used to produce. The farmer takes his work too easily, and does not summer fallow or vary his crops with sufficient frequency to clean up the



*Town of Indian Head showing Eleven Elevators and Fifteen Miles of Wheat Farms in the Distance
Photograph taken from the Experimental Farm*

soil. Noxious weeds are abundant, and the farmer is slow in taking effective measures to be rid of them. Still one and another of the farmers around lay by a comfortable competence from the proceeds of wheat-raising, and come into Portage to enjoy a well-earned period of repose in one of the pleasantest residential towns in Manitoba.

The Wealth of the Farmers.

Characteristics of Brandon, Man., and Indian Head, Sask.

Indian Head, Sask., June 12.—There are so many flourishing towns and cities in this new western land that it is impossible to do more than stop here and there at a representative point. I have spent the last few days in Brandon and Indian Head, both of them towns of the older type, as western towns go. Brandon has long enjoyed a special reputation as "The Wheat City," though the opening of the farther west has developed communities that may dispute its exclusive right to the title.

Brandon, it is well to bear in mind, is the second city of Manitoba, and the census to be taken this year will probably show a population of 11,000. It was hard hit by the overbuilding and overborrowing of fifteen to twenty years ago, but it is advancing by leaps and bounds at the present time.

SOME STRIKING FIGURES.

A few figures must suffice as typical of many more. The population increased by over 1,500 during the municipal year 1904-05, and there is every reason to believe the increase will be over that figure during the present municipal year. The assessment in 1904 stood at \$3,600,000, in 1905 at \$4,900,000, and for the present year is expected to pass the \$7,000,000 mark. As to new buildings, the pace is furious. Last year the total was \$600,000; that figure has been already equalled during the present year. The tax rate, which in 1904 stood at the terrible figure of 31 mills, was brought down to 19 mills last year, and, it is hoped, may drop to 18 for the present year. In the meantime there has been no diminution of municipal achievement. The city has laid many thousand feet of sewer and water mains during the year, and boasts twenty miles of granolithic sidewalks. From every street corner may be seen fine new buildings in course of erection, and houses are building in the outer ring of the city in great number.

Of course the arrival of the Canadian Northern has had much to do with this sudden accession to Brandon's prosperity, and the certain prospect of the Hill road and the Grand Trunk Pacific leave Brandon in an ideal railway position. It is the centre of a ring through which pass fourteen main lines and branches, and the country within a radius of sixty miles is claimed as naturally tributary to it. The new roads enable its citizens to throw their energies into new territory, and also to escape the difficulty of excessive local freight rates, which have been some hindrance to Brandon in the past. Nevertheless it must not be forgotten that Brandon is a divisional point of the C.P.R., and that there is disbursed here from this source a monthly pay-roll of \$200,000, sufficient alone to cause a liberal circulation of currency in the district.

BRANDON AFTER NEW INDUSTRIES.

One of Brandon's latest enterprises is the appointment of a publicity manager, a position common now in eastern as well as western cities. Mr. J. F. Marrow, who fills the position, is actively negotiating with wholesale houses and light manufacturers for locating branches in Brandon. He is, he tells me, meeting with most encouraging results, most of his enquiries being from eastern Canada. One special advantage offered business men in Brandon is the business tax, which assesses them on the rental of the premises, not on the stock carried, or the turnover. It must not be imagined that Brandon has not already an ample and diversified list of industries. It has machine works, sawmills, flour mills, planing mills, breweries, a creamery and many other factories, and its array of wholesale houses is varied and extensive. The growth of the tributary country, however, and the great development of facilities for reaching it, warrant the expectation that these industries will be largely increased.

Brandon is not in the race for waterpower, the Assiniboine, on a bend of which it stands, not lending itself at this point to such a development, but it is felt that, apart altogether from the question of cheap power, there might profitably be a further expansion here of the milling industry in particular, and of numerous other light manufactures. Moreover, there is shortly to be installed at Brandon by the Great Western Power & Manufacturing Company of Peterboro, Ont., a \$200,000 plant for the production of gas and electric power which is promised at rates that may make the prospects of the local manufacturer brighter still.

BRANDON'S WEALTHY FARMERS.

But I have said enough to show how solid and substantial is Brandon's position to-day. It is surrounded by a fertile country, which has already enriched a generation of farmers, many of whom as at Portage, come into town, build handsome residences and settle down comfortably for the balance of their lives. A growing habit also is to rent a farm on shares, and a half share of a six-hundred-acre farm well managed yields an extremely comfortable income. Two-thirds of it are usually in wheat, which means that the owner gets wheat off two hundred acres, which at twenty-five bushels per acre, the average of the neighborhood, means five thousand bushels, the selling price of which at sixty cents would net the owner of the farm \$3,000 yearly. The farmer is not content as a rule to leave it at this, but does more than a little speculation in real estate.

"Wall Street is not in it with these fellows," said one bank manager in Brandon to me; "but there is this difference: The man who buys in Wall Street buys things that are not often tangible assets. Here the speculator can see what he buys, and the farmer is a pretty shrewd buyer. Values being what they are in this country and universally on the rise, he seldom goes astray. I know of but a very few who have come to grief from speculation, while the number who have benefited by increased values is immense. We call it speculation, but it is on the whole a pretty safe investment."

Brandon is, of course, the centre of a country too thickly and too early settled to be immediately affected by the great land-rush of recent years, but the development in the newer west is so prodigious and widespread in its influence that every progressive community is bound to share in the great wave of liberal prosperity that is rolling over the country.

AROUND INDIAN HEAD.

Much of what I have said refers equally to Indian Head and Brandon, especially with regard to the inclination of the farmer to live leisurely as soon as he has acquired a competence. The farms at Indian Head are larger on an average than those around Brandon or Portage; they rarely average less than

a section. The farmers are proportionately wealthier. A drive a few miles into the country around the town shows handsome and commodious farmhouses, surrounded by capacious barns and broad fertile acres. The machinery is of the latest device, and the horses are of the finest. It is difficult to believe, but none the less true, that in many cases the wealthy owners of these fine farms, which frequently produce 8,000 or 9,000 bushels of wheat, came into the country comparatively few years ago with the most limited means.

Perhaps the most striking point about Indian Head to the ordinary visitor is the imposing row of elevators immediately opposite the railway station. There are twelve of them in all, with an aggregate capacity of 350,000 bushels. It is the proud boast of Indian Head people that their town handles more grain in the initiative stage than any other point in the world. Last year fully two million bushels were harvested here, of which a million and a half were exported. The yield per acre, the average of five years, is 26.4 bushels per acre, about double that of the western States. This does not, of course, represent the product on the famous Indian Head Experimental Farm, where by careful rotation of crops and summer fallowing the average yield for the past five years has reached the splendid figure of 46.12 bushels.

The rich country along the C.P.R. line has been well settled for some years, but there is still considerable land to the south along the Arcola-Regina Railway, into which settlers are coming now in considerable numbers. Most of these newcomers are from across the border. The soil down in this district is a little heavier than immediately around Indian Head, but seems to produce equally fine crops. In both districts the loam is from eight inches to three feet in depth, and in many cases where it has been under continuous cultivation for twenty years the yield is now at the highest.

EXPERIMENTAL FARM AND FORESTRY.

The Experimental Farm, which is the largest in the Dominion, is, of course, controlled by the Dominion Government. It is situated but a few minutes' walk from the pleasant little town. Yearly bulletins are issued showing the results of experiments of various grains, roots and grasses, describing varieties and methods of cultivation, and otherwise conveying information of interest to the farmer. Excursions are run at intervals to the farm, of which the farmers freely avail themselves, when the methods practiced at the farm may be studied at close quarters. The farm is delightful to the eye, and shows how completely care and skill may change the appearance of the prairie. There are miles upon miles of fine avenues of trees within the limits of its 683 acres. None of the trees have yet reached a very stately appearance, the farm being but fifteen years old, and the oldest of the trees somewhat younger. The tree planting was more or less of an experiment to ascertain what variety would best withstand the peculiarities of the climate. The elm, ash, and maple native to the region and found here and there over the prairies in sheltered spots have proved the best adapted to the country, with the exception of the American cottonwood tree, which abounds in the Dakotas, and does as well here as there. This grows much faster than the other trees named, and is in many respects the best tree to provide a shelter. The settlers are showing considerable sympathy with this object, and it is no uncommon sight now to see a farm house snugly sheltered in a cove of the farmer's raising, and with a substantial windbreak here and there.

THE FORESTRY FARM.

The Experimental Farm was alone in the forestry work until a few years ago, when the Forestry Farm was started, also at Indian Head. This farm is practically a nursery for the trees that have been found suitable for the prairie. It consists of only 160 acres, but this will suffice to produce between four and five millions of seedlings per year—that is at least as many as can be sent out

during the few weeks open for transplantation. The seedlings are sent free to the settler, provided he complies with the regulations of the department as to preparation of soil, and further trees are sent if desired, provided the settler carefully attends to those first received. To ascertain whether this is done there is a staff of inspectors, whose duty it is to visit the farms where the trees are sent. Mr. Norman M. Ross, Assistant Superintendent of Forestry, has charge of this responsible and most interesting work of wooding the bare plains of the west, and the little farm from which he sends out his millions of young trees annually is one of the most delightful spots in a charming neighborhood.

A word or two of the town itself. It is a little place only, of some 1,800 souls, but it has one of the most comfortable hotels between Winnipeg and Banff, and no traveler need be afraid of stopping off there. The assessment for the current year is \$1,184,000. A new waterworks system and a sewage system and an electric light plant are being installed, and the town will then be well abreast of many places of twice its population.

Quick Growth of Regina.

Immense Expansion of the Saskatchewan Capital.

Regina, Sask., June 14.—It is at Regina that one first comes intimately into touch with the new energies that are transforming the west, and building up great cities and Provinces out here. Here it is that the rush to the land forces itself upon your attention beyond all other matters. You see it the instant you alight on the platform of the long, rambling station, which is pretty sure to be swarming with men, women, and children—but men largely preponderating—who are being scattered like seed over the Canadian plains. It is the American element that predominates at this point, because it is here that our kinsfolk from over the border chiefly emerge from the Dakotas, Iowa, Minnesota, and the other States that are the scene of the great migration now in progress. Most of the Americans whom one encounters here are going up the Prince Albert line. A wonderful country has been opened up in the Saskatchewan Valley, beginning thirty miles or so north of Regina, and extending up to Saskatoon, where the railway crosses the river, and settlers are pouring into it, have been pouring into it for two or three years now only to find its boundaries ever extending and further vast tracts of fertile land waiting for the homeseeker. The Goose Lake region lying west of Saskatoon and some 3,500 square miles in extent is one of the newest and most attractive of such centres in this district.

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Much has been said in the past of Regina mud, but there is little occasion to discuss it here because it is about to disappear. Bitulithic and creosote pavements to the tune of \$450,000 are to be laid this summer, and Regina will not know itself. All the principal streets are to be paved, the sidewalk system largely extended, and other public improvements effected which will cost not less than three-quarters of a million. The cost is heavy, but Regina is the wealthiest municipal corporation in Canada, having real estate holdings of from \$1,500,000 to \$2,000,000, the gift recently of the Dominion Government of lands that had been in its control since the time when the town was laid out. By the terms of the gift portions of the land are sold periodically, and the cost of

this extensive municipal work will be met out of the proceeds. So Regina gets its roads paved without the addition of one mill to the taxes. But this is only an item in the making of the new Regina. The City Council has already voted \$140,000 for the erection of a new City Hall, \$40,000 for fire protection, \$50,000 for further waterworks and side pavements, and various other sums for street grading, sewerage extension and similar work, bringing the total expenditure to the figure named; and in addition to all this the Provincial Legislature has decided on the erection of Parliament buildings that will cost probably \$400,000 before they are finished, and the Dominion Government is about to erect a combined postoffice and customs house to cost a quarter of a million. Practically a new Regina is being created.

THE USUAL CROWD.

Regina was so long familiar to us as a muddy little place of two or three thousand people, with the Mounted Police headquarters and the capitalship of the old Territories as its only reason for existence, that it is with genuine surprise one finds it has almost suddenly become a bustling, prosperous, still-growing city of ten thousand people, with energies sufficient for a population of several times that number. Like every other town in the west that I have yet visited, it is congested at the present time, has been so for a year or two, and, despite continual hotel-building, seems likely to remain so for an indefinite period.

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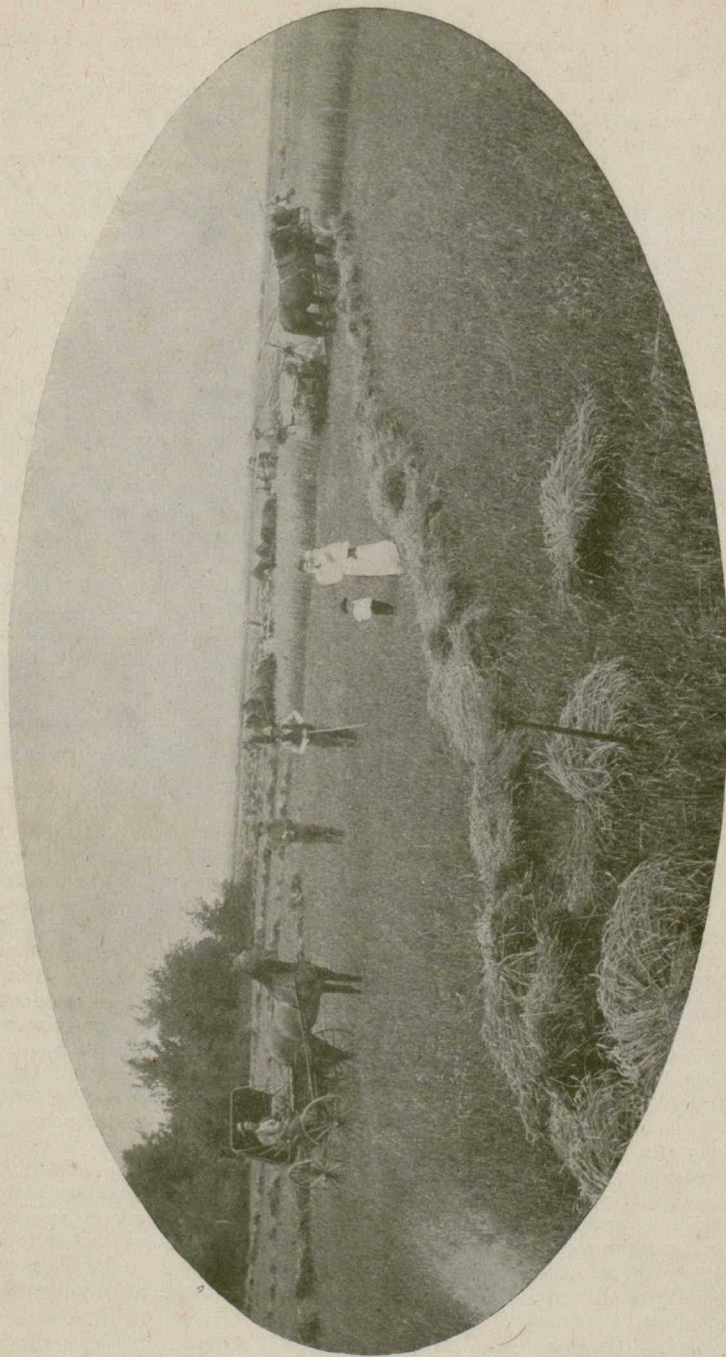
REAL ESTATE PRICES.

Nothing in connection with Regina is more amazing than the soaring of real estate prices. Ten years ago Regina was already an old town, speaking relatively, and its real estate possibilities had been duly exploited. A young gentleman of the day had an option on two small lots at \$8 each, and somewhat reluctantly took up one of them. He stayed with Regina and sold the lot the other day for \$20,000. Another stock illustration cited is that of a leading citizen who some years ago paid \$200 each for four lots, the seller, however, taking a mortgage for half the sum. The mortgage of \$400 still stays on the land, and the owner recently refused \$50,000 for the property. Such transactions have their effect on the public, and speculation is rife at the present time, both in city lots in Regina and in farm lands in the country around.

The assessment, it need hardly be remarked, keeps pace with the growth of the city. It has quadrupled in four years; to be precise, it was \$1,226,009 in 1903, \$3,981,413 in 1905, and is estimated at \$6,000,000 for the current year. Among the cities of Canada Regina stood eighth last year in the matter of building permits, the figures running over the million mark, and the buildings including two new hotels, three new churches and one new school, while of the total of 320 structures erected over 250 were dwelling houses, many of them handsome and costly buildings. The present year will see a large increase in building permits—probably double the amount of last year.

REGINA'S TRIBUTARY COUNTRY.

In conjecturing as to the possible growth to which Regina may attain, one needs to be continually reminded how magnificent are the distances here. Regina is thirteen hours' journey from Winnipeg, or 256 miles. It has a vast fertile district tributary to it, and as the distributing point for this region it does not seem unreasonable that it should grow swiftly to the rank of a city of 40,000 or 50,000, and far larger were manufacturing practicable on a large scale. It is a little dangerous to attempt to delimit precisely the area of the country which Regina claims as tributary, since Saskatoon stands 160 miles north, full of ambition and railways, present and coming, and declares her suzerainty over at least a portion of what the Saskatchewan capital used to regard as her



Cutting wheat near Killarney, Manitoba

own. But they have the produce of almost all southern Saskatchewan to handle between them, and they are 160 miles apart.

In the whole district claimed by Regina there are over 40,000,000 acres, of which less than a million were under crop last year. In the district officially assigned to Regina by the Provincial Government, and consisting of the country immediately adjacent to the city, the area is 1,128,960, in which last year there were 1,457 farms with a total of 188,019 acres under crop. The total yield in wheat was 3,692,386 bushels, and the average to the acre was 27.35, more than four per cent. higher than the average for the Province. Oats, barley, and flax show a similar superiority to the average. Such facts are more than sufficient to show the agricultural wealth of which Regina is the centre and on the development of which its own success depends.

RAILWAY FACILITIES.

Much depends, of course, on the railway facilities that are accorded the different centres of the wheat territory. Regina is apparently getting its share of railway expansion. There is the main line east and west of the C.P.R., and there is the Long Lake & Qu'Appelle road to Prince Albert operated by the C.P.R.* which, though constructed and in operation for fifteen years, has only lately become an important factor in the activity of Regina. Besides there are the Arcola branch of the C.P.R. and the Soo line, which is easily accessible from Moose Jaw. Of prospective railways, many of which are definitely promised, there are the Canadian Northern extension from Hartney to be built to Regina and hence to Battleford, tabled to enter the city within the next twelve months; the C.P.R. Soo extension from Weyburn, which will give Regina direct communication with St. Paul and Minneapolis; a Grand Trunk Pacific branch from Edmonton to Regina; a Grand Trunk Pacific air line from Brandon to Regina, and, lastly, Regina people are convinced that Mr. Hill intends to enter their city with his transcontinental, and the fact that Mr. J. H. Haslam, the American capitalist and a personal friend of Mr. Hill, is putting up a \$30,000 residence in Regina is regarded as proof of this intention.

SEEKS FURTHER EXPANSION.

With such facilities for distribution Regina will be in a strong position commercially, and her Board of Trade is taking active steps to add to the industries existing here. Perhaps one of the most eloquent pieces of evidence of the extraordinary expansion of the last few years as well as of the fitness of Regina to take rank as a leader among western cities is the fact that of the seven banks now in the city four have entered within the last four years and five more are planning to come in. There are no precise figures as to the business done here, but the local managers estimate it at fully 600 per cent. more than in 1901, when two banks handled it. Regina has already many wholesale houses, and is particularly well represented in the agricultural implement industry, every Canadian and American firm having here its headquarters. The total value of the machinery and implements shipped out of Regina last year amounted to nearly \$4,000,000, which sum will be greatly exceeded this year. There is a flour mill producing a hundred barrels of flour daily, and there are a planing mill, sash and door factory, brickyard, cement factory, a pork-packing establishment and several other substantial industries. Mr. A. E. Boyle, a Toronto journalist for some years, who lately came west, has been appointed Secretary of the Board of Trade and publicity agent for the city, and is devoting his energies diligently to the task of securing suitable additions to the city's industries and promoting its interests in other directions.

* Since the publication of this letter the Long Lake & Qu'Appelle Road has been leased by the Canadian Northern Railway.

Valley of the Saskatchewan.

Extraordinary Development on the Prince Albert Line.

Saskatoon, June 15.—The trains that leave Regina for the north day after day and month after month tell the story of the making of the west more vividly and picturesquely, after all, than do the towns and cities that spring up in the wake of the settler and find their prosperity in his well-doing. Much has been said lately of the extraordinary development that the last four or five years have witnessed in the region along the Qu'Appelle, Long Lake & Saskatchewan Railway line. What is really remarkable is that the country remained undiscovered so long, but that is simply repeating the remark that one hears a dozen times a day in this country with regard to the whole Canadian west. Just why the land was believed to be without value it is hard to determine. One may conjecture, however, that the C.P.R. authorities were not wholly disinterested in pushing the interests of the further west, since the longer haul naturally gave them the greater profit. In any case the fact is indisputable that the railway had been running for years up to Prince Albert without developing settlement along the line. There were no homesteads, no hotels, no stations between Lumsden, twenty miles north of Regina, and the Rosthern and Duck Lake station, two hundred miles north of that city.

RANCHERS ANTAGONISTIC.

Here and there were ranching settlements, and ranchers, as we know, are keenly interested in keeping the settler out. They fought hard against the opening up of this particular region, telling the occasional prospector the most woeful stories of aridity and failure. It is not so surprising, therefore, that the inquirer from Ontario or from over the border turned his attention to regions where he received a warmer welcome. To what extent the Department of the Interior might have succeeded in arriving at an independent valuation of the territory it is hard to say, but it would have been a strenuous task to combat the views of railway authorities and ranchmen; and in the meantime there was no difficulty in finding elsewhere ample land for the thousands who were coming in. The official statement in the House of Commons that the railway company refused to open a station along the line unless the colonization company paid the salary of the agent and the telegrapher throws a glaring light on the conditions of the time. And this was four years ago only! Now there are half a dozen permanent stations between Lumsden and Saskatoon, and more than as many flag stations.

"SETTLERS" AND "IMMIGRANTS."

In the trainload of homeseekers that is pulling out of Regina station it is easily seen that most of the passengers are Americans. There is a marked difference between the American "settler" and the European "immigrant," even though the latter be English-speaking. The American does not regard himself as an immigrant. Such a term would identify him too closely with the hordes of continentals that pour in through Castle Gardens, and he would resent its application to himself. He is simply a man of more or less substance who is moving to another locality. The fact that the new locality is under another flag and entails a change of allegiance does not bother him in the least. He

knows just where he is going, understands the land regulations, chaffs the conductor of the train, yells from the window to any citizen of any town to know the local price of wheat, and feels just as much at home as before he had crossed the invisible boundary line.

DOUBT AND DEPRESSION.

The European is nervous, doubtful, depressed. If he is a foreigner, not speaking English, the momentary difficulties and doubts are greatly increased. Even to the Englishman, Scot or Irishman, everything is new but the tongue, and this reaches his ears in unfamiliar accents. The appearance of the country, the names of the towns, the mode of travel, all is strange to him, and he may be excused if he is a little overcome. If his wife and children are with him the chances are they have been traveling for many days and are worn out in body and in spirit, and are longing for the end of the journey. One sees the strained, grave faces of the women pressed against the windows of the car as they look out upon the swarming platforms of these busy western towns. Men and women are both wondering what will be their fate in this new land. A day or two more, and they will have scattered over the prairie, British, American and continental, thousand after thousand of them, with endless thousands to follow. The railway stations and the trains will be as crowded as ever, and the immensity of the prairie will absorb all, support and prosper all, yet leave a surface scarred only here and there by settlement. One is glad to know that the number of those who do not succeed in making homes is of the smallest. "Not one per cent. of them fails," said Mr. J. Obed Smith, the immigration commissioner at Winnipeg, to whom I have before referred, and who, of course, comes more closely into contact with the mass of immigrants than any other Canadian official. He added, after a moment's reflection: "If by failure you mean ultimate failure, I should say a very small fraction of one per cent."

TENTS FOR BANK MANAGERS.

Not all the passengers are settlers. There is on every train a liberal sprinkling of commercial travelers from the great wholesale establishments and factories of the east, and there is often some representation of the financial interests of the east, for banks are opening branches everywhere, faster almost than men can be found to fill the posts. A small proportion of women and children is found also, usually following in the wake of the husband and father, who has secured some sort of home in town or on the land before their arrival. Not quite always, because only to-day I met the manager of one of the banks in Saskatoon, who is living, with wife and family, in a tent on the banks of the Saskatchewan until a house can be built for him.

FOR SASKATOON AND ELSEWHERE.

The destination of most of the passengers is Saskatoon, or some point in its vicinity. After Saskatoon, Hanley and Dundurn are the most important points. Hanley is 120 miles above Regina, and Dundurn is 14 miles further north. Hanley has risen to the dignity of a weekly newspaper, and a population of 800 people, while the country around is well settled up. Dundurn is the home of "Senator" Meilicke, an ex-member of the State Senate of Minnesota, who came up here on the original excursion of the Colonization Company in 1901, and last year harvested 45,000 bushels of wheat (at 64 cents per bushel) off this land that was too poor to have a station agent four years ago! Other stations will receive their quota, for the settlement is confined to no special point along the line, though it has been thickest about Saskatoon and Dundurn. There remains a considerable remnant for distribution in the vicinity of Rosthern and Duck Lake, or to carry on to the end of the railway at Prince Albert. Fourteen miles north of Saskatoon, it should be added, is the small town of Warman,

where the Prince Albert line makes junction with the new Canadian Northern and the passengers may proceed east or west into the new country which that railway has opened up. The number making for this junction is a continually increasing one, and a considerable town will no doubt stand here eventually.

* * * * *

TYPICAL NEWCOMERS.

One well-clad young man tells me he is going up into the Goose Lake district, a region lying west of Saskatoon and extending far across until you are almost within touch of Red Deer, on the Calgary-Edmonton line. He comes from North Dakota, and is one of a party of eight from the same vicinity. They are all going in to homestead.

"Are you a native of Dakota?" I asked him. No; he was Canadian by birth; went with his father to Dakota ten years ago.

He has become entirely Americanized in his manner of thought; deems the American farmer progressive and enlightened, the Canadian slow and antiquated. That is the typical American notion, expressed with the utmost freedom, but intended to be in no way offensive.

"All the members of our party," he goes on, "are from Canada; came from Grey and Bruce counties years ago. There's quite a Grey and Bruce settlement near our place, Langdon."

"Have you good land there?" "First-rate; some of the best in the State. We had twenty-five bushels to the acre last year. Father has a half-section, and could sell it for \$12,000. The land in the neighborhood is increasing in value; our farm was only worth \$8,000 four years ago. All our party are going to homestead in the Goose Lake district. We are 75 miles from the railway at present, but that won't last long."

"Do you intend to locate permanently on your homestead?" I asked.

"I shall break the sod now, and then work out for the fall in the locality if I can get work, and come back and live on the land during the winter, to meet the regulations. Two of us are going to put up shacks for all the rest, and the others will break sod for them. We are all single but two, and only one of them is bringing his wife along."

He added, with a comic air of determination: "Yes, sir, and you can just bet I'm going to get married, too, after the first year."

"I suppose you are glad to get back to Canada?" I remarked.

"Well, I'm glad to get a free homestead; I don't care which country it's in."

The country was sometimes flat prairie far as the eye could reach, dotted sparsely in some cases with farmhouses, but more often yet bare of settlement, for when the region began to open up the land alongside the railway was quickly snatched at and held for a rise. The rise has come sure enough, and the land is salable now at \$10 to \$15 per acre, according to locality, and much higher of course, near one of the numerous new towns. Sometimes the country we traversed was rolling prairie, less tempting for the plow than the flat land, and here and there were patches of stony ground or bush, and a few herd of cattle were seen, the quality of which always excited the young Dakotan's admiration; but in the main the land we saw from the car windows between Regina and Saskatoon was level prairie, refreshing in the greenness of its native grass or of six-inch wheat, or black with the loam freshly turned by the plow.

A MINNESOTAN PARTY.

Another party of eight among the travelers came from Minnesota, and were going to Warman, there to seek out homesteads along the Canadian Northern. One of them was a German youth. "My father farms a half section on shares," he said. "He gives the owner half the crop. There isn't much in it for him, but it's better than working out, and we couldn't buy a farm. We

came from the old country six years ago." His father, he added, would no doubt join him if he was reasonably lucky in his homestead venture.

The talk was all of land and prices and crops, and when about half way up to Saskatoon a grey-bearded old gentleman who had just got on the train came into the car and began to talk to one after another of the groups around him about the prices of land in the neighborhood and the characteristics of particular districts he found ready listeners. He was a very affable old gentleman, and always informed his hearers in the end that if they did not get just what they wanted he might be able to put them on track of something. Then he exchanged addresses with them, and the beginning of many a successful land deal was negotiated. He doubtless does this daily, for the trainload is but an average one.

The City of Saskatoon.

Remarkable New Town of Central Saskatchewan.

Saskatoon, Sask., June 17.—One's credulity is always being taxed to the uttermost regarding the reported triumphs and achievements of the west in these stirring days, but rarely more than when one stands in the streets of the thriving town of Saskatoon and is told that it was practically naked prairie four short years ago. However, there is no lack of corroborative evidence, and a man of three years' residence in Saskatoon is undoubtedly a pioneer here. The town is moving with a swiftness that is phenomenal even for the west. Old towns like Portage la Prairie and Prince Albert have waited a generation before installing a system of sewage and waterworks. Saskatoon is already abreast of these and of all the numerous other towns of the west that are this summer introducing these prime factors in health and comfort. Already, too, it has its daily paper.

Saskatoon stands in a beautiful situation on the west side of the Saskatchewan, the southern branch of which is here taking its course northeasterly to Lake Winnipegosis. It is about the northern limit of the great tract of country that had been so long condemned as bad by ranchers and railwaymen alike, as I mentioned in my last letter. Six hundred carloads of settlers' effects have been sent out around Saskatoon during the present spring alone, representing a population of at least three thousand. Hanley, a town a little further south, claims three hundred more cars, and Dundurn another hundred, and it is the same all along the line. The country is now pretty well settled for a considerable distance back from the railway, save where the land is held for a rise. Thirty-four bushels to the acre is the average of the 45,000 bushel crop last year of ex-Senator Meilicke of Dundurn, and it may be taken as fairly representative of what the best farming can produce in this fine part of Saskatchewan, a Province which has its heart set on becoming the banner wheat Province of Canada, and which may equal the yield of Manitoba even during the present year.

QUEEN OF CENTRAL SASKATCHEWAN.

Of all this region of central Saskatchewan—central if we exclude the forest regions of the north—Saskatoon claims the queenship, and looks to be the financial and commercial centre during the years to come. To be a centre for any-

thing in the west it is essential to have the best of railway facilities, and of these, as we shall see directly, Saskatoon has its full share.

In the meantime a word of history. The name of Saskatoon is not so new as the youth of the town would suggest. The name figured in the days of the Riel rebellion. But it was another Saskatoon then and stood on the south-east side of the river. There grew up a small settlement known by that name. There were few settlers around. . . . The railway came in 1890, and the Saskatchewan was bridged at this point.

Practically ten years more passed before the first signs of settlement were visible in the neighborhood. A tiny village sprang up in 1901 opposite old Saskatoon. Then the settlers came with a rush. New towns grew all along the line, and the new Saskatoon was chief of all. The two towns bore one name for a time, and there was confusion. Then the old town gracefully surrendered its claims and adopted the euphonious title of Nutana; and the new Saskatoon went on and grew, and the other day the old town was annexed to the new and declared a portion of the incorporated city of Saskatoon. So, although there was a town of Saskatoon hereabouts more than twenty years ago, the present town of that name remains an infant community of three or four years.

"THE REASON WHY."

"Do you know the reason why?" asked a waggish Saskatonian of a visitor.

"The reason why what?" replied the visitor.

"The reason why everything," said the humorist. "Why you and I are here; why Saskatoon is here."

"Well, what is it?"

For reply the Saskatonian put into the palm of his victim's hand a few grains of No. 1 hard wheat. "That's 'the reason why' for everything in this country," he went on to say, with a banter that had point in it. "That is what the prosperity of Saskatoon, of Saskatchewan and of the whole west is based on; and while we continue to grow that we are absolutely safe. Saskatoon is right in the centre of the hard wheat belt, and with our network of railways we are bound to become the distributing centre for the whole region."

Now Saskatoon is still in the formative stage. There are many handsome houses here, particularly along the fine riverside drive, which has been named Spadina crescent because of the conformation formed by the river; but there are not houses enough, and there are yet scores, if not hundreds, of people who are living in tents. Building is of course proceeding rapidly, but cannot yet overtake the rapid growth of population. The situation is not indeed so bad as it was last spring when the municipal authorities had to assist in providing accommodation for incomers, and did so by erecting tents in the vicinity of the hotels. The building of new hotels has somewhat improved the conditions, and visitors are not badly off for accommodation. As to the tents, there are plenty of them still in evidence, and it is doubtful if building will overtake the population by the fall. In having a canvas annex, however, Saskatoon is only in the shape in which I have found most of the newer and some of the older western towns at the present time. Nor is it to be wondered at. The vast amount of construction work proceeding, railways, bridges, sewerage, water-works, sidewalks, roads, electric light plants, telephone systems, hotels, stores, houses, in fact the building of transportation facilities and the equipment of cities throughout the length and breadth of this great prairie continent is so universal and so prodigious in its volume that some people must wait. As it is, the sound of the hammer and the chisel awakes one at five o'clock in the morning, and greets you at every turn. On the trains, north or south, east or west, as you look from the cars or from the station at the adjacent town, you see the frame structure rise almost while you are passing.

Across the river from Saskatoon is its parent Nutana, recently annexed by

the thriving child. It sits proudly on the crest of a hill, and a handsome school-house stands out prominently and boldly. The C.P.R. bridge connecting the two sections has been recently reconstructed, and rests now on massive stone piers. There is, however, no bridge for pedestrians or traffic, both of which cross the river at present by means of a quaint cable contrivance, in which the force of the current is utilized to send a primitive ferry to and fro. There will be a fine steel bridge shortly, however, the Provincial Government having put through an estimate which will enable them to begin work this summer on a \$100,000 bridge.

. . . Altogether the new buildings that will go up in Saskatoon during the year, according to present plans, will total over \$500,000, or almost as much as the whole assessment of the town last year; and the assessment for the present year will be about one and a half million. There is probably no other town in Canada that can show so tremendous a leap.

There are already six banks in the city, three of which have come in during the last few weeks. Three others are waiting to come in. The manager of one of these late arrivals it is who has to live with his family in a tent until his house is built. But tenting on the banks of the Saskatchewan is quite as good as picnicking during the splendid summer season of the west.

* * * * *

A RAILWAY NETWORK.

As a distributing centre Saskatoon will certainly be well equipped with railways. I walked out the other day to the work that is in progress on the two lines actually under construction to the south of the city, the Grand Trunk Pacific and the Canadian Pacific cross-line. The Grand Trunk Pacific goes through to Edmonton, about a mile and a half from the business centre of Saskatoon. Had it been a mile nearer it would certainly have been more convenient, but the Grand Trunk Pacific is under contract to preserve a four-tenths grade throughout, and without a too circuitous route it was not possible to do this and come closer to town. The distance, however, is inconsiderable, and will amount to nothing at all if Saskatoon becomes a fairly big city. The C.P.R. line, also now constructing here, and a little nearer the city than the G.T.P., is practically another transcontinental road, seeing that it will be the short line of this road from Winnipeg to Edmonton. The Yorkton line is being extended to Saskatoon from the east and has already reached Sheho, and from Saskatoon the line is going west to meet the section coming from Wetaskiwin. Work is proceeding rapidly, and there is every reason to believe that it will be ready to carry wheat to the lakes this fall. The C.P.R. and G.T.P. camps are not more than a few hundred yards apart, and easily watch each other at work. The sight of both these construction camps just out of the city limits is well calculated to increase our respect for the city of Saskatoon, whose tributary territory is to maintain these vast enterprises.

And again fourteen miles to the north is the Canadian Northern Railway, reached either by means of the junction at Warman or by a fine drive along the prairie road that runs beside the railway. A branch is to be constructed down from Warman immediately, however, and the present cumbrous system of reaching the Canadian Northern remedied.

This is a fine network of railways, and, thus equipped, it cannot be wondered at that Saskatoon believes itself prepared with all the essentials for building up a prosperous city.

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The Men who Make the West.

A Typical Settler from over the Border.

Dundurn, Sask., June 18.—I came here from Saskatoon with a Saskatonian friend for no other purpose than to see a well-known settler formerly from Minnesota. Dundurn is about twenty-five miles south of Saskatoon. It has no pretensions to size, nor, I fancy, any expectations that it will ever be a metropolis. Still there are a couple of elevators here, a branch of the Northern Bank, and several well-equipped stores, and there are many settlers around.

AN AMERICAN STATE SENATOR.

A few years ago this settler was a member of the State Senate of Minnesota. He is at present not only farming, but is engaged in the lumber business, and is besides agent for several American manufacturers of agricultural implements. We found him in his office, hard at work, but in no way averse to spending an hour in the discussion of his own experiences in his recently adopted country. Bit by bit he unfolded to us the story of his life, and expounded his system of ethics.

"The Senator," I should say in the first place, is a German by birth and speaks English with a marked accent, though expressing himself always in terms rather above than below the normal standard in conversation. He is big and burly, as befits a German who has lived on the land all his life. Some of his sons and daughters are married and settled around him at Dundurn, and others of his children are young enough still to attend the local school. Of the home habits of this German-American-Canadian farmer one may gather something from the books and papers that were plentifully scattered about. The *Literary Digest* and the weekly edition of *The London Times* are not found in the parlor of every farmhouse in Ontario. He moreover, reads them carefully.

BEGINS TO THINK OF CANADA.

"It was about 1900, "the Senator" said "that I first began to think about Canada. I had seen the exhibits of the Canadian western Provinces at our State fairs, and I became interested. Others of our people were interested, too, and very soon there was a movement on foot to send a delegation into Canada to make a report on the country. The Canadian Government and the railways were, of course, arranging a good many such trips, without cost to the visitors from the other side. One of my neighbors was always talking to me about the country around Edmonton. He had a son settled in that country, and he was dying to go and settle near him. He was willing to go as a delegate and report on the country, but I knew from his talk that Edmonton was the only country that would suit him. Well, I was not going into Canada that way. If I went, I wanted to be free to go where I wished, and not to be bound to any particular neighborhood. I told my neighbor this, and said the same thing to the railway and Government people when they spoke to me on the subject. However, at last it was all fixed, and my neighbor and I came into Canada on a prospecting trip. That was in 1900. Well, of course, nothing would do but my neighbor must go straight to Edmonton, because his son was there. I went with him, but determined to keep my eyes open and stop off at different places as we came back. We went a good deal into the country around

Edmonton, without finding exactly what we wanted at the price we had supposed.

"Now, I went back to Minnesota after this without making any report. I was a little disappointed over the prices of the land where I had been, and a little nervous at the kind of people I should meet in this country. I am a pretty liberal-minded man myself, and I don't like too strict notions on Sabbath observance and such matters. However, I kept turning the matter over in my mind, and kept hearing all the time more and more of Canada. At last I decided that the people must be alright, judging from all we heard of them, and if there were little things here and there we didn't like we had better compromise on them.

A SECOND TRIP.

However, here I came, in the spring of 1901, and here I decided to locate. I sold my farm in Minnesota, and myself and three sons homesteaded here in Dundurn, so that we got a section between us.

"The ranchers around here had had possession of the country for years, and did not like the idea of settlers coming in. They held a public meeting even to consider the situation, and one man in particular became so excited that his voice shook with indignation when he spoke. He declared that within five years we should all be out of it again, and vowed that some years the drouth was so bad here that even the gophers starved." I asked whether the ranchers had remained antagonistic to the agricultural settlers, and he replied in the negative, and cited many incidents to show how quickly and how completely they had come to work in harmony. Some of the ranchers had since moved away to more suitable regions, and others had gone in for stock-raising.

HOUSES AND BARNs.

Then we were taken out and he showed us his fields and his barns and his stables, and the new house that he is building for himself. It is the third house he has erected here. The first he sold, with some land on which it stood, to another German from Minnesota, who had followed him here, and who, like "the Senator," had passed through the State Legislature there. This settler, it may be remarked in passing, is farming on a princely scale, and has broken no less than five thousand acres; he came in but two years ago.

THE CHANGE OF FLAG.

As to the change of flag, "the Senator" was frank enough. He would not, he says, have cared to live in Canada had there been any signs of truckling to high-sounding titles and so forth, but he had seen nothing of that. The people were agreeable, the laws were at least as good as the American, the Mounted Police system was the best possible, and succeeded admirably in maintaining the law, and the school system, he thought, much ahead of that of the western States. . . .

EQUIPPING A SUNDAY SCHOOL.

I may mention one incident in closing which throws some further light on his practical character. As the settlers came in there were soon children enough for a Sunday school. The Presbyterian pastor, the first on the ground, spoke with him, the German Lutheran, and the consequence was that a union Sunday school was started right away, "the Senator" providing the necessary equipment in the way of books, etc.

I have said enough to show how towns are made in the west, and the type of people who are engaged in making them. It may be added, "the Senator" who fathered the town of Dundurn finds his reward not only in the general esteem in which he is held, but in the further fact that when this year's crop comes in, if one may accept a fairly authenticated rumor, he will be worth not less than two hundred thousand dollars—not made wholly out of wheat, it is true, for he has been a very shrewd dealer in land, and is still a considerable ho'der. And "the Senator" came in here five years ago with the proceeds of his Minnesota farm!

The Sunshine of the West.

How No. 1 Hard Wheat Gets its Virtue.

Edmonton, Alta., June 20.—I was about to remark that the long hours of intensely bright sunshine in this northern country are a revelation to the eastern Canadian, who has nevertheless no mean climate of his own, but I observe that the press of Saskatchewan and Alberta, not to speak of that little "postage stamp" of a Province, Manitoba (116,000 square miles!), are agitating bitterly against the use of the term "northern," or even "northwestern," in describing this region. It is an excellent point, and I appreciated it to the full the other day at Prince Albert when I met a man, then at the limit of the railway facilities at present afforded, starting nonchalantly on a trip 400 miles north—a distance that would still, by the way, leave him within the limits of the Province of Saskatchewan; and here again at Edmonton one sees the advertisements of the Northern Transportation Company, which will carry passengers from Athabasca Landing to the Lesser Slave Lake, some three hundred miles north of this railway outpost, and still leave them at the beginning only of the journey into the true north land of Canada. All this is true, as it is true also that Edmonton and Prince Albert are in the same latitude as Liverpool, and no one thinks of speaking of the great British port as being situated in the far north.

As to the sunshine of this western country, then, it is, of course, the making of it. It is the long hours of dazzling sunlight that give to No. 1 hard its its virtues and its value. One may read just now until 9.30 o'clock at night by sunlight or twilight, and while the world is still asleep the sun is up again, shining over these broad wheat lands, wooing the vegetation with so fierce a warmth that the tender shoots seem almost to spring to meet its ardent rays. As a matter of fact, wheat has grown over two inches in 24 hours under the best conditions. I had hoped to see the sun rise while in the prairie, but it is not a thing to be lightly undertaken. I awoke at 3 o'clock one morning only to find that the eastern sky was already flooded with light and sun well up on his daily round. The sunsets are easier. Night after night one may watch them, a never-ending, ever-changing procession of wonderful effects. Viewed across the unbroken prairie the scene is one of peculiar splendor. * * * *

A sunset is a matter of little moment in a city, where in all probability you are quite unable to see it, but on the prairies, where nothing blocks the view, it becomes the grandest incident of the day, and he who has time to watch it throughout may count himself fortunate. It is the long hours of sunlight doubtless that account for the clearness of the atmosphere here, so that with the naked eye one may see objects across the prairie for a distance of forty miles—provided the objects are prominent enough. Lest this may be challenged, it may be well to particularize. From the roof of the barn of the Indian Head Experimental Farm I looked across to Abernethy, 35 miles distant.

"If it were a clear day," said Mr. McKay, the superintendent of the farm, "we could see the elevators of Abernethy. They should be over here to the north."

And to the north I saw the dim outlines of Abernethy's five elevators, and when I descended to the level of the prairie again the elevators were still visible, mere specks on the horizon, but distinct enough when one knew where to look.

Had the elevators been five miles farther away, and the day not given over to thunder showers, I am confident they would have been still visible.

ABSENCE OF POVERTY.

There are many thoughts that strike the traveller through the west, whether he confines himself to the towns, or finds occasion and opportunity, as I have frequently found, to drive out into the surrounding country. Perhaps the most obvious fact of all is the practical elimination of poverty as a feature in the social order. It is a land of independence and plenty. Those who are not at the moment procuring subsistence from the land are taking part in the great programme of constructive work that embraces the whole western region. I have given some evidences of the immensity of this programme in passing different cities and towns. It is impossible to pick up a western newspaper without finding additional examples by the score, or, with a little research, by the hundred, of the universal development and expansion.

Here, for instance, is Peter Veregin, the tolerant Czar of the Doukhobor community, advertising in *The Winnipeg Free Press* for "three or four hundred head of good horses, geldings from three to five years old, from the drove, unbroken, of good stock breed; don't want light ones," etc. "Address for communication is Peter Veregin, Esq., Veregin P.O., Sask." And this is the community that started in eight years ago with means so small that the women harnessed themselves to the plough while the men earned a living on the railway under construction around them. Under Mr. Veregin's guidance they seem not unlikely to acquire the Anglo-Saxon commercial instinct at any rate, and if this brings them prosperity sufficient to allow the use of horses instead of women for ploughing it is not without its benefit.

And here is a news item from Calgary, stating that the Calgary Milling Company has just secured a permit for the erection of a flour mill with a capacity of a thousand barrels a day, the structure to be five stories high, and the biggest building in the city.

A GIGANTIC BRIDGE.

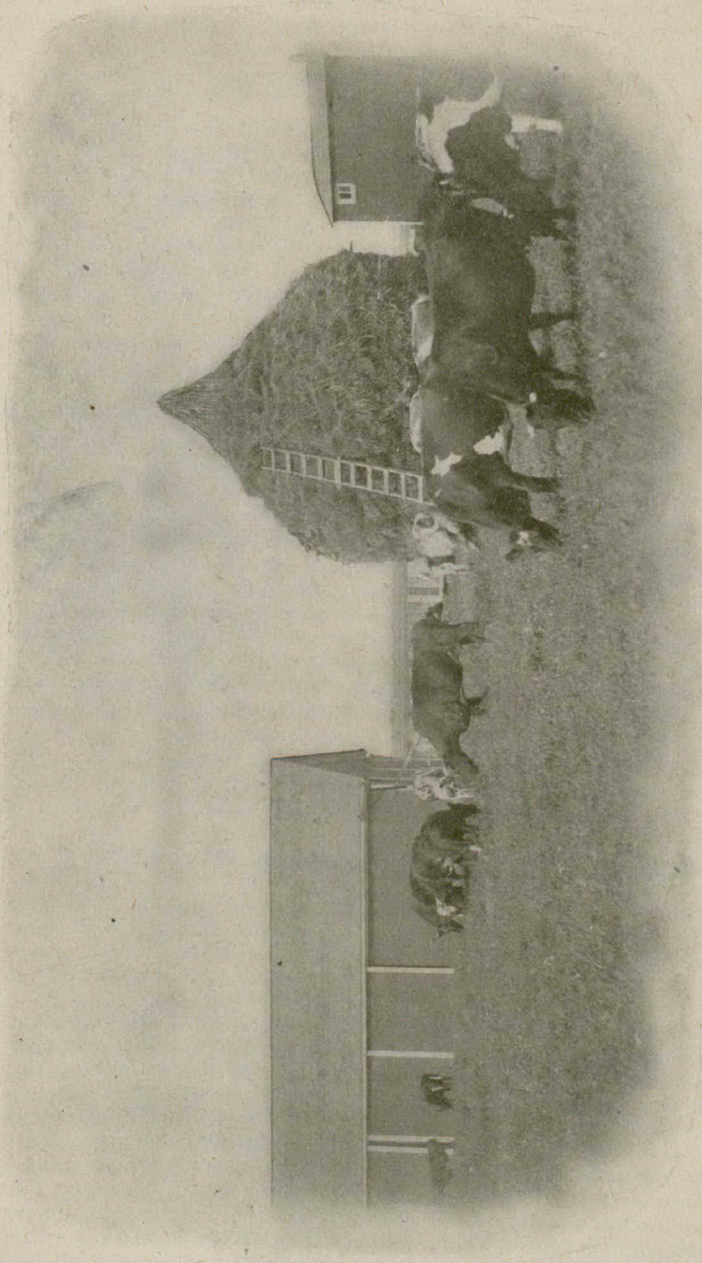
Here, again, is the representative of the C.P.R. at Edmonton, Mr. R. R. Jameson, announcing at the Board of Trade banquet just held here that work will be commenced immediately on the new high level bridge across from Strathcona, and that the construction of the bridge will mean an expenditure of close on \$2,000,000!

And, speaking of Strathcona, that town itself is engaged in putting in sewers and waterworks, and keeping abreast of the general progress.

Here is another clipping telling of the progress of a company which has bought a quarter of a million acres of land from the Canadian Pacific Railway Company in the region east of Lacombe and Red Deer, and soon to be traversed by the Lacombe-Moose Jaw branch of the C.P.R. The company is under contract to settle 80,000 acres within two years, and after one year's operations claims to have settled 50,000 acres. The company sells chiefly in quarter sections, and its principal purchasers are farmers in Illinois, Iowa and Minnesota, where an active propaganda is being carried on. Settlers are being brought in by this company at the rate of sixty to seventy weekly.

And here is something of an English company operating on somewhat similar lines along the line of the Canadian Northern Railway, where it has purchased half a million acres of wheat lands. It claims to have already settled 10,000 Americans and 6,500 British along the line. Its special sphere of operations is the vicinity of Vermilion, which is perhaps the most flourishing of the many towns that are growing up along the Canadian Northern Railway.

One might continue and multiply indefinitely the examples of development that confront one. It is all to the same effect, and it explains to us why poverty



A Farm Yard near Morden, Manitoba

has been banished from the land. I have not seen a single case of want or destitution since coming into the west, and, though I have made repeated inquiries, have heard of none. There are no "out-of-works," wages are high, and the universal feeling is one of buoyancy and hopefulness.

EASTERN IDEALS IN THE WEST.

Another significant feature of the social system of the west is the order that everywhere prevails. We are accustomed to award high praise to the Mounted Police in this respect, and undoubtedly they deserve it, but the few hundred officials of this force could not pretend to keep order throughout the west were the west not peopled by order-loving men and women. The law is obeyed cheerfully and voluntarily, not grudgingly and reluctantly. The ideals of eastern Canada control the west from the lakes to the Rockies. The eastern man, too, is dominant though he calls himself a westerner after three months' residence. It is he, in the main, who has been in the van of development out here. Now and then, prominent in western political life or business one finds an Englishman, Scotchman or Irishman, who came west without becoming first Canadianized in Ontario, and more rarely an American or non-English-speaking newcomer assumes a leading position. Doubtless the proportion will be larger immediately. But the eastern man is yet the dominant and controlling factor in politics, legislation, the pulpit, education, journalism and commerce. It is on his shoulders that has fallen the burden of the making of the west, and he may reflect with pride on the splendid results visible to-day. I have spent Sunday in Winnipeg, Indian Head, Saskatoon and Calgary during the last month. Everywhere it is the day of rest and quiet, everywhere the churches were full, and everywhere the congregations included a majority of men—not because, of course, they are more given to churchgoing than women, but because the women are not here. The men, however, are better churchgoers than in the east. Needless to say, the saloons, which do a sufficiently active trade during the week, are tightly closed on Sunday, and the western Sunday is at least as peaceable and orderly as the eastern.

Many New Towns Along the C.N.R.

Glimpses of Important Centres.

Edmonton, June 25.—Now that the Canadian Northern Railway has constructed its main line to Edmonton and is running a daily service of trains, everyone wonders why it was not done long before. How did we ever get the impression that the fertile area, or even the most fertile area, of the west was a strip running a few score of miles north of the boundary? The backers of the Canadian Northern Railway deserve the rich recompense they will assuredly find in opening up this immense new region in the upper Saskatchewan valley. It is a misnomer, in part, perhaps, at the moment to call it "the short line between Edmonton and Winnipeg," though it has the advantage by some hundreds of miles over the old C.P.R. route by way of Calgary. The exact distance along the C.N.R. is 827 miles, and that over the C.P.R. by way of Calgary, 1,020 miles; but the C.N.R. labors yet under the disability of newness, and the C.P.R. still has the advantage of time by an hour or two. The present im-

portance of the Canadian Northern is much more on account of the region it traverses than because of the shorter route to Edmonton it will ultimately offer. The junction of the C.P.R. Prince Albert branch with the C.N.R. is at Warman, fourteen miles above Saskatoon, as I have before mentioned. There is one train each way daily over both lines, and making connection at the junction usually entails spending a night or a good part of a day at Warman.

From Saskatoon one is able to avoid this delay by driving across the prairie to or from Warman. The train going west is due at Warman at 9 o'clock, and the early morning drive to catch it is a delightful experience. How brisk is this traffic already may be judged from the fact that there were over twenty passengers, filling seven conveyances, on this particular morning. The drive is alongside the railway track the whole distance, and one is seldom out of sight of neat farm houses and cultivated lands, for this upper portion of the Prince Albert line has been fairly well settled for some years.

TOWNS ALONG THE C.N.R.

Warman, in its condition of raw prosperity and youth, is like a score of other towns that are growing up along the line, the very names of which are new to us in the east. Indeed, it is almost hopeless to keep pace with the making of new towns. Some older towns are, of course, getting the benefit also of the new road. The most notable of these is Battleford, so long remote from railway facilities (90 miles up from Saskatoon!) and courageously waiting its turn. That turn has come now. The new town of North Battleford has been built up on the north side of the river, 4 miles from the old town, but with the bridge that is soon to be built, the two towns will soon have easy access to each other. The settlers are coming into the district by thousands. In one week there were 600 homestead entries recorded in the Battleford Land Office.

Fort Saskatchewan, too, is an old town, eighteen miles east of Edmonton, and established many years ago as the headquarters of a detachment of Northwest Mounted Police. The town is now taking on a small spurt, and settlers are coming thickly into the neighborhood. It is, however, too near Edmonton to see any large development as a centre.

The most conspicuous of the newer towns are Vermilion, Lloydminster and Kamsack. The last named is the town nearest the postoffice of Veregin and the larger settlement of Doukhobors. Lloydminster is the home of the Barr colony, and I shall refer to it again. It is a little older than the other places I have named. Vermilion is the newest, the largest, the most aggressive of them all. Perhaps even yet it is the least known, although it is now advertising itself loudly. "The Bull's-eye of the Saskatchewan Valley" is the title it has proudly assumed, and it was just six months old on the 1st of April last, yet it already boasts a newspaper—that indisputable evidence of population—a bank, three hotels, four real estate offices, a public school, a Methodist church, with Anglicans and Presbyterians starting to build, three lumberyards, and all the numerous other appurtenances of a progressive industrial community. Here also the homesteaders are rushing and the land is being settled with marvellous rapidity. The town is situated on the Vermilion River, an affluent of the Saskatchewan, which it joins a few miles away. The Vermilion drains a piece of wonderfully fertile territory variously adapted for stock-raising or wheat-growing. The crop statistics of the Canadian Northern Railway for last years show wheat yields as high as fifty bushels to the acre and oats one hundred bushels to the acre. As to cattle, they are never housed, save as to milch cows, and feeding is necessary only from Christmas until the end of March.

The land is sometimes level plain, sometimes rolling upland, sometimes bush or small timber, but there is always enough of the latter for firewood and sufficient often for other purposes. This is true not only of the Vermilion district, but all along the line between Warman and Edmonton, so far as one may

see from the car windows.* The scenery is, therefore, not that of the monotonous though fertile prairie, but shifts with almost every curve of the line, and brings to light rivers and lakes and downs and bluffs of tall poplar, and stretches of bush and expanses of plain all in swift succession. Some settlers would prefer the prairie, because there is nothing to clear; others find in the presence of the wood an agreeable relief and compensation for the labor or expense of clearing. This portion of the country, however, is obviously better adapted to mixed farming, with herds of cattle or sheep, than to wheat-growing, though wheat will still no doubt be grown extensively.

LASHBURN A TYPICAL SETTLEMENT.

Lashburn is another typical settlement in this district, lying about sixty miles west of Battleford. It is in the midst of a fine rolling country, with scattered bluffs sloping away south towards the Battle River in a beautiful open stretch of clean, rich-looking land. The town started only in October last, when a general store was opened in 14x16 tent. To-day there is here a comfortable twenty-roomed hotel, to which the proprietor finds it necessary to build an addition. The crowds in the postoffice after their mail are a striking testimony to the rapidity with which settlement is progressing in the neighborhood. There is a good football team here, which the other day encountered another from the neighboring town of Lloydminster. The new town is the nearest railway point to the large settlement around Manitou Lake south of the town, and the Provincial Government is said to intend erecting a traffic bridge across the Battle River for the convenience of settlers in that region.

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Edmonton's Development.

Population well over the Ten Thousand Mark.

Edmonton, June 27.—In the late fall of 1901 I last saw Edmonton at a time when, after many years of depression and disappointment, the little city was just plucking up heart to challenge the future once more. The special grounds for hopefulness were the beginning of the inrush of American settlers, on the one hand, and talk of the approach of the direct C.N.R. line from Winnipeg on the other. Until then Edmonton had been without actual railway connection, the Canadian Pacific having stopped short on the southern bank of the Saskatchewan, where grew up in consequence the town of Strathcona, now a prosperous, self-contained community of between three and four thousand. Edmonton, which occupied a beautiful site on the ridge to the north side of the river, paid the penalty of its commanding position and was doomed by the railway authorities long to look enviously at their terminal three miles away. True, the 'bus ride was a pleasant one, save on a winter's night, when one would willingly escape the journey down the steep and slippery hill on the Strathcona side, but Edmonton remained at a distinct disadvantage.

It is interesting to contrast the Edmonton of 1901 with that of to-day and see how far it has justified the hopes then expressed on its behalf. The population in those days, days that seem so very far away when one looks at the

city to-day, was 2,625, according to the census returns. To-day the population is placed at over 11,000, and it must be remembered that the fear of the approaching census by the Dominion Government is before the eyes of the gentlemen of the Board of Trade who are responsible for this estimate, and they state their figures cautiously, though it must be confessed they are still more conservative in their estimate of the probable population of Calgary, the city that tried to capture the capital from Edmonton.

A REMARKABLE EXPANSION.

The same remarkable expansion is shown in all departments of municipal and commercial life.

Chartered banks numbered two only in 1901; now eleven are doing business here.

And so the proofs of development and growth on a scale quite extraordinary might be continued. To the visitor who has seen Edmonton before, however, such facts and figures are not needed. One glance at the long succession of handsome business blocks on Jasper avenue, the well-paved main thoroughfare, is a sufficient evidence to the eye of the metamorphosis that the city has undergone. Banks, wholesale houses, retail establishments and hotels are all represented by imposing structures that tell of thriving times and rapid growth. The best bank buildings are probably those of the Merchants' Bank, Bank of Montreal and Canadian Bank of Commerce, but it is likely these will be surpassed by banks that build later now that the city has passed beyond the stage of a small community. The Hudson's Bay Co. has one of the most substantial buildings on the street, and evidently the Edmonton representatives of "the Great Company" believe the city is destined to a further extensive growth, for their big store is practically the last establishment on Jasper avenue. McDougall & Secord, Garipey & Lessard and Revillon Bros., Limited, are other large firms substantially housed. Revillon Bros. came here three or four years ago from Paris, France. It is a far cry from the gay French capital to this little city on the edge of the Rocky Mountains, but the Paris firm is a heavy dealer in furs, and Edmonton is probably still the greatest primary fur centre of the world. Thus the connection between Paris and Edmonton becomes obvious.

Edmonton is well provided with hotels, having thirteen of them, and the best of them are excellently managed, and not unreasonable in price. At present they are all kept well filled, and cautious travellers wire ahead for rooms. The Canadian Northern Railway is responsible for a new business block on Jasper avenue, which will contain its western departmental offices, and besides it has erected a quite handsome station, marking the present terminus of its western operations. Red brick is the predominating material of construction, and one wishes for a little of the Selkirk or Calgary stone or the white bricks of Winnipeg or Portage to relieve the eye; but Jasper avenue, on the whole, compares well with the main street of Winnipeg not so many years ago. The name "Jasper," which strikes one as a little odd for a thoroughfare, proves to be taken from "Jasper Pass," in the neighboring mountains, but who the original Jasper was I do not at present recollect.

Apart from its business buildings, the city has abundant evidences of prosperity. Handsome residences, standing in well-kept lawns, are numerous. New streets are being continually opened up. First street marked the western limit of the city a few years ago; now you may continue all the way to Seventeenth street and still be within the city limits.

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RAILWAY DEVELOPMENT.

Of course the railway development is among the most striking of all the changes that have taken place here, and is vitally associated with all the others.

Five years ago three trains a week came up from Calgary to Strathcona, and passengers pursued the primitive method of getting off the train at Red Deer for lunch, while the train waited for them. Now there are two crowded trains each way daily, each equipped with dining car service, while to the east there is the daily train to Winnipeg over the C.N.R., and a further daily local out to the new town of Vermilion, 125 miles east of Edmonton on the same line. Now, too, the C.P.R. is coming across the river, and signalizes the event by the royal expenditure of \$2,000,000 in the construction of a high level bridge on which it may cross over. The three transcontinentals are all pushing north and west from Edmonton, and this city must become the centre of a perfect network of railways. The line from Winnipeg to Wetaskiwin by way of Saskatoon will be the C.P.R.'s short line to Edmonton, and, in the opinion of many, when finished to the coast may become the C.P.R. main line. The building of an expensive high level bridge, on the other hand, is regarded as an indication that the line will go west from Edmonton.

THE CLIMATE AND RESOURCES.

The Edmonton country is, of course, wholly different in its character from that of the districts farther east. It is well-timbered with poplar and spruce and maple and tamarack, though none of it grows to any great thickness, and the climate is temperate and pleasant. Everyone speaks of the charming winters in Edmonton, even though removing here but a few years since from Ontario. The thermometer undoubtedly marks a low temperature, but this is not to be taken too seriously, for the atmosphere is so dry and calm and the sun so bright that zero here does not mean what zero means elsewhere. That at least is the universal testimony. As for snow, there is usually enough for a fair amount of sleighing after New Year's Day, though there was none last winter, but the fall is so light on the whole that the Calgary and Edmonton Railway has never seen a snow plough and has never been blocked by "the beautiful." "A cold spring" is the only climatic criticism one hears of the weather of the region.

After all, Edmonton is in the central part of the Province of Alberta, and you may go five hundred miles farther north and still find wheat of the best brand, while at Fort Vermilion, on the Peace River, are two flour mills, the machinery for which was hauled out from Edmonton at immense expense. But it is no longer necessary to argue in favor of the possibility of wheat being grown in this vicinity, nearly half the Alberta wheat crop of last year having been produced within what is officially known as the Edmonton district, with an average yield per acre of twenty-five bushels. The country around Edmonton, however, is so well-timbered and watered and there is such an abundance of wild hay that can be had for the cutting, that instead of the big wheat farms one finds farther east, it is as a rule mixed farming to which the husbandman hereabouts devotes himself, thus utilizing to the full the generous advantages of nature.

Edmonton is famous for its coal, which is found in the banks of the Saskatchewan for miles on both sides of the town. The methods of teaming are at present somewhat primitive, but despite this the price to the consumer in the city is only \$3.50, and may very well be brought lower. At the pit mouth it can be obtained in quantities at a dollar a ton. Add to this the fact that natural gas has been discovered within the city limits at a depth of 1,460 feet, and that there is every possibility of this also being developed as a source of power and heat, and it will be seen how much above the average are the resources of the city, and how economically power may be produced for the manufacturer.

There are two fine mills here cutting 75,000 feet of lumber daily, which is sent south as far as Red Deer (100 miles), east to Lloydminster (200 miles) and north to Fort McPherson (1,800 miles away on the Mackenzie River), a third mill is now being established.

Not so much wheat has yet been grown in the district but the local mills have been able to handle it, and the local market to consume it. There are seven flour mills within a few miles of Edmonton, which ship to Alberta points and to the far north. As the production increases it is to the west rather than the east that Alberta looks for her market, first, the present popular and increasing districts of southern British Columbia; next, the new population that will follow the new railways into the mountain districts, developing the abundant mineral and timber wealth of these regions, and, finally, the hardly opened markets of the Orient.

Certainly the presence of timber gives a pleasanter and more homelike appearance to the homesteads around than does the treeless prairie, despite the fertility of the latter, and in a drive around Edmonton one sees the most attractive pastoral scenes. There are thousands of sleek, well-fed cattle within the radius of a few miles, though no ranches exist now in this neighborhood. Sheep are less numerous, the coyote or prairie wolf being perhaps still a source of apprehension to the settler, but this danger grows continually more remote. In the meantime one observes several fine flocks in the neighborhood. Spring wheat and fall wheat are both so successful that opinions are divided as to the more profitable of the two, and the success of dairy farming is indicated in the fact that 35 per cent. of the whole output for Alberta was produced in the Edmonton district.

Land Speculation in the West.

Cities must go Cautiously or Harm will Ensue.

Edmonton, June 28.—Like all the other towns and cities in the west, Edmonton is running riot with real estate speculation. There are no less than sixty-seven real estate agencies.

EDMONTON'S CIVIC GOVERNMENT.

It may be added that Edmonton, besides basing its system of taxation largely on the land values, is trying an interesting experiment otherwise in civic government, under a charter prepared for it a year or two ago. The affairs of the city are entrusted to a commission of three, the Mayor being one, the other two commissioners permanent appointees of the Council. The latter body, to which are supposed to belong the legislative functions, as distinct from the Executive, consists of eight members. In this world, however, nothing works quite as well as is hoped for, and a system that is ideal in theory, works out badly in practice, because the Council does not enjoy being restricted to legislative work, and has taken over so many of the duties of the commissioners that the latter have for the present practically become figureheads. Meanwhile it is a time of abnormally rapid growth and expansion, involving heavy expenditures and ambitious projects, and it is only in accordance with human nature that Council should want to take a hand in carrying out its duty. Despite the imperfect working of the charter, Edmonton is excellently governed. It is somewhat seized of the idea of municipal ownership, already owns and operates its electric light plant and telephone system, though the latter is not of the best and is looking in the direction of a municipal system of street transportation—

not necessarily a street railway, because some prominent citizens are advocating a system of motor buses, though the relative cost of operation does not seem to have been sufficiently worked out.

EDMONTON AS CAPITAL.

One must not forget that Edmonton is the capital of Alberta, the seat of government for a country much more than twice the area of England, Scotland and Ireland. The situation of Edmonton itself is a delightful one. The valley over which it looks is thickly clothed from May to October with dense foliage of varying shades, the light green of the maple and the poplar standing out in vivid contrast with the darker colored spruce. Two hundred feet below winds the broad Saskatchewan, 800 feet wide at this point. As with most of these streams fed by the mountain torrents, the waters of the river run swiftly, and boating is a pleasure little known to those who live along its banks. I should add that for the present the sessions of the Legislature are held in McKay Avenue School.

Socially, too, the advent of the capital is advantageous to Edmonton, and has helped to broaden its atmosphere and lift it somewhat out of the monotony of western town life. Lieutenant-Governor Bulyea is a tactful and genial Executive, and the first year of life of the new Province is as notable for its political calm as for its material prosperity. Of politics, in fact, one hears practically nothing in the west in these days. The only politics for the west are the settlement of the country, and that is proceeding on a scale so vast and so rapid that little time or desire is left for the discussion of abstract questions.

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COUNTRY ABOUT EDMONTON.

I had a most pleasant drive one afternoon away to the south of Strathcona, and one could not but be impressed with the abundant evidences of prosperity, the cultivated fields, the herds of cattle and every indication of a fertile and well settled country. Needless to say, homesteads near Edmonton have long since been exhausted, and it would be necessary to go a good many miles out to the north, west or east to get one. Here and there, nevertheless, pieces are still held as a speculation, or shall we say, more pleasantly, as an investment. Everywhere the land is black and rich and fruitful, and one may drive for miles without seeing a vestige of stone.

On another occasion I drove to St. Albert, the little French village to the northwest of Edmonton. It is the centre of an archiepiscopal see of the Roman Catholic Church and was a mission of the same Church sixty years ago. There were a good many Indians and French halfbreeds here in those days, and their number has not diminished. A number of French-Canadians have also come over from Quebec, and it is these chiefly who have built up the little village, which has a small elevator, a flour mill, a sawmill and some other industries, but remains, in spite of these industries, chiefly an ecclesiastical centre. A new cathedral of a distinctly imposing character has been started, but the cost, placed at \$35,000, is too high for present completion, and meantime service is being conducted in the basement, which has been roughly roofed for the purpose. The village will be on the northern extension of the C.N.R.

The land under cultivation between Edmonton and St. Albert is largely in the hands of halfbreeds and is cultivated only in a desultory fashion. Here and there was the home of a settler who had come up here many, many years before the country was ever dreamed of for general settlement.

APPLES AND EXPERIMENTAL FARMS.

I must not omit to mention the farm of Mr. Tom Daly, the pioneer apple-grower of the west, who has been conducting the experiments of acclimatizing the apple to this northerly latitude and believes firmly that he has succeeded. His hopes are centred upon a tree that has produced a small number of apples for two years past and gives every promise of bearing this year. Should his hopes be fulfilled we may hear more on the subject, and Daly apples may yet be as famous as Fyfe wheat. Mr. Daly is a typical western settler. He came here twenty years ago from the north of Ireland with one dollar in his pocket, earned a little money, homesteaded, and has now five hundred acres of the most splendid land in the world under cultivation, and a most comfortable and well furnished house.

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The farms at Brandon and Indian Head, excellent as they are, are in parts of the country so distant from the Edmonton region and so remote from it in general character that experiments there can be of little use here. Strawberries, for instance, are easily grown around Edmonton, though not many farmers are availing themselves of the opportunity of doing so, and British Columbia berries are still shipped in. The conditions in southern Alberta are again quite different from those of this central belt, and a second farm there would doubtless prove new possibilities at present undreamed of.

BOARDS OF TRADE CONVENTION.

I must not close without a reference to the Boards of Trade convention which was in progress when I reached Edmonton. It was a gathering representing all the cities of western Canada east of the Rockies, and it brought together a hundred or so of the keenest intellects in these Provinces. Questions of vast importance relating to the future of the west were actively debated for a couple of days. The note from beginning to end was one of courage and optimism, and again and again was expressed the conviction that the next quarter of a century will see such progress in the west as will make recent development, great as it has been, seem small. What was especially notable, too, was the predominance of young men, and the wide sweep of their intelligence, which seldom failed to grasp all the essential aspects of the wide west, no matter how varied and conflicting. The city of Edmonton must be congratulated on the excellence of the banquet to which the visitors were entertained. The serious business of their mission was over, and the speeches, with one or two exceptions, were largely of a bantering character. A really brilliant speech, however, was delivered by Prof. Riddell of Alberta College, who lifted the proceedings instantly to a high and serious level by his eloquent appeal to the western men there present to remember that it was not, after all, wheat or cattle or mines or timber that made a nation great, but the development of the higher life and the progress towards a noble ideal, and to this he urged his hearers to turn their minds between whiles. They were timely and courageous words, and while men like Dr. Riddell can be found in the west to utter them the west is not likely to give itself over wholly to the production of wealth.

Thirty Thousand New Canadians.

Extraordinary Settlement in the Battleford District.

Battleford, Sask., June 30.—Battleford lies on the high land of a fork formed by the confluence of the Battle and Saskatchewan Rivers, sloping down on three sides to the sparkling, swift-running waters of these broad mountain streams. The green forest land lies to the north, where you may travel for hundreds of miles and find wood and plain alternating, and a vast abundance of fertile land, of which only the fringe has as yet been surveyed. There, too, in the foreground on the north side of the Saskatchewan, stands one of those naked little unpainted new towns that seems to glare defiantly over at the older settlement whose birthright it has seized. The little new town is North Battleford, and it lies right alongside the coveted railroad.

BY LAND AND WATER.

To reach Battleford from the railway is a complicated piece of work. You have first a two-mile ride over what appears to be the worst conceivable of roads. Then you get to what you believe to be the river, but which proves to be only a coulee, or arm of the river, running around the island before mentioned. You cross the coulee, 'bus and all, in a scow, which is worked across by the combination of current, cable and windlass, a magnificent ferry outfit (?) which is supported by the Provincial Government, but was inherited from the Dominion Government. Next you come to the long, narrow island in the river, across which you drive for half a mile on a road which seems a little worse than that on the mainland. Then you reach the main stream of the river and a second ferry, but this time a quite respectable little ferry, capable of taking your own conveyance and a load of timber simultaneously. At length you are landed on the south side of the river, and proceed along the final piece of road, bumping and gasping, until you arrive at the hotel.

A GLANCE AT THE TOWN.

On first seeing Battleford one can hardly refrain from asking himself if it was worth the dollar and the discomfort to get here. On the whole, it was probably worth it, as you eventually conclude, if for no other reason than to see the crowded land office here, to learn that it has been so day after day for months, and to discover that Battleford, despite its isolation, has been during the past year or two the headquarters of a settlement which has hardly been surpassed in its magnitude by any section of the west.

RACES SLIGHTLY MIXED.

French-Canadians are prominent in the population also, and when you see a Chinaman talking to a Scotch halfbreed outside a store bearing a French name and managed, as you hear later, by an Irishman from Prince Edward Island, you realize that in its way Battleford is cosmopolitan. It is only a little way, for the population does not exceed more than a thousands, to which may be added a couple of hundred more on the other side of the Battle River. Across the Saskatchewan to the north there are the six or seven hundred people of



Threshing from the Stooks

North Battleford, but these are too far away to be counted in. Old Battleford particularly resents the fact that the new town has taken a name so like its own, feeling that the upstart might have been content with capturing the railway site and should have left the name alone.

BETTER TIMES FOR BATTLEFORD.

In the meantime arrangements are progressing for the construction of a traffic bridge across the Saskatchewan which will connect the two towns and obviate the present painful and laborious means of communication. The bridge is part of the programme of the new Provincial Government of Saskatchewan, and the sum of \$200,000 was set aside for it at the recent meeting of the Legislature. The Canadian Northern Railway has promised also to build a spur into the town, which will run east from the junction a few miles further on where the line leaps the river. The two undertakings are both actually afoot, for the grading is proceeding for the railway and the Government is surveying for the bridge. These enterprises will put the old town on quite a different basis, and in the usual effort to anticipate these changed conditions, there has been quite a flutter in real estate recently and land values have gone up many notches. In one quite exceptional case three lots which were sold collectively three years ago for \$50 sold last month for \$1,050, the purchaser being an American firm which believed it knew where the aforesaid Canadian Northern spur will enter the town.

Settlers a hundred miles to the south who have gone in before the new railways, outfit from here and look to Battleford as their nearest town. Here at least Battleford is fortunately placed, and though with the construction of the Grand Trunk Pacific and new C.P.R. lines new towns will spring up which will share this commerce with Battleford, the latter town will inevitably receive much permanent benefit from the opening of the country.

BATTLEFORD LAND DISTRICT.

Let us see for a moment exactly what the settlement has been. The Battleford land district, it should be said in the first place, is a very extensive one, including between fifty and sixty thousand square miles, of which, however, much of the northern portion is unsurveyed. We need only concern ourselves with the southern or surveyed portion, which includes between five and six hundred townships and represents loosely a territory of twenty thousand square miles, rather more than half the extent of Ireland. The whole of this relatively enormous territory, down to 1902, contained only 506 settlers, that is to say, homesteaders. Here and there were squatters, and here and there the rancher did a profitable business, and there was of course the town of Battleford itself. The Canadian Northern Railway cutting across the northern portion of the district first opened it to settlement, and the G.T.P. and new C.P.R. roads further to the south planned to traverse it a second and a third time. Settlers began to trickle in during the latter half of 1902, chiefly among the expected route of the C.N.R., not then constructed; for the year the homesteaders totalled 168.

In 1903 the English settlers, known as the Barr colony, came in. The number of these alone was considerable, and formed a large proportion of the total of the homesteads for the year, namely, 1,198. It is sufficient to say of these for the present that the Dominion land agent at Battleford declares emphatically that they are the very best settlers that ever came into the country. At any rate they were the pioneers in this region. After their advent here things began to go with a rush. Splendidly fertile land was reported to the south, immense tracts in the region of Manitou Lake and Tramping Lake. Settlers began to pour in from the western States, and friends of the English settlers, located at Lloydminster, receiving encouraging words after the first hard winter of the pioneers, came over in large numbers and settled near them. In 1904 the new homesteaders numbered 1,704.

Then the Canadian Northern Railway was completed. Hitherto all settlement had been in anticipation of this great factor. Settlement doubled on the preceding year, the homesteaders numbering 3,618, and now during the past year—for we have been taking the departmental year ending June 30, the settlement has doubled again, no less than 7,900 men having filed for homesteads.

THIRTY THOUSAND NEW CANADIANS.

To summarize the situation. Down to 1902 the total homesteads in the Battleford district numbered 506. The number of entries made since is 14,490. What population does this mean? A good many of the homesteaders are single men, others have families living around them. Some of the later homesteaders are not yet living on their land. On the whole it would be safe enough to allow two of a population for each homesteader. This doubles the 14,490 homesteaders. There is besides the population in the new towns that have sprung up—Lloydminster alone has 600 to 700. It seems reasonable to place the new settlers in the Battleford district at something over 30,000, a startling result for three years' work. This is, of course, only one district, though a large one.

The movement has not slackened by any means. The month of May was the heaviest in the history of Battleford. The land office in the town when I saw it was packed with homesteaders.

CAPACITY OF THE SOIL.

There is plenty of wheat growing through the district, sufficient at least to show the capacity of the soil. The yield has gone as high as forty bushels to the acre, the grade No. 1 hard. Such a yield is, of course, far above the average though this quality, is usually obtained. The Government's report for last year shows that in the agricultural district of Battleford and East Lloydminster—not to be, of course, confused with the land district,—there is an area of 9,192,960 acres, of which there was under crop last year the tiny fraction of 10,321 acres on 267 farms. The settlers of the last two or three years had not had time to get their land under cultivation. The same official report shows for 1905 an area of 4,070 acres under wheat, producing a crop of 78,274 bushels, an average of 19.23 bushels, but it must be remembered this is the average from the whole area under cultivation, and that many of the settlers labored under most burdensome conditions. The figures of the land under cultivation for the present year will show a startling increase, though the big immigration into the district will not make itself felt in the crop returns until next year. All through the inland country away from the lines of railway may be seen the laden wagons of the homesteader and the less heavily laden conveyances of the land-seeker—the latter sometimes a mere land speculator. Even a year ago there were vast solitudes where now neat farmsteads may be counted by the dozen, each with its proportion of broken land.

SOME OF THE NEW TOWNS.

Of the numerous little new towns, I have mentioned Vermilion and Lashburn, and shall deal with Lloydminster in my next letter. There are a good many others, but many of the stations along the line are little more than stopping places. Some of the more promising in this vicinity are Maidstone, Radisson, Langham and Paignton. Farther to the east Humboldt is a place of considerable pretensions, and a railway divisional point. There are eleven stations between North Battleford and Lloydminster and twenty-one between Lloydminster and Edmonton. They are between seven and eight miles apart on an average, and frequently amount to no more than a hotel, general store, blacksmith and livery stable, or some of those essentials to city building. They are in every case the indications of a considerable and rapidly growing population around, and may very well be the nucleus of the thriving village or town that one may find there on revisiting the place a few weeks hence.

* * * * *

The Barr Colony after Three Years.

Four Thousand English Settlers Around Lloydminster.

Lloydminster, Sask., July 4.—"Where is Lloydminster?" the average eastern reader is quite likely to ask in reading this date line, and not without reason, for it is difficult to publish maps fast enough to keep pace with the changing geography of the west. Well, Lloydminster is one of the new towns along the Canadian Northern Railway, and is situated about 650 miles northwest of Winnipeg and 160 miles southeast of Edmonton. It has a population of 600 or 700 people, and it is named after the Ven. G. E. Lloyd, Archdeacon of Saskatchewan. Probably most readers will recollect that Mr. Lloyd was forced by circumstances to assume the leadership of the so-called "Barr colony" when that company threatened to come to grief three years ago this summer at Saskatoon. The perpetuation of his name in Lloydminster is part of his reward; the rest he doubtless finds in a knowledge of the fact that the town is the centre of a great settlement of prosperous and contented Canadian citizens.

Not much has been heard of the "Barr colony" during the past year or two. Three years ago this summer it was the incident of the day in the Canadian west, but three years represent a long period in these rapid days, and the two thousand raw English settlers of the summer of 1903 have been absorbed into the country, and are not now to be distinguished save by a trifling difference of accent from the settlers that have come in from eastern Canada and the western States, and settled around and among them. Of course they are in no sense of the word "a colony," and they were dissociated from the name Barr before they were settled in this district; it is by this title, however, that they will be best identified in the mind of the reader.

SPREAD OVER A WIDE TRACT.

They have spread themselves out over the land for twenty miles north and south and forty miles east and west of this point, and they are mingled with the men of all the other English-speaking nations that are making their homes on the Canadian plains. Undeniably the experiment of the colony was of a somewhat dubious character. It was undertaken by the wrong parties, and was characterized by the mismanagement and misunderstandings that seem inseparable from undertakings that involve the intimate affairs of a mass of people gathered higgledy-piggledy together, unknown to each other and associated only by accident. In its details the Barr colony was almost wholly a failure. In its general results it has proved to be wholly a success.

These English settlers were, as I pointed out in my Battleford letter, the real pioneers in a district which it is confidently predicted will show in the census taken last week a population sufficient to elect a new member of Parliament. Three years ago the coyote and the antelope had the land to themselves.

A GLANCE AT LLOYDMINSTER.

Lloydminster has nothing about it to distinguish it from any of the numerous other new towns. It is in no way distinctively English. It sprang out of the English colony, but the English settlers soon went on the land, and the town has been made by eastern Canadians and western Americans, with the usual flavor of other races.

As the towns grow a little larger they attract factories and wholesale houses, and it is entirely likely that the pioneers of these bigger industries will arrive in Lloydminster before summer is over, for the town is the recognized centre of a large settlement in which the original English settlers predominate.

The town site lies clean, high and dry and the buildings on the whole are neat and substantial. They are of course almost wholly of lumber, but are for the most part painted, and sidewalks are already down on practically every street. The prairie around is very little wooded, but sometimes rolling. There are two pleasant homesteads just north of the town where the land lies slightly higher and two comfortable looking houses can plainly be seen from the Canadian Northern station. One is the home of Archdeacon Lloyd, the other is that of Mr. George Flamank, the Dominion Lands sub-agent here. This last was one of the first homesteads located, and, it is needless to say, was located before Mr. Flamank received the appointment of lands agent, the regulations of the Interior Department strictly prohibiting any land dealing or ever homesteading by its officials.

LAND ENTRIES AT LLOYDMINSTER.

The Lloydminster land office is, as stated in a previous letter, a sub-agency of the Battleford district, and any figures of settlement obtained here are a portion only of those already given in relation to Battleford. It is interesting, however, to take a few figures secured from Mr. Flamank illustrating further the extent of the movement into the district, and the remarkable increase shown this spring over last. The entries for homesteads for the first six months of the present year and of last year respectively are as follows:—

	1906.	1905.
January.....	41	17
February.....	20	26
March.....	104	43
April.....	237	76
May.....	146	97
June.....	183	161

June had still a day or two to run when I obtained the figures. All day long the land office is the scene of active inquiry. Word has to come from Battleford before an application for homestead filed here or at any sub-office is accepted as the same homestead may have been applied for elsewhere in the district. Most intending settlers are too impatient to await the relatively slow process of the mails, and the verdict at Battleford is obtained by wire. Ten men had applied for homesteads on the particular day I visited Mr. Flamank's office, and several of them were anxiously awaiting replies from Battleford to say their title was good.

A TALK WITH ARCHDEACON LLOYD.

It was a delightful walk out to the house of Archdeacon Lloyd. It lies about a mile out on the prairie, which in this region seems especially to abound in wild flowers, and the grass was spangled exquisitely with blossoms of every conceivable hue. I was fortunate in finding Archdeacon Lloyd at home, fortunate because the diocese extends some hundreds of miles, and he is oftener on the rail or the trail than on his homestead. The archdeacon will be remembered by many as a former chaplain of the Queen's Own Rifles, and with the regiment he tramped all over this region in the days of '85, so that his connection with the land is not of recent date. Mr. Lloyd was more than pleased to discuss the position of the English settlers

with whom he came here in 1903. He came out, it should be mentioned, as chaplain, having been appointed such by an English Church missionary organization, to become an official of which he had gone to England a year or two earlier. Mr. Lloyd is by nature an optimist, and his optimism had doubtless a good deal to do with rescuing the colony of settlers from the dangers that beset them three years ago.

At one point in their history, I am told on good authority, the finances, and perhaps the spirits of the newcomers, were so low that Mr. Lloyd mortgaged the whole of the year's stipend coming to him from the church missionary organization as a partial guarantee for a loan of \$3,000, contracted by him and others through a bank at Prince Albert by which they were enabled to get supplies at living prices into the settlement. The settlers had spent much more money than they had counted on doing in getting to this point, and few of them had anything left. The harpies who are always willing to fatten on the unfortunates or mistakes of others were not lacking, and prices for the necessities of life had been rushed up to a ruinous degree.

PLUCK OF THE SETTLERS.

"You cannot imagine the pluck shown by the great majority of these people," said Mr. Lloyd, "once they decided to stay here. Everything was so disorganized and in such a hopeless muddle after they arrived here that at one time they were on the point of abandoning their project and returning to England as they best could. I had remained behind at Saskatoon because of the outbreak of an epidemic, while the English settlers were camped there, and when I reached this place I found every wagon pointed east. We had a public meeting and threshed the whole thing out, and it was decided to wait a little longer. You must remember that very few of these people had any practical knowledge of agriculture. The colony was just a section of the whole population of England, as it were, and contained shoemakers and shopkeepers, carpenters and clerks, painters, bakers, butchers, a little almost of everything, and a few farmers. One quite elderly man, for instance, had been a tiny shopkeeper in Holloway, London. He certainly took chances in coming, and had fortunately left his family at home. He was simply determined to succeed. He worked like a hero all that winter, freighting all through the coldest weather—and the winter of 1903-4 was everywhere the coldest for many years. He freighted and freighted, and when the spring came he went on his homestead and broke land. Now he has his family around him, his house up, his farm in good shape, and you could not coax him back to London.

"Another man was a cobbler from somewhere in Yorkshire, who got through the early hardships of the settlement, and had everything going well when along came a prairie fire and swept away everything—house, stock and crops. He was terribly disheartened, but did not give up. He had not a dollar in the world, but the land was still there. He borrowed a little money to buy a team of horses, and started in to freight until he had means to begin farming again. He is on his feet again, and almost out of debt, apart from owning his quarter section.

"Certainly the first few months were very serious. We had no lumber and could not get any here in time to build for the winter. We had to throw up a few buildings of poles and clay. Some of them you will see still standing in the town. We got up one good wooden building, which is now used as a hospital. That winter we used it for everything, and I had a couple of small rooms in it for residence. Most of the men had gone out to their land, and when we saw that the winter was likely to be a severe one we sent word around urging that they should come into the town for their first winter and escape some of the hardships they would suffer out there alone on the land. Most of them came in, and all through the winter that building was used for all kinds of public

purposes, day after day and night after night, and for service on Sunday. When spring came the settlers declared that if that was the worst Canada could do in the way of winter there was nothing to be afraid of, and I think they will all admit to-day that in other respects the winter was one of the pleasantest in their experience."

THOSE EARLY YEARS.

Mr. Lloyd gave me many other illustrations of the spirit and endurance shown during those early months and of the rewards that have followed. The nearest railway points at that time, it must be remembered, were Saskatoon, 200 miles off, and Edmonton, 160 miles away. Saskatoon was the cheaper for the majority of supplies. Even the few among the newcomers who had farmed in England found themselves strangers to the soil of the prairie, and had to learn their methods anew, though for the moment there were none from whom to learn. This great initial difficulty and the fact that every ton of supplies had to be freighted of over two hundred miles of rough trail were hard to overcome. The settlers held on, however. In the spring of 1904 a number of Canadians and Americans experienced in farming and in the business methods of the country had heard of the new rich agricultural district that was about to be pierced by the Canadian Northern, and they decided to anticipate the arrival of the railway by a year or two. They came in over the long trail. Some erected stores and went into business in the place that became known as Lloydminster, but the greater number took up homesteads in the surrounding districts and gave their English neighbors the benefit of their experience in other parts of the continent. The Government erected an immigration hall, a Mounted Police post was established, a telegraph office started, a bank opened, and the little settlement began to feel that it could stand alone. Good seed was difficult to obtain the first year—1904—and little wheat was grown, though the result was excellent where tried, the product being of fine color and weight. Oats were reported by some men as running 100 bushels to the acre, a yield that amazed the settlers, though it is not so uncommon in the neighborhood of Edmonton. In 1905 larger areas were placed under cultivation. The new settlers had gained experience, and had been greatly heartened by the splendid results of the efforts already made. Many of them got a hundred acres under crop, and wheat was sown much more plentifully. It ripened early, and the yield was very heavy. The grain was of good color and weight, and the grade in almost every case was No. 1 hard. At last, in August, 1905, the first construction train passed through Lloydminster. It marked an epoch in the history of the town, and put an end at once to the more severe of the privations and difficulties. It was no longer necessary to haul supplies overland two hundred miles, to push and pull the teams from innumerable bogholes, to depend for a meal on one's skill with a shot-gun. The prices of commodities began to fall immediately, and were soon on a level with those in other towns.

NUMBER OF ENGLISH SETTLERS.

A word regarding the number of English settlers may be interesting. I pointed out in a letter from Battleford that the total number of homesteads entered in this land district during the three years since 1903 was a little less than 15,000. Of that number the English colony has contributed in all about one-fourth. In the first place there were about 2,500 attached to the Barr colony. About a thousand of these were young men, who by agreement stopped off at Winnipeg and endeavored to procure work there, and about two hundred of the remainder dropped off at Saskatoon or Battleford. That left about twelve hundred for the original settlement at Lloydminster. As soon, however, as the settlers here had overcome the difficulties incidental to real pioneering they wrote their friends in Winnipeg and other friends in England regarding the

richness of the soil and the certain success that awaited industry, and the young men left behind at Winnipeg, and others in England who have become interested, began to stream into the district, until it is estimated there are now about four thousand of these settlers. They have been woven quickly into the web of Canadian life, and are recognized on all sides as excellent settlers once they learn the methods of the new land. None are dissatisfied, and practically none would go back to England. An advertisement for a quarter section of improved land in this vicinity recently brought only two replies. One came from a man who was willing to return because his wife's parents wanted her to be with them; the other from a man who, after all, only thought of returning if he got a good price for the farm.

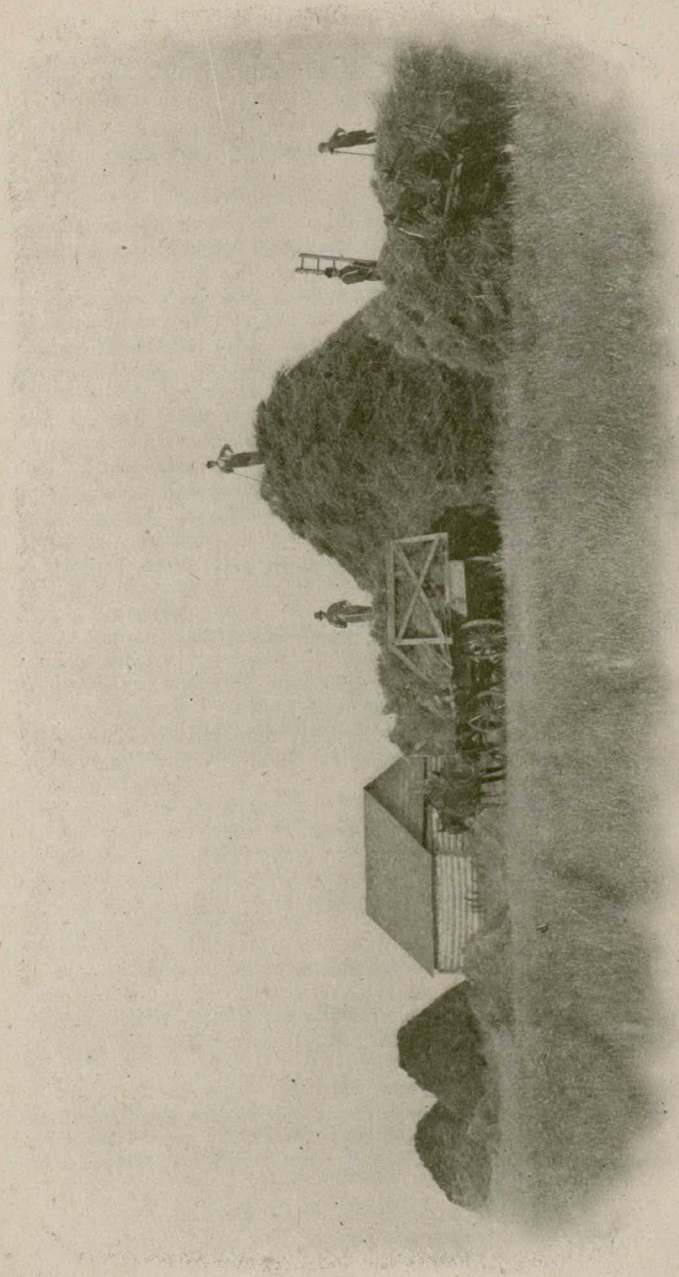
The community is a very orderly one. Even the sale of liquor would have been prohibited in Lloydminster had the original settlers had their way, for 95 per cent. of those at first located there voted against a license, and the license was obtained only by a resort to strategy by an Edmonton expert.

"Would you advise repeating the experiment of the Barr colony?" Archdeacon Lloyd was asked.

"I should be very sorry to see the experiment repeated under the same conditions, but with our experience here and under suitable conditions I should be glad to see large bodies of English settlers come here. It seems to me only right that we should do our best to fill this country with the people who are crowding the old country. I know the English settler is a little difficult for the first year or two. He is very reluctant to part with his own ways and methods. He is keenly attached to England, and thoughtlessly makes foolish comparisons that are very irritating to the Canadians who hear them. It is no doubt because of these characteristics that he has succeeded in planting the English language and English laws in so many parts of the globe, and you cannot have a better settler once he adapts himself to the new conditions.

"I had a very interesting argument one day," continued Archdeacon Lloyd, "as to whether the average British settler or the Doukhobors were the best people to bring to Canada. The gentleman who talked with me took the part of the Doukhobors, though a Scotchman himself, and insisted that such settlers were of more benefit to the country. Well, I am willing to admit that for the first year the Doukhobor is of more value to Canada, inasmuch as the result of his labor is more immediately felt than that of the Englishman. The second year they are more nearly equal, and in the course of three or four years the Doukhobor is nowhere in comparison, so far as his general usefulness as a citizen goes."

In conclusion I may say that it is quite possible that Lloydminster may become in time more than a local centre for this new district. There is good timber a few miles to the north, and underneath the forests coal is believed to lie, and there are in some minds already visions of big sawmills and coal mines that will swell the little town to the rank of an industrial city. But these are things of the future. What is certain at the present time is that the Barr colony of 1903 is prosperous and contented here around Lloydminster in 1906.



Building Stacks around the Granary

The Thriving Towns of Alberta.

Prosperous Communities Between Calgary and Edmonton.

Red Deer, Alta., July 5.—This little town with the picturesque name lies about one hundred miles due south of Edmonton and takes its name from the pretty river on the southern bank of which it stands. There are no less than twenty-three towns scattered along the railway between Calgary and Edmonton, a distance of 191 miles, and Red Deer is about midway. Not many of the towns below Red Deer are widely known in the east. They are chiefly centres of ranching districts, and are perhaps too close to Calgary to permit of development to the rank of other than prosperous market towns. North of Red Deer we get into the western boundary of the new farming country being opened up by the Grand Trunk Pacific and Canadian Pacific lines now under construction. Several of the towns have already become quite important points. Two of them, Wetaskiwin and Lacombe, are railway junctions, and a line of railway more than fifty miles long already runs out from each town into new districts which had no vestige of genuine settlement a year or two ago. Now settlers are pouring by the thousand into this region, and newer towns still are being formed along these new lines. There is Stettler, for instance, which at the moment is the limit of train service on the line out from Lacombe. It is fifty-one miles from Lacombe and is a thriving Swiss settlement, which first bore the name Blumenau. As with most of the semi-foreign settlements in this region, the men had come in from the States and have had the advantage of years of experience in the west under conditions not very dissimilar from those prevailing here. This is the line that is destined eventually to run southeasterly to Moose Jaw, on the main line of the C.P.R., traversing ranching country and mixed farming land the whole distance.

From Wetaskiwin forty miles to the north of Lacombe the railway now runs east to Daysland, 50 miles, but is graded as far as the Battle River, and towns along the projected route are already thriving and aggressive little communities. Strome, for instance, a town of six or seven hundred people, which is not yet in touch with the railway, organized and carried through a first-class programme of sports on Dominion Day. Other new towns beyond the steel for the moment are Loughead and Hardisty, but they will be quickly overtaken. Every little town along this railway promises to be immediately the centre of a well-settled and prosperous agricultural district. The line will continue east until it meets the Canadian Pacific Railway being constructed east and west from Saskatoon, when it becomes the C.P.R. short line from Winnipeg to Edmonton.

Ponoka, Morningside and Bobbema are other towns on the upper section of the line between Calgary and Edmonton, all of them of growing importance, but secondary to Wetaskiwin and Lacombe. Strathcona is, as we have already seen, the last station on the line, and has, of course, long been a thriving centre.

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Less than five years ago a solitary train passed Red Deer daily, one day up, the next day back from Edmonton to Calgary. The train stopped at Red Deer while the passengers had luncheon at the hotels, for the traffic on the line would not support a dining car. Now there are four trains daily passing through the town, two up and two down, and they do not stop for luncheon; besides

there is three times a week a mixed train for Stettler on the Lacombe branch, returning here, and on other three days a week a mixed train for Daysland, on the Wetaskiwin branch, also returning here. Nothing could illustrate more forcibly the changes that have occurred within a few years.

Among the more notable of the public buildings and industrial establishments may be named two large brickyards, two lumber outfits, stone quarries, a large up-to-date flour mill and elevator warehouse, a second elevator, six large general stores, carrying each a fine stock, and many smaller stores, three large modern hotels, comfortable and well managed; several unlicensed hotels and boarding houses, a Crown court house, costing \$25,000; two chartered bank branches, a hospital, costing \$12,000; a Government creamery, a \$6,000 public school, five churches, a good post-office, railway station, Royal Northwest Mounted Police Station, opera house, skating rink, etc. During the past year or two numerous handsome residences have gone up, and stores and hotels have been generally enlarged or rebuilt. Some of the business blocks are particularly imposing. The town is now considering the question of a waterworks and sewage system.

A FRUITFUL SOIL.

The story of settlement here is that which has been told so often in the west. Land which a few years ago was considered of little use for other than grazing is now found to be the most magnificent country for mixed farming; that is to say, for raising winter wheat, oats, barley, rye, for dairying and for cattle raising. The surface conditions are long undulations approaching the foothills west and rolling and open prairie towards the east. The soil almost everywhere is a rich black vegetable mould on top from nine to thirty-six inches deep, with clay subsoil. Wild fruits and flowers are found in great abundance, and natural grasses and fruit grow in wild profusion. The district is within the timber belt, and all along the creeks and rivers is found the spruce tree, and in many other parts the poplar, cotton-wood and willow; not in any great size, but large enough for smaller building purposes, and for fencing and providing fuel in abundance. To the west the tamarack and spruce are found together, and are manufactured in Red Deer. A big lumber mill is now in course of erection here, whose supplies will be drawn in the main from British Columbia. It will draw its power from the Red Deer, which provides energy in abundance, and will employ two hundred hands, which alone will suffice to materially increase the prosperity of the town. Coal outcrops on the Red Deer banks, right at the town, and 25 miles east are large bituminous deposits, costing at the mine only \$1.50 per ton.

FALL WHEAT GROWING.

The fall or winter wheat experiments have been particularly successful at this point. Close to town one large grower had forty to forty-five bushels per acre, and two others produced 52 and 54 bushels respectively of red fall wheat. One 54-bushel-to-the-acre farm is about three miles out of town. It was brushed, broken and harrowed during spring and summer of 1904, and in August, 1905, the owner threshed 54 bushels to the acre.

Barley and oats do as well, the former running 40 to 50 bushels, 54 pounds the bushel, and the latter 50 to 75 bushels to the acre. The settlement is chiefly to the east, in the region of the new railways, but there is much good land to the west within a reasonable reach of the railway. Unimproved land a few miles from town is quoted at from \$8 to \$10 per acre, sometimes higher, while improved properties run all the way up to \$25 or even \$30 per acre. Homesteads are by no means exhausted, though to the east particularly the settler has now to leave the railway a few miles. The settlement of the present year has doubled that of last year and there is no sign of slackening at present.

One word regarding the Red Deer creamery. The output for 1901, the year of its erection, was 72,155 pounds, and this was increased by last year to 120,000 pounds; the average price received by the patrons after paying for management and working expenses being 14.67 cents per pound in summer and 19.52 cents in winter. The butter, like that from Edmonton and most Alberta points, goes west to British Columbia, the Yukon and Japan. There are two of these creameries in the district with increasing outputs.

A SCANDINAVIAN SETTLEMENT.

Much of what has been said of the country around Red Deer, which may be taken as the typical town of the district, applies equally to Wetaskiwin, as to soil, price, and crops. The settlement, however, is decidedly Scandinavian in type, and one is impressed immediately on entering the town with the prevalence of Swedish and Norwegian names. This applies particularly to the settlement on the east side of the railway track, which is largely given up to the foreign element, an element which has, however, come here, as I have before stated, with experience in the western States. Wetaskiwin is a city of 3,000 people, and is likely to be a railway centre of much importance. Apart from chances of this or that railway coming in, however, there are already six large elevators here, which are during the season frequently closed on account of being full, and the aggregate capacity of which is about 250,000 bushels. The town is lighted by an electric plant owned by the municipality, and charges are low. Coal, too, is cheap, mines having been opened upon the Battle River, near town. All Alberta seems, in fact, to be a vast coal bed, and small mines are springing up by the hundred as settlement advances.

Wetaskiwin is especially proud of its fine school, and with reason. Few towns of its size can equal the fine Alexandra School, erected last year at a cost of \$42,000, with accommodation for 500 children.

C. O. Swanson, Dominion Government Agent at St. Paul, Minn., really started the town by building a house here in 1891, but it was ten years later before it began to grow. Mr. Swanson is himself a Scandinavian. It is his influence with his own people that has brought so many of his race here.

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THE LACOMBE DISTRICT.

The Lacombe district is peculiarly adapted to the raising of cattle. The enormous crops of oats, barley, turnips and hay make this industry peculiarly profitable. Probably the same could be said of almost any point along the line, for the native grasses everywhere here so rich and abundant, make an ideal pasture, but it happened that the original settlers here were men who had been previously accustomed to the raising of pure-bred cattle, and they seized the opportunity with such avidity that Lacombe has always led in this respect, and at the Calgary Show and Sale of Pure-bred Cattle shows more animals and takes more prizes than any other district in Alberta. The favorite breeds are the Shorthorn, Hereford and Polled Angus. Some of the best grazing ranges in Alberta are in this district, too, and cattle graze out all winter, while steers are sometimes fattened on native hay without the supplement of grain, and with no shelter but bluffs or timber and scrub. Grain-fed cattle are, however, more tractable, stand shipping better, and are more profitable in the end. Over a hundred cars of grain-fed cattle were shipped out during 1905. Lacombe, I may add, is a town of 1,500 people.

These are some typical towns along the railway between Calgary and Edmonton, of which I can attempt to give no more than the most striking characteristics. They are at present the western railway outposts of the huge immigration that is pouring into the new inter-railway country east of them, and may be trusted, one and all, to develop into prosperous, self-reliant and orderly Canadian communities.

The Second City of the West.

Extraordinary Growth during Recent Years.

Calgary, July 7.—There is no doubt as to the genuineness of Calgary's claim to the title of the second city of the west—leaving British Columbia out of the question, of course. Brandon, Regina, Edmonton have all grown, and are still forging rapidly ahead, but Calgary has kept in the van. Reaching Edmonton before Calgary, I was almost prepared to believe that the transformation that the last few years have effected in the Albertan capital must have given it first place among the cities between Winnipeg and Vancouver, but one glance at Calgary shows the southern city still leading. As to population, it is hard to guess and unsafe to predict, with the census man at one's heels. In round figures, used in conversation fifteen thousand are claimed, but round figures are usually an excuse for some exaggeration, and if we put the population down at between 14,000 and 15,000 we shall probably find ourselves not far astray. But a western city of 14,000 or 15,000 people hundreds of miles from any other city approaching it in size is quite a little metropolis in its way, and this is particularly the case with Calgary. It has the buildings, the streets, the residences and the general atmosphere that characterizes a city twice or three times its size; but in this respect it is doubtless only anticipating the immediate future. Calgary is more distinctively western too, in its air than either Regina or Edmonton. The cowboy hat is more affected. It is, in fact, the usual style of headgear for every Calgary young man, and it has an undeniably picturesque appearance on the street, besides providing an ample shade for the eyes during these warm days in sunny Alberta. One notices, too, the prevalence of equestrianism. The street any evening is full of men and women riders, and some of the latter scorn the side-saddle, only in that case the divided skirt is often used.

RECENT PROGRESS.

One who has not seen Calgary for several years is amazed at the number of handsome buildings of Calgary's own sandstone, most soft and agreeable to the eye and most hard and durable for all practical purposes. When it is added that there are now in the city no less than twelve chartered banks and seventy-three wholesale houses, the reader will readily believe both in the existence of numerous fine buildings and in the supremacy exercised by Calgary over the surrounding country. Of course, as in every other western town, most of it has been done since the new century began. Even three years ago only four banks of the present twelve had opened branches here. Then they all came with a rush. The assessment of the city shows its progress from year to year. In 1896 it stood at \$1,994,300, and slowly crept up to \$2,383,325 in 1901, an almost insignificant increase. Then with a succession of leaps, each bigger than the one preceding, it has sprung to \$7,817,456 for the present year. During the last two years alone new buildings were erected to the value of \$2,250,000, and building is continuing more rapidly than ever during the present year.

THE BIRTH OF CALGARY.

Those who have followed the history of the west hardly need to be told that this handsome, thriving city on the edge of the Rocky Mountains began life

with the completion of the Canadian Pacific Railway to this point in 1883. It was in the summer of that year that the prairie section of the railway reached its objective point, viz., the east bank of the Elbow River. There ended the contract of Langdon and Sheppard. From the Elbow River west the construction of the mountain section of the road was undertaken by the North American Construction Company. At the end of the prairie section there was no town, but what was called Fort Calgary, consisting of a Hudson's Bay Company post, a stockade of the Northwest Mounted Police, and a trading post of I. G. Baker and Company. Some two or three log shacks alone represented the hopes and wishes of those who believed a city would stand one day on the banks of the Bow River. Many others followed within a few weeks, but there was little building done; lumber was \$50 per thousand, and most people preferred to live in tents.

In December of the same year the C.P.R. put on the market section fifteen, the present site of the city, and allowed a fifty per cent. rebate to all purchasers who put up a building by the following spring. This had a decidedly stimulating effect, and the town took root during 1884. It remained a mere frontier town for many years.

DAYS OF THE FREIGHTER.

Until 1891 it had no railway communication north or south, and the country south to the international boundary and north to Edmonton, and all that lay beyond, was served by overland freighters, who teamed goods from the C.P.R. depot hundreds of miles into the interior. Such business and the development on a large scale of the ranching industry, the latter chiefly by English capital, were sufficient to develop a prosperous little town, but there were few who saw any large possibilities for Calgary in those days. Agriculture in the neighborhood was hardly thought of, and the idea was resented in any case by the ranchers, just as we have seen them in later days endeavoring to discourage settlement in the Saskatoon and other districts. The construction of the railway from Calgary to Strathcona on the north and to Macleod on the south killed the extensive freighting business that had grown up, and seemed for a time to darken the prospects of the city. Development was, indeed, very slow, but Calgary was gradually getting on a permanent basis. The freighting and frontier business could never have been regarded as more than temporary. It was as a railway distributing point that Calgary was to win its way to wealth, and with the construction of the Crow's Nest branch of the C.P.R. in 1897 a new era began for the western city. It found itself immediately the central point of a large territory which was naturally tributary, extending to the north as far as Edmonton for many purposes until Edmonton lately secured direct communication with Winnipeg; now the northern limit is perhaps half way to Edmonton, and to the south there is practically no rivalry with Calgary as an industrial, wholesale and financial centre.

NO DOUBT OF THE FUTURE.

The whole region has grown so rapidly in population during the last five or six years that the demand on Calgary has been a heavy one, and had her people been lacking in enterprise or progressiveness the trade centre of southern Alberta might well have been placed elsewhere. There seems no doubt now of the future. Doubtless there is room and need for a second great city on the plains, one to stand at the western gateway, as Winnipeg stands at the eastern, to receive and distribute produce for the home population, to engage in light manufactures, and generally to set the pace in matters financial, commercial, educational and social; one must not add political, because two hundred miles north is the political capital. In all these other respects there seems room for the development of Calgary to a degree limited only by the development of the country.

THE ELEMENTS OF A CITY.

It is tedious work enumerating the industrial establishments and public and other institutions of a city with a view to proving its prosperity and progressiveness. It is sufficient to say that Calgary appears to have all the elements of a city pleasant to live in and pleasant to look on. I may perhaps add that there are eleven churches, two theatres, twenty-one hotels—three or four of them remarkably good ones—thirty-six doctors, fourteen law firms, forty-nine real estate agents, etc. There are nine schools, in which the sum of about \$218,000 is invested, which give tuition to about 1,500 pupils and employment to thirty-seven teachers, while a normal school has recently been added to the educational institutions of the city. Several of the schools are built of the sandstone of the neighborhood. Calgary would not be a western city were it not lit by electric light, and hardly of the twentieth century were it not experimenting along the lines of municipal ownership. The civic plant lately put in at a cost of \$60,000 supplies 6,000 incandescent lights, and an additional \$20,000 of expenditure now permits light and power to be supplied continuously. The light costs the consumer fourteen to sixteen cents per "watt," according to the amount used, with fifteen per cent. off on payment within a certain date. For power the rate is considerably lower.

THE MEAT BUSINESS.

The meat business of Calgary and, in fact, almost all over Alberta and British Columbia is on a unique basis. Almost everyone in the east has heard of Pat Burns of Calgary. He it is who organized and built up a mammoth business in live stock and meats. The company has extensive ranching interests in the first place, and from these and other sources obtains the supply for its huge abattoirs east of the city, where there are good shipping facilities and commodious stock yards. The abattoirs have a capacity of 200 cattle, 1,000 sheep, and 600 hogs per day, while the cold storage plant has a capacity of 5,000 carcasses of beef, 10,000 of sheep, and 6,000 of hogs. Here you may see the meat frozen, wrapped in cotton, then in burlap, and shipped thus to various points. All manner of fowls, in which the firm deals extensively, is put into the cold storage. Often a shipment is made to the Yukon, Vancouver, or some other large point that requires a whole train to transport it, while a shipment of beef on the hoof by the company is a very common occurrence. The retailing of this meat is naturally a tremendous source of profit of itself, and this business has been largely taken over by P. Burns and Company, which has established butcher shops, or, as they are more appropriately called, "meat markets," in no less than sixty cities and towns of Alberta, British Columbia and the Yukon. There are thirteen such markets in Calgary. In abattoirs and stores in Calgary the company employs no fewer than 130 hands. Mr. Burns has built himself a palatial mansion in Calgary and rumor credits him with being a treble millionaire.

COST OF LIVING.

As to cost of living here are a few prices of essentials that do not vary greatly:—Coal—Galt, soft, from Lethbridge, per ton, \$5.75; Crow's Nest, soft, \$6; "Taber," soft, \$5.75; Bankhead, hard, \$6 to \$7. Sugar is 5½ cents per pound; flour \$2.50 to \$3 per cwt. Eggs, butter and poultry vary so greatly with the seasons, and meats with their qualities, that useful figures can hardly be quoted. As to house rent, a five-room modern house rents at from \$16 to \$20 per month, and costs from \$1,400 to \$1,500 to build. A seven-room modern house rents for about \$30, and costs from \$2,400 to \$2,600 to build. It may be added there are no houses to rent here at present.

Ranching and Winter Wheat.

Calgary's Double Road Toward Prosperity.

Calgary, July 9.—Ranching and winter wheat are the avenue through which all the region around Calgary seems likely to achieve wealth and prosperity, has already achieved it, in fact, to a large extent. The ranching business hereabouts dates back to the time when the Northwest Mounted Police arrived, in 1873, under the leadership of the late Judge Macleod, then an officer of the police, to reclaim the land from the Indian and the buffalo. Fort Macleod was named after the intrepid police leader. I. G. Baker and Company, a Montana firm, mentioned previously as one of the pioneers at Calgary, drove in a small herd of cattle to provide beef for the police. The first small bunch of breeding stock, however, did not get here until the summer of 1876, when John B. Smith, still a resident of Macleod, drove over twenty-five head from Sun River, Montana, and sold them to a Mounted Policeman named Whitney, who, having no ranch, turned them loose on the world and let them take their chance with buffalo, wolves, Indians and prairie fires. They all turned up on the first spring round-up. Newcomers from now on began to come in. In 1878 the Indian Department brought in 800 head. In 1881 the Walrond ranch was started. Then in quick succession followed the Cochrane Ranch Company, the Oxley Ranch Company, the Circle Ranch Company, and so many others that they could not be enumerated. The available grazing land in the whole west, however, remains vastly out of proportion to the stock raised upon it. The grazing land is estimated at about 195,000,000 acres, and the stock raised all through the west is not more than 300,000 sheep and 800,000 cattle and horses; that is to say, there is an average of 195 acres for each animal. Obviously there is plenty of room for development in the ranching business, though it is probable that settlers will press hard upon the ranchers' heels in this district during the next few years, and may compel them to retreat to quarters more remote from the railway. The profits of a well-managed ranch are large, granted a period of average weather. With systematic supervision, the losses on the ranges have been reduced to a minimum, and the more rational and humane methods introduced of late years have all tended to put the business on a sounder footing.

WINTER WHEAT.

As to winter wheat, its importance to Alberta is doubtless fully appreciated in the east. Hard winter wheat requires a soil rich in nitrogen, a dry climate and a short season, maturing the grain quickly, conditions which obtain more fully here than probably in any other part of Canada or the United States. The variety of winter wheat most extensively produced in Alberta is "Alberta Red," an improved variety of Kansas Turkey Red. It has been experimented upon only for the last three or four years, but the results have been simply marvelous. Three years ago only 50,000 bushels of winter wheat were raised in Alberta; in 1905 the amount had grown to 689,019 bushels. Innumerable are the records of thirty to forty, and forty to fifty bushels per acre. American settlers have been coming to the country in steadily increasing numbers, and the winter wheat area of the present year will probably be fifty per cent. larger than that of last year. There was a rumor that the winter wheat sown last year had

been killed off, but later reports show the damage to have been slight and to have been due, as has been already suggested, to the fact that it was sown too late. The Calgary Milling Company has placed on the market a fine quality of flour manufactured especially from Alberta Red winter wheat, and the fact is largely advertised that a famous Toronto biscuit firm on receiving a sample of it immediately wired for ten barrels. It is doubtless, too, in the confident assurance that Alberta winter wheat will become a normal product here that the Alberta Biscuit Company has already begun work on the foundations for a large factory in Calgary.

THE C.P.R. IRRIGATED LANDS.

Any sketch of the conditions affecting Calgary would be incomplete that ignored the vast irrigation project undertaken in this neighborhood by the C.P.R. The land to be irrigated lies on either side of the railway, from Medicine Hat west to Calgary, about three million acres in all, more than half of which is reported irrigable. The land was by no means worthless, but its value will be greatly increased by irrigation. The Canadian Pacific Railway has constructed during the last few years a system of main and secondary canals on a scale greater than anything of the kind ever before attempted and which will entail before completion an expenditure of four or five million dollars. The water is obtained from the Bow River and is delivered by the railway irrigation system to every quarter section of land at a cost to the farmer of 50 cents per acre per annum, which is said to be the lowest maintenance charge ever made by an irrigation company. It is hardly necessary to suggest how important to Calgary is so great an enterprise close at her doors. Irrigation restores and fertilizes the soil it affects and will allow spring wheat to be raised year after year without injury, and that at greatly increased yields. It is believed, too, that alfalfa and sugar beets can be grown on these irrigated lands, rendering them more profitable even than wheat lands.

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SETTLEMENT IN AND AROUND CALGARY.

The homesteads in the vicinity of Calgary were naturally taken long since, but the immigration officer at this point gave me figures showing there is no diminution in the number of newcomers. Many workingmen come from Great Britain to settle in Calgary, and there is always a sprinkling of foreigners coming in. There is a considerable proportion of Americans among the business men of Calgary, too, and owing to the Englishman's predilection for ranching and the prevalence of ranching in the neighborhood there is much more than the average number of well-to-do English in the population. The local immigration agent has little difficulty in finding a foothold for the strangers who come to him. He succeeds in getting them a start, after which as a rule they want no more. Occasionally the department is called in to aid a second time; after that it is the exception to hear from an industrious immigrant. The agent places men on farms as distant as Macleod to the south and Red Deer to the north, and is usually in receipt of as many applications for men as for work.

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Wheat Fields at Lethbridge.

Two Thousand Acres of "Dry Land" Wheat.

Lethbridge, Alta., July 30.—As far as the eye could see there was nothing but growing wheat, a vast two-thousand-acre field of it, standing between four and five feet high, heading out beautifully and beginning to yellow. After a scorching day we were driving in the delicious cool of the prairie evening in the vicinity of Lethbridge, and not far from the famous irrigation ditch that had made fruitful so large a territory in this portion of the west.

It is odd to see again how completely the interest of the soil dominates men's minds as one gets back on the plains. All down the eastern slope of the Rockies the coal deposits are being worked and flourishing little towns have sprung up, though there are no other collieries as extensive as those of the Crow's Nest Pass Coal Company. Frank, Blairmore and Coleman are different centres of the industry, and at each there is an output of a few hundred tons daily. The coal approaches the lignite formation as the outer edge of the deposit is reached, but it still remains valuable for many purposes.

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LAND INTERESTS AT LETHBRIDGE.

The coal mining industry is an important one here also, and the Galt mines have long since made Canadians familiar with the name of the capital of southern Alberta. It is the land interest, however, that has become paramount, and it is in this direction that great developments are looked for, and are in fact even now under way.

The land here is still debatable country for the most part, as between the rancher and the cultivator. The rancher has been in possession for a score of years or over; now the settler is pressing in upon him and the rancher is moving out. There is a radical difference between the views they express of the soil. The rancher honestly believes that for the most part the land in all this lower part of "Sunny Alberta" is unfruitful and useless save for ranching. It will produce at the most four or five years of crops, he says, then the virtue of the soil will be exhausted. Much of the land, too, he claims, is adversely affected by the chinook winds, which blow away the light, fertile soil once it has been disturbed by the plow. The sod will never be restored, never in our time at least, and without it the rich bunch grass that fattens the cattle will never return. This it is that particularly grieves the ranchman, for he sees land that he believes to be useless for the farmer being broken up for settlement and ruined for his own purposes. He admits that rain has fallen more plentifully of late years, but is inclined to predict the return of a cycle of dry seasons that will put the farmer out of business. In fact, the situation here is very like that created by the settlement of the district south of Saskatoon. The logic of the case seems to be with the rancher, but Providence seems to be with the farmer, and settlement is still too new to allow the rancher's arguments to be wholly confuted by experience.

In the meantime, as we have seen, here are two thousand acres of wheat on one farm at Lethbridge. The land on which the grain grows is too high for irrigation and the cultivation of such territory has become locally known

as "dry farming." The "dry farmer" in this particular instance is Mr. John Silver, formerly of Utah. He came here three years ago and bought for \$8 an acre 6,000 acres, of which a third is in fall wheat this year. Mr. Silver, it may be added, lives at Raymond.

My companion, as we viewed the wheat, was Mr. A. E. Humphreys, the immigration agent at Lethbridge, who was so impressed by its fine appearance that he pulled a stalk of it, and on his return measured and counted it. To anticipate, I may say that he found it five feet three inches in height, the ear nine inches in length, with 96 kernels within it. Some land agents from Minnesota who were at the hotel begged the sample as a demonstration to their countrymen of what the Canadian west can do. The wheat should go 30 bushels to the acre at least, and what that would mean for the whole 2,000 acres the reader can easily figure out for himself. Another settler near Mr. Silver is an American, who bought 2,000 acres two years ago and has 600 acres in wheat this year. The settlers, it will be seen are too new to prove the permanence of fertility in the soil, but the two named are by no means alone in demonstrating its present fruitfulness. It must be added that some other settlers have not fared so well, and the yield has been low in some parts of the district though this again is often attributable to inefficient farming.

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IRRIGATION FARMS.

It need hardly be said that farming by irrigation is a very different matter. Here the settler narrows the laws of chance down to the minimum, and certainly some most wonderful results have been attained by the artificial use of water. On one small farm the spring wheat crop last year averaged 63 bushels to the acre, but it would be unfair to suggest this as an average. Three or four miles out from Lethbridge is the irrigated farm of D. J. Whitney, which is a veritable place of delight. He has been there only four years, but for two years past the farm has been pointed to as a proof of what industry, intelligence and water can do to promote cultivation. Mr. Whitney had just cut the larger portion of a 45-acre field of magnificent alfalfa when I saw his farm; the rest of the field he was leaving for seed. He expects a second and heavier crop in September. Had he desired he could have taken off three lighter alfalfa crops, as will be done by his neighbor, Mr. W. H. Fairfield. It was late in the season for strawberries, but we easily gathered from Mr. Whitney's beds a double handful of the luscious fruit, some specimens measuring full two inches across, and the flavor of all being delicious. Raspberries, gooseberries, and currants were among Mr. Whitney's products. He did not show me any apples, but there is an excellent apple orchard in the city of Lethbridge itself, Rev. Father Vantighen of the Roman Catholic Church having grown the fruit for many years. In the town of Magrath, too, several settlers have been successful in producing apples, the Duchess and the Wealthy being those that have achieved the best results.

All through Mr. Whitney's farm wandered the waters of the big irrigation ditch that brought such increased fertility to his soil. There were many acres in wheat and barley, but grain occupied in the mind of the irrigation farmer an entirely secondary position, alfalfa and fruit being more profitable crops; nevertheless, Mr. Whitney anticipated a yield of thirty bushels to the acre in spring wheat and sixty bushels in barley.

The farm of Mr. W. H. Fairfield right alongside is equally successful. This ground was originally cultivated as a model farm by Mr. Fairfield on behalf of the Irrigation Company, but as irrigation settlers came in this seemed to be no longer necessary, and lately the occupant took the farm over. It is on this farm that the second crop of alfalfa is growing, and from which a third crop

will be taken before winter comes. Here also are fruits in abundance, strawberries having been particularly successful. Mr. Fairfield, it may be added has been selected as manager of a model farm, which the Department of the Interior has arranged to establish on the outskirts of Lethbridge.

One might continue to quote examples of what can be done on the irrigated land, but it is hardly necessary, so numerous are the proofs of its increased value.

OVER THE CANAL SYSTEM.

I was fortunate in being able to take a trip over the canal system with Mr. P. C. Naismith, who is General Manager of the three great enterprises—railways, mines, and canals—of the Alberta Railway & Irrigation Company; all of them the outgrowth of the original foresight and planning of the late Sir A. T. Galt and his son, Mr. E. T. Galt. We traveled from Lethbridge to Cardston in an exquisitely finished private car built for the company by the C.P.R., and drove from Cardston to the headgates of the canal on the St. Mary's River. This brought us close to the Montana boundary line, on the other side of which we could see the vast outlines of the Chief Mountain, with its curious chopped off appearance. The canal is at the present time being widened from eighteen to thirty-five feet, and three great steam cranes are at work on the different sections. Two of these we drove to inspect, taking pot-luck dinner from the Chinese cook in the houseboat provided for the workmen of the sixty horsepower crane in the Cardston division.

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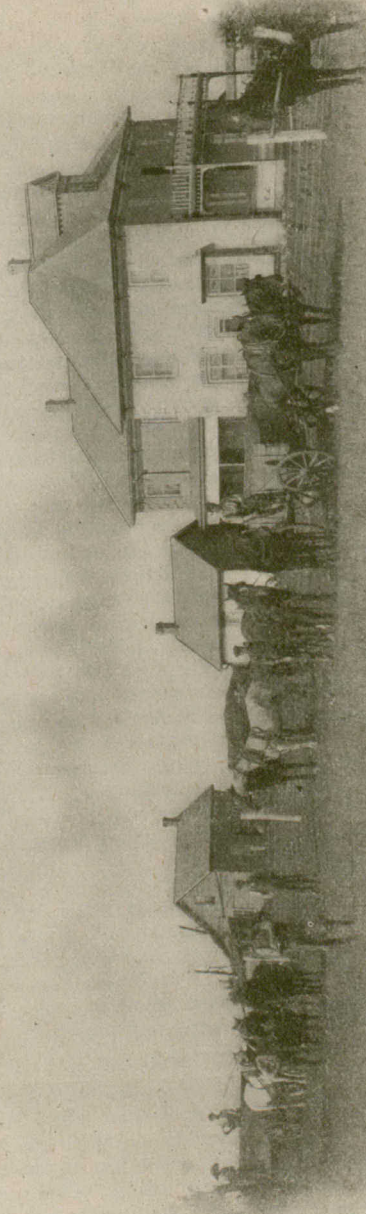
The canal, in its widened form, makes a very respectable river, and should be able to supply water to thousands of settlers. The point of intake is 900 feet higher than Lethbridge, and the slope is northward and westward from the headgates near Cardston. With its chief laterals it is 200 miles long and is being continually extended.

CULTURE OF SUGAR BEETS.

Through the irrigated country one sees a considerable cultivation of beet-root, the development of the enterprise of Mr. Jesse Knight. The same gentleman was founder-in-chief of the beet sugar factory at Raymond, which last year produced 4,600,000 pounds of sugar as against 800,000 pounds in 1903, the first year of operation. The enterprise seems to be a successful one on the whole, but has to encounter powerful opposition from the Vancouver sugar refinery, which can afford to cut its prices in Alberta to meet those of the Raymond concern. Hence the Raymond sugarmakers urge that the unrefined sugar that the Vancouver concern gets from Fiji and finishes should carry a larger duty and be made a less powerful competitor with the home-grown product. But this argument does not take into account the case of the consumer. Beet culture labors somewhat under the disadvantage of scarcity of labor, and the Indians from the neighboring Blood reserve are being pressed into service. The supply from this source, however, is fitful and irregular, and the difficulty will tend to prevent any large development of the industry. Meantime the crop is a profitable one, and the many small beet farms of the Mormons bring them handsome returns.

THE CITY OF LETHBRIDGE.

Lethbridge itself deserves some attention. It is one of the most attractive little cities of the west. Three years ago it began to grow, after comparative stagnation for twenty years. Its present population is about 4,000, half of which has come in since 1902. With coal at its doors electricity is cheap, and there is a perfect illumination every night which greets the traveler cheerfully as he steps from the westbound or eastbound train at 1.30 o'clock in the morning,



Old and New Homesteads near Roland, Manitoba

for it is the lot of Lethbridge to be a middle-of-the-night station. The town park faces the railway and the leading streets surround it. The offices of the Irrigation Company are among the most imposing business buildings in the city. The C.P.R. and Alberta Railways have just erected a handsome little union station, which will remove a present eyesore from the town. The Galt Hospital, the new Bank of Montreal, the Union Bank, the two fine public schools and the various churches are among other noteworthy buildings. The Chinook Club—a name delightfully original and characteristic—is located in a building newly opened, and is one of the prettiest club houses between Winnipeg and Vancouver, and this means much, for western club life has greatly developed during the last few years, and at Regina, Calgary, Edmonton and Medicine Hat on the plains and Rossland and Nelson in the mountains the club forms an agreeable centre for social intercourse, especially among the bachelors, who abound in these places. One finds in them all the best Canadian and British publications, and sooner or later all the leading spirits of the community.

As to the situation of Lethbridge, it is picturesque to the last degree. The Belly River, winding its way with many a graceful curve from the mountains to the broad Saskatchewan, becomes here a limpid stream of remarkable beauty. Its high banks rise two or three hundred feet above the water and are indented with a succession of romantic, grassy ravines, locally known as coulees. The bed of the river is a broad valley, through which for centuries the river has wandered at will, ever cutting new channels and forming new islands, and changing with the seasons, now a broad, deep flood that carries the snows of the mountains down to the sea, and again a comparatively narrow, shallow stream that may be waded by a horse. The banks are fairly wooded too, and the trees give relief to the eye as well as a welcome shelter from the rays of the sun. There are many charming residences in Lethbridge, but none are more happily situated than those that overlook the delightful river scene.

The Galt mines, which were the original reason for the existence of Lethbridge, lie a mile or two from the city. The deposits are presumably a portion of those that outcrop on the banks of all the rivers of Alberta, and which are already being worked at numerous points, and are furnishing cheap fuel for a great and growing population. The Lethbridge mines are the most extensive in the west, apart from those of British Columbia. . . . The company, when the mines are in full operation, employ between 600 and 700 men, and there is an output of about 1,200 tons daily for sale. . . . It may be added that the mines are almost wholly free from gas and have the happiest of records in relation to accidents, two fatalities only having occurred during the last ten years.

INDUSTRIES OF THE CITY.

I must pass over the other industries of the city. They consist of an iron works, a brewery, a brickyard, a planing mill, a cigar factory, a grain elevator and flour mill, a cement block factory and stockyards. There are half a dozen hotels, but there is still room for a high-class hostelry which would be really worthy of so pleasant a city. There are three banks, six lawyers, four doctors, and one undertaker, and there are two newspapers.

THE FUTURE OF LETHBRIDGE.

As to the future of Lethbridge, there are some among its citizens who paint it in the most glowing terms, and declare that with its coal, its canal, its railway facilities east and west, its surrounding soil north and south, it is destined to a development beyond even Calgary, which has at present so far outstripped it, and will become the second city of the plains. Others are more modest in their hopes, but there are none who do not confidently look forward to the growth of Lethbridge into a populous and wealthy city, irrespective of the success of its sister communities, and to the prosperous development of the whole district of which it is the industrial and railway centre.

Medicine Hat's Money-Maker.

Taxes Kept Low by Burning Gas all Day Long.

Medicine Hat, Alta., July 30.—Medicine Hat is one of the very few places in the world that keep their lamps alight day and night, month after month and year after year. This is the way Mayor Forster explained it to me:—"We have fifty-six lamps in the streets of Medicine Hat, and they cost us four cents each per day, burning them all the time. If we undertook to save half that amount by hiring a man to turn them out and relight them we should certainly lose on the transaction. We should save \$7.84 a week and we could not get a man to work for that in this country." And so the lights burn merrily away. It looks somewhat extravagant, and perhaps the remote descendants of the present citizens of Medicine Hat will heap bitter reproaches on the memories of the ancestors who kept their taxes down to fourteen mills on the dollar by burning gas in the daytime. But Mr. Eugene Foss, the eminent American engineer, declared only the other day after a careful investigation of the gas and soils and general situation that there is no reason why the natural gas of Medicine Hat should not last a century, or, for that matter, for several centuries; and who troubles himself to-day about the possible reproaches of posterity in the year 2000 or 2100? Besides, they may have lost all use for gas by that time.

CHEAP LIGHT AND FUEL.

It is not only by lowered taxation that the Medicine Hatters—if they may be so called—reap a present benefit. They have the advantage also of marvelously low rates for light and fuel. A house of ten rooms—that of an alderman—is heated and lighted the year round for \$96; another of eight rooms cost last year \$61.15. The average six-roomed house can be lighted and heated the year round for \$3.50 per month. Coal is at a discount. It does not pay for the mining around Medicine Hat, although there is plenty of it here. It is the same with the factories. The woolen mill, with sixty-five horsepower, pays only eighty-five cents a day for power and heat. The Assiniboia Hotel, a building of eighty-five rooms, paid last month but \$49.30 for 200 lights, furnace and cooking range. The local planing mill, with twenty-two horsepower gets its motive power for twelve cents a day. The actual cost is five cents for each thousand cubic feet, and 26,000 cubic feet, costing \$1.30, produce results about equal to those obtained from one ton of Pennsylvania coal. It is no wonder that Medicine Hat feels that it has something exceptional to offer manufacturers in the way of advantages. The sole point of doubt lies in the question of permanence, concerning which no more can be done than to quote opinions such as that of Mr. Foss, and to point to the 600 pounds pressure obtained at a thousand feet in depth.

THE MAYOR AT HOME.

The Mayor, when I found him, was putting the finishing touches on the edition for the week of *The Medicine Hat News*, of which he is the editor and proprietor. He has particularly bright and attractive offices, and at the moment was engaged in correcting a galley of machine-set slugs from a proof which

he had read himself. The successful editor in a western town must be a practical man, and no mere theorist. Mr. Forster put on his coat five minutes later and became the Mayor of Medicine Hat, in which capacity he stepped across the road with me from his printing office and showed me the fine new \$40,000 City Hall, which is on the verge of completion, and where in a few weeks he will preside over the deliberations of the fathers of the city. "City," by the way is an exact term in this connection, for Medicine Hat has been elevated to civic rank during the last few months, a promotion which relieves it from the disability under which it had labored for a year or two preceding, when it was dependent on the old territorial Government for permission to take every step in development, a process which necessarily hampered its progress. The new City Hall is only one of many improvements the municipality is undertaking. The sum of \$140,000 is to be expended during the present year in extending the sewerage service and in laying cement sidewalks. A new railway station has recently been finished, at a cost of \$20,000, and the Dominion Government is erecting here a \$40,000 postoffice. The population of the place is about 4,000, with an assessed value slightly over two million dollars. The tax rate is at the low level of fourteen mills for all purposes, which is lower, I think, than any other town in the west. A pleasant feature of the town is its park system and municipal nursery, the latter for the encouragement of local tree planting. The trees are obtained as seedlings from the forestry farm at Indian Head, kept for a couple of years in the civic park nursery and then transplanted into the grounds of such residents as desire them, a condition being that they are within a certain distance of the street. The consequence of this wise municipal foresight is that Medicine Hat is already vastly improved in appearance, and numerous streets are well provided with shade trees. Mayor Forster himself, on the principle that example is better than precept, has planted trees plentifully about his house, and many leading citizens have done the same.

THE NATURAL GAS WELLS.

It need hardly be said that the natural gas found in the soil underlying Medicine Hat is accountable for the low taxation that obtains, and largely for the progress made during the last couple of years, the period in which the gas has been fully developed. There are seven wells in all sunk by the city. All were originally sunk to a depth of 700 feet, but this depth did not give gas in quantities to be utilized. Then two of the wells were sunk to a depth of 1,000 feet and an abundant supply obtained. The larger of the two 1,000 feet wells has a capacity of two million cubic feet of gas per day. There is very little to be seen above ground at the gas wells—little beyond the ten-inch pipe that brings the gas to the surface, and the slight mechanism required to regulate the pressure. One man does all the work. It is interesting to look at the strata through which the piped gas finds its way. They are as follows:—Twenty-three feet gumbo, seventeen feet very dry sand, two feet boulders, 150 feet clay, two feet blue shale rock, one foot water vein, three feet shale rock, thirty-nine feet sandy clay, 240 feet sandy clay, 489 feet sandy clay, with streaks of shale rock every ten feet. In this last deposit the gas is found.

LETHBRIDGE WILL BORE, TOO.

Naturally other cities in the neighborhood envy Medicine Hat its wonderful gas supply, and in the case of Lethbridge the feeling has taken the practical form of a deputation to this city to investigate and report. The result was the passage of a resolution to bore to a depth of two thousand feet in Lethbridge in search of gas. Medicine Hatters, however, are skeptical of the gas being found anywhere else than in their own city in sufficient force to make it valuable.

Oil, they conceded, may be encountered on the edge of the gas deposits, and probably under the gas, and to ascertain the facts so far as possible, it is proposed to bore below the oil deposits, going down to a depth of 3,000 feet if necessary. The C.P.R. is already making a similar investigation, and has just brought in nine cars of drilling machinery and drive pipes varying in diameter from fourteen inches down, sufficient to reach a depth of 3,500 feet. Mr. Eugene Coste is in charge of the work.

A RANCHING CENTRE.

But while natural gas is the one unique feature of Medicine Hat that commands attention and that peculiarly interests every visitor, the city has other claims on us. It is the centre of an extensive ranching district, which is yielding but slowly to the invasion of the settler. Medicine Hat is the largest shipper of ranch products in the west, the industry being, however, a development of recent years. In 1896 it was practically non-existent, the cattle exported during that year numbering but 902 head. The cattle exports had increased by 1900 to 6,647 head, and last year reached the figure of 13,020. The horse trade has developed on similar lines, though not quite so extensively. Beginning with forty-three head so late as 1898, it reached 2,720 for last year, and had already climbed to 2,851 for the current year when I obtained the figures from Mr. M. Bray, the stock inspector here. Sheep have always been largely raised around Medicine Hat since the country was opened up, and the yearly average reported is from 6,000 to 7,000 head.

THE FARMER COMING IN.

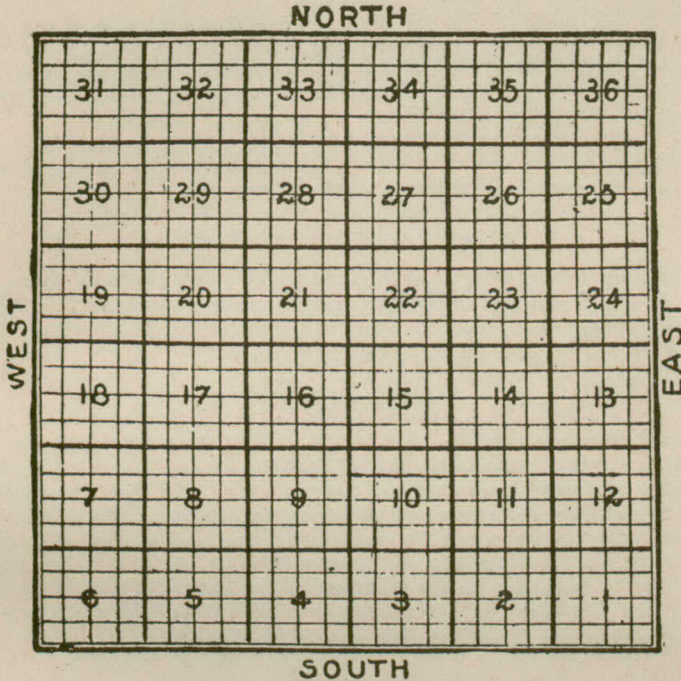
Settlers are nevertheless slowly coming into a district which is peculiarly adapted to ranching. The possibility of getting homesteads comparatively near a railway and the wonders that are frequently reported in dry farming elsewhere prove a strong temptation to the settler. There was an acreage of ten thousand in the Medicine Hat district last year, with a very satisfactory yield. The acreage has increased somewhat, though not largely, this year, and the crop promises to be at least a fair average. Farmers and townsmen, too, were praying for rain a few days ago, but the rain came in time to save the situation. This district is practically the eastern limit of the famous Alberta red fall wheat, though it is found occasionally as far east as Maple Creek, or even at Swift Current. The climate and soil hereabouts, however, are specially adapted to the needs of winter wheat, and its cultivation is bound to increase. Grain cutting will probably begin here during the first week in August. The year has not been a favorable one for winter wheat. The mildness of the winter caused a premature germination at many points, with the result that some of the grain was winter killed. The early spring was again too dry and the early summer too wet for ideal cultivation. Alberta as a whole raised about two million bushels last year, a quite inconsiderable portion of the western total, and that amount will not probably be greatly increased during the present year. Naturally with irrigation so much in the air in western Canada and with results so favorable in southwestern Alberta, it was inevitable that a project should sooner or later be set afoot for supplying this region with a canal system, and it is not surprising to learn that a scheme for the irrigation of a million and a half of acres lying north of the railway line and chiefly to the east of Medicine Hat—at least so rumor locates the enterprise—has secured the backing of English capital. It is a curious fact, however, that ever since the beginning of construction work on the big irrigation canal in the Lethbridge-Cardston district the rain has fallen in increasing quantity so that dry land farming in careful hands has become profitable. Here also there has been of late years an in-

creasing rainfall, and irrigation may be in a few years unnecessary to secure good results. Whether the wide spread of the area of cultivation is responsible for the change it is hard to say, but this is the more usually accepted opinion. There are not lacking, however, those who declare that the climatic conditions run in cycles and that the dry periods will return—and then woe betide the settler. On these subjects it would be possible perhaps to speak with more definiteness if the meteorological service of the west were more fully developed. I remember a conversation while in Lethbridge with Mr. C. A. Magrath, land superintendent of the Alberta Irrigation Company, and a careful student of all the problems of the west, in which that gentleman urged that this was one of the crying needs of the country, and one which could be satisfied with a very small expenditure of money. The chief station in the west is here at Medicine Hat, but its equipment is not elaborate or adequate to the requirements, while the sub-stations are not serious features of the meteorological service. Every detail of the weather—winds, rain, snow, frost, sunshine—from year to year and from season to season would seem to be worthy of the most careful study and report in a country where the welfare of the community is so vitally affected by the climatic conditions, and if the climate is really undergoing a change for the better at the present time the reason for a definite and authoritative statement on the point becomes the greater.

I must not close without a word regarding the homes of Medicine Hat. The place has been called "a city of homes," and with unusually good reason. One rarely sees in a city of its size so many handsome houses and well-kept lawns. Apart from the merchants and professional men of the place, the occupants are usually the wealthy ranchers of the country around.

Western Canada Land Regulations.

THE FOLLOWING IS A PLAN OF A TOWNSHIP.



Each square contains 640 acres; each quarter section contains 160 acres.

A section contains 640 acres and forms one mile square.

Government Lands open for homestead (that is for free settlement).—Section Nos. 2, 4, 6, 10, 12, 14, 16, 18, 20, 22, 24, 28, 30, 32, 34, 36.

Railway Lands for sale (subsidies for construction).—Section Nos. 1, 3, 5, 7, 9, 13, 15, 17, 19, 21, 23, 25, 27, 31, 33, 35.

School Sections.—Section Nos. 11 and 29 are reserved by Government for school purposes.

Hudson's Bay Company's Land for sale.—Sections Nos. 8 and 26.

Any even-numbered section of Dominion lands in Manitoba or the Northwest Territories, excepting 8 and 26, which has not been homesteaded, reserved to provide wood lots for settlers, or for other purposes, may be homesteaded upon by any person who is the sole head of a family, or any male over eighteen years of age, to the extent of one-quarter section of 160 acres, more or less.

ENTRY.

Entry must be made personally at the local land office for the district in which the land to be taken is situate. A fee of \$10 is charged for an ordinary homestead entry.

HOMESTEAD DUTIES.

Under the present law homestead duties must be performed in one of the following ways, namely:

(1) By at least six months' residence upon and cultivation of the land in each year during the term of three years.

(2) If the father (or the mother, if the father is deceased) of any person who is eligible to make a homestead entry resides upon a farm in the vicinity of the land entered for by such person as a homestead, the requirements of the law as to residence prior to obtaining patent may be satisfied by such person residing with the father or mother.

(3) If the settler has his permanent residence upon farming land owned by him in the vicinity of his homestead, the requirements of the law as to residence may be satisfied by residence upon the said land.

APPLICATION FOR PATENT

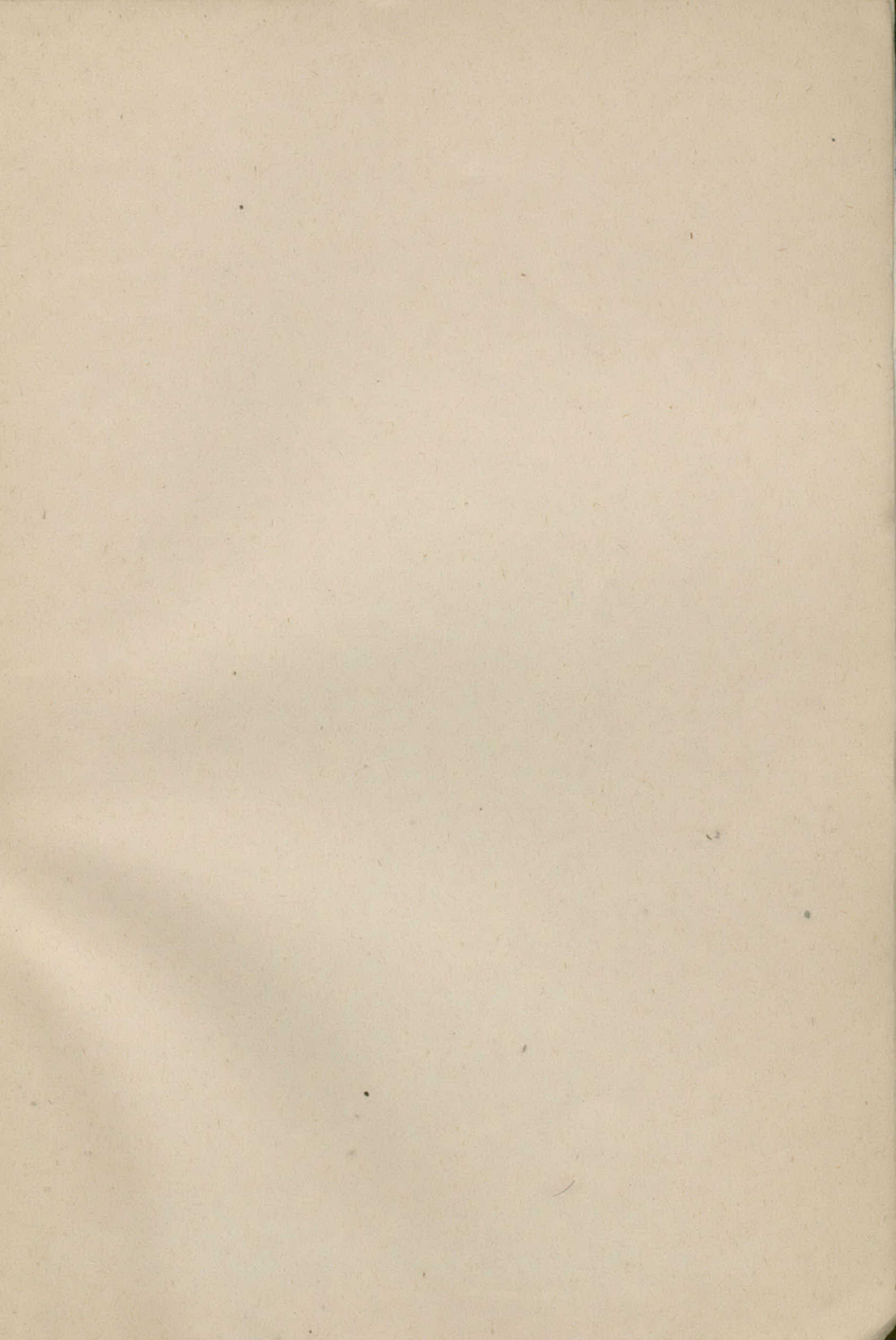
Should be made at the end of the three years, before the Local Agent, Sub-Agent, or the Homestead Inspector. Before making application for patent, the settler must give six months' notice in writing to the Commissioner of Dominion Lands at Ottawa of his intention to do so.

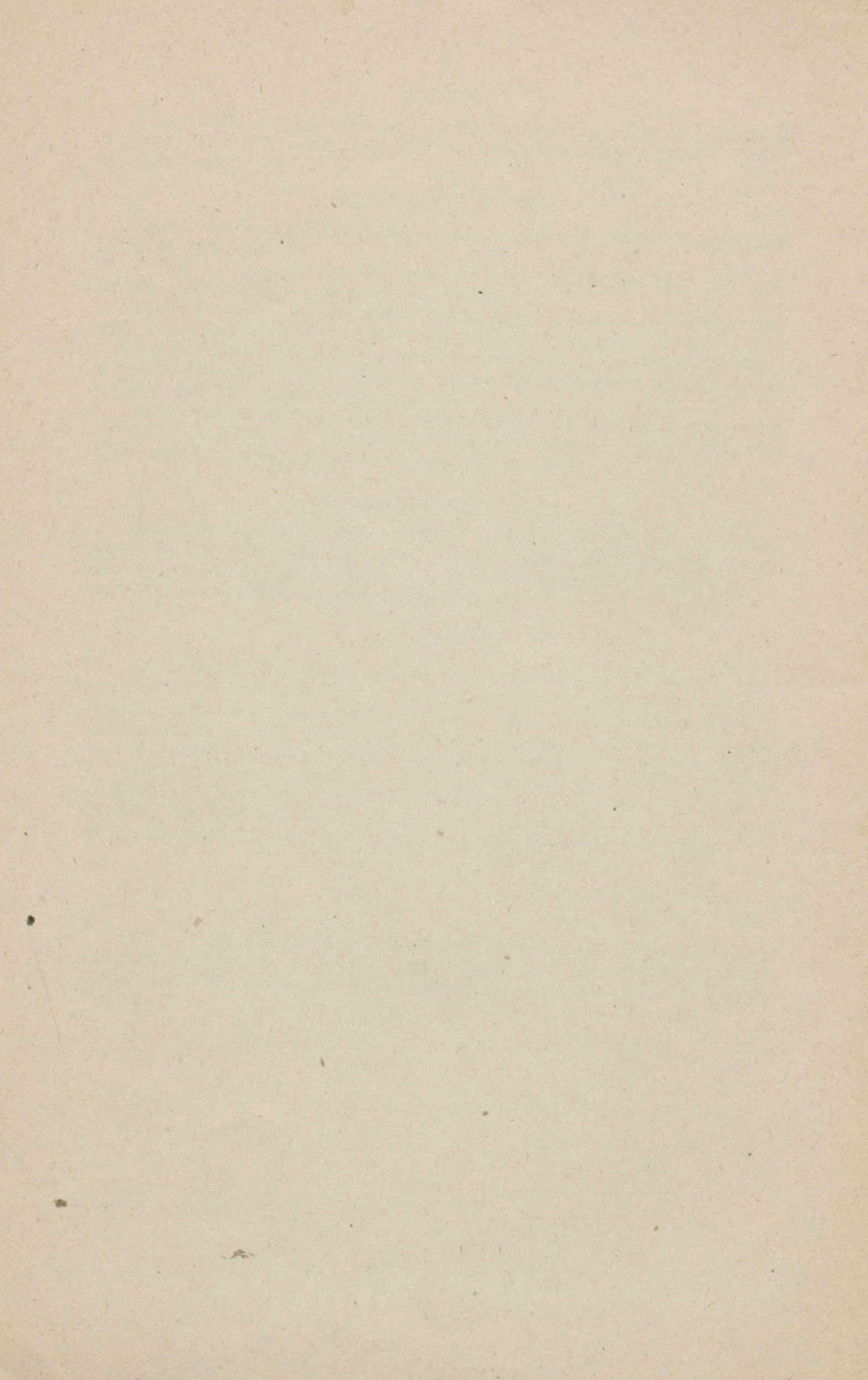
INFORMATION.

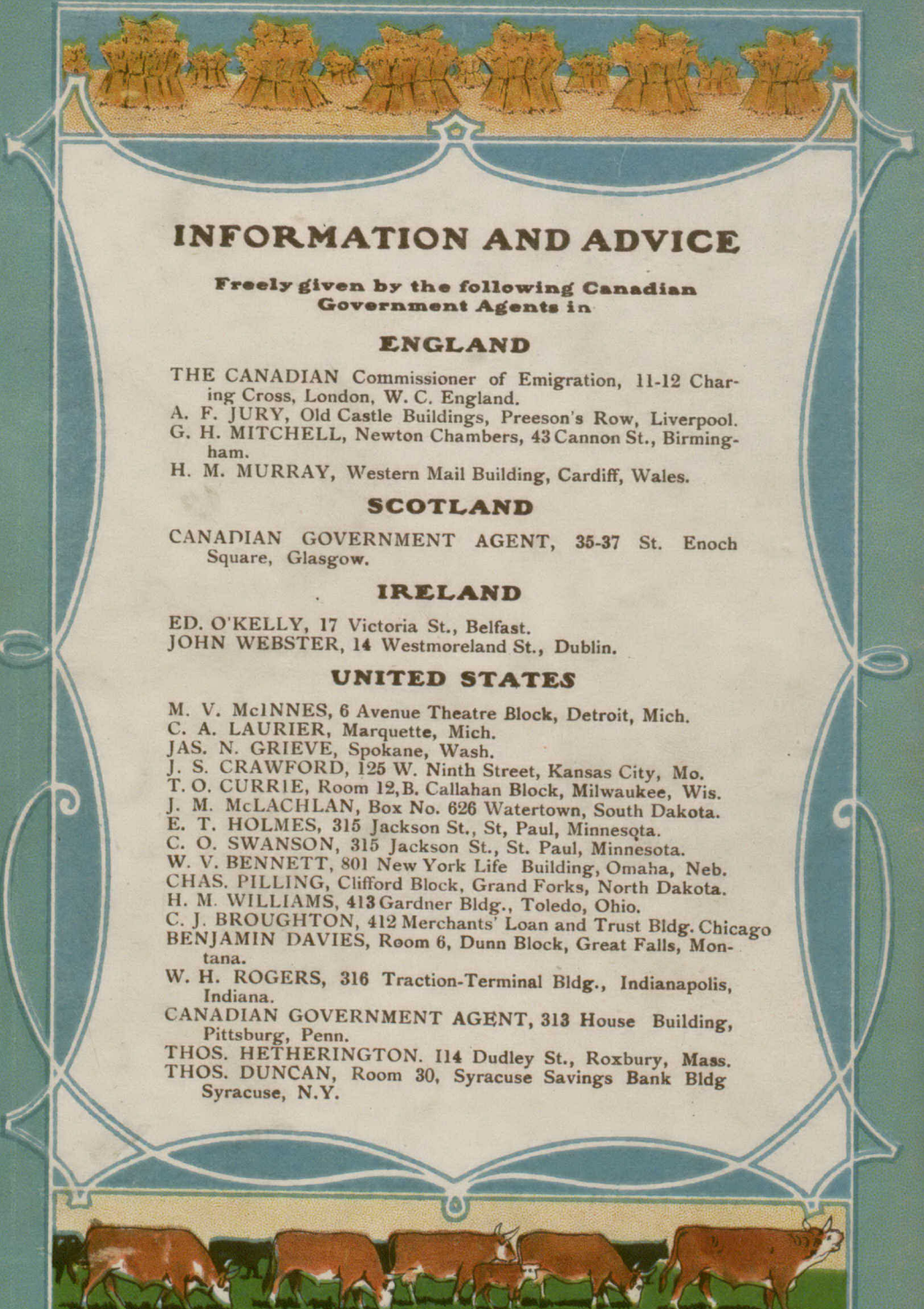
Newly arrived immigrants will receive at the immigration office in Winnipeg or at any Dominion lands office in Manitoba or the Northwest Territories, information as to the lands that are open for entry, and from the officers in charge, free of expense, advice and assistance in securing lands to suit them; and full information respecting the land, timber, coal, and mineral laws, as well as respecting Dominion lands in the railway belt in British Columbia, may be obtained upon application to the Secretary of the Department of the Interior, Ottawa; the Commissioner of Immigration, Winnipeg, Manitoba, or to any of the Dominion lands agents in Manitoba or the Northwest Territories.

W. W. CORY,
Deputy Minister of the Interior,
Ottawa, Canada.

N.B.—In addition to free grant lands, to which the regulations above stated refer, thousands of acres of most desirable lands are available for lease or purchase from railroad and other corporations and private firms in Western Canada.







INFORMATION AND ADVICE

Freely given by the following Canadian
Government Agents in

ENGLAND

THE CANADIAN Commissioner of Emigration, 11-12 Char-
ing Cross, London, W. C. England.

A. F. JURY, Old Castle Buildings, Preeson's Row, Liverpool.

G. H. MITCHELL, Newton Chambers, 43 Cannon St., Birming-
ham.

H. M. MURRAY, Western Mail Building, Cardiff, Wales.

SCOTLAND

CANADIAN GOVERNMENT AGENT, 35-37 St. Enoch
Square, Glasgow.

IRELAND

ED. O'KELLY, 17 Victoria St., Belfast.

JOHN WEBSTER, 14 Westmoreland St., Dublin.

UNITED STATES

M. V. McINNES, 6 Avenue Theatre Block, Detroit, Mich.

C. A. LAURIER, Marquette, Mich.

JAS. N. GRIEVE, Spokane, Wash.

J. S. CRAWFORD, 125 W. Ninth Street, Kansas City, Mo.

T. O. CURRIE, Room 12, B. Callahan Block, Milwaukee, Wis.

J. M. McLACHLAN, Box No. 626 Watertown, South Dakota.

E. T. HOLMES, 315 Jackson St., St. Paul, Minnesota.

C. O. SWANSON, 315 Jackson St., St. Paul, Minnesota.

W. V. BENNETT, 801 New York Life Building, Omaha, Neb.

CHAS. PILLING, Clifford Block, Grand Forks, North Dakota.

H. M. WILLIAMS, 413 Gardner Bldg., Toledo, Ohio.

C. J. BROUGHTON, 412 Merchants' Loan and Trust Bldg. Chicago

BENJAMIN DAVIES, Room 6, Dunn Block, Great Falls, Mont-
tana.

W. H. ROGERS, 316 Traction-Terminal Bldg., Indianapolis,
Indiana.

CANADIAN GOVERNMENT AGENT, 313 House Building,
Pittsburg, Penn.

THOS. HETHERINGTON, 114 Dudley St., Roxbury, Mass.

THOS. DUNCAN, Room 30, Syracuse Savings Bank Bldg
Syracuse, N.Y.