

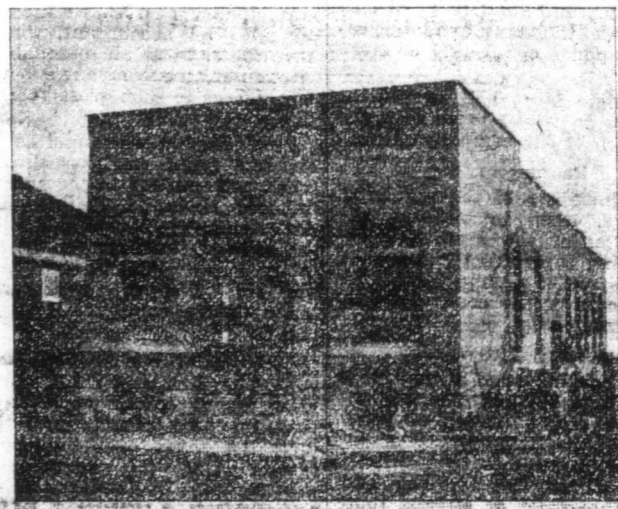
Wetaskiwin the Grain Elevator City of the Province of Alberta

Wetaskiwin, Sept. 27.—It is the ambition of every western town to be on some line of railway, but it is the supreme ambition of each to be on the route of a transcontinental railway. Alberta has a line of cities from the south to the north that share equal honor in this respect. In the early days it was Edmonton's hope that she



A. S. ROSENROLL, M. P. P.
Wetaskiwin's Member in the Legislature.

would be on the route of the first transcontinental railway to the Pacific ocean. Calgary robbed her of the honor, the C.P.R. engineers choosing the Kicking Horse instead of the Yellow Head Pass. At last Edmonton has come to her own and will have three transcontinental roads in-



THE NEW "TIMES" BUILDING.

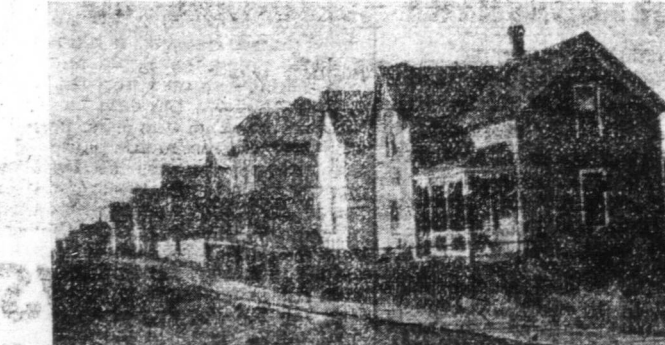
stead of one. With the building of the Crow's Nest, the ambitions of Lethbridge, the coal city, began to be realized.

The last city of Alberta to have transcontinental ambitions is Wetaskiwin, the elevator city. These ambitions will be realized as soon as the C.P.R. line, now extended as far east as Hardisty, is built through to Saskatoon. The completion of this section of the pioneer railway of Western Canada will put the Wheat City into direct connection with a network

hydraulic pressure sufficient for all purposes. The sewage will be discharged into septic tanks three and a half miles from the city on the banks of the Pipestone river. The lighting of the city will be by electricity or gas. The present electric power house is to be enlarged and a gas plant installed by the city at a cost of \$30,000.

Factory Site.

The city has obtained an option on a sub-division north of the city and



A ROW OF NEW WETASKIWIN HOMES ERECTED IN THE LAST EIGHTEEN MONTHS.

of railway in Saskatchewan and Manitoba, and at the same time make it an important railway center on the main line of the C.P.R. through the Yellow Head Pass and to the Peace River. The work of completing the railway to Saskatoon will be finished next year, and already the C.P.R. authorities have begun to extend the yards and tracks at Wetaskiwin.

C.P.R. Has Elaborate Plans.
Your correspondent was accorded the privilege of examining the C.P.R. plans for the Wetaskiwin yards. It is

proposed to build a new station house at a cost of \$20,000 and a section of track. The yards will be situated some distance north of the site of the present yards. It is proposed to straighten the curve in the present route of the C. & E. at the north end of the city by a new piece of track that will occupy the relation of a chord to the curve. The curve will be left in its present position to serve as a lead track to the various parallel tracks of the yard. There will be twenty tracks, giving a total trackage of nearly twenty miles. The C.P.R. have sunk an artesian well with a daily capacity of 70,000 gallons, and are about to begin another one of the same capacity. The round house is to be enlarged to accommodate at least ten engines. The Superintendent, R. B. Jamieson, of the C.P.R., that the company would spend \$125,000 in improvements at Wetaskiwin.

Improvements Started.

The work of improvement has commenced on the section of the road between Wetaskiwin and Strathcona. Construction gangs are at work halving the track preparatory to laying new 80-lb steel rails.

Considerable civil improvement has been undertaken this year. The Wetaskiwin Creek, which runs through the city, is to be deflected from its present course and taken by a canal west of the city into the Pipestone river. The work is to be done jointly by the city and the C.P.R.

City Improvements.

A complete system of sewers and water main are contemplated next year. The material for the work has been purchased, and is on the ground. The water supply will be obtained from a 12 inch artesian well, which has been already drilled to a depth of 600 feet. The water will be pumped into an immense reservoir to give

ing extended across the C. P. R. tracks, which contribute a great deal to unite business on both sides of the railway. A gang of men and teams are busy this week in widening and leveling the street in the vicinity of the tracks. When this work is completed the city will have one of the smartest thoroughfares to be found in any city in the province.

The Alexandra School.

The citizens of Wetaskiwin are justly proud of their public school. There are 400 public school pupils now on the roll. The Alexandra school was built in 1905 and is provided with every convenience and affords accommodation for 500 pupils. A competent staff of teachers under Principal Dobson rank in academic standing and efficiency with those of any city in Canada. Lately a kindergarten department under the direction of Mrs. R. E. Terry, has been established. This, it is said, is the only kindergarten organized in connection with a public school in the province.

New R. C. Church.

Preparations are also being made for the erection of a Roman Catholic church to cost \$25,000.

Wetaskiwin will be the centre of one of the judicial districts recently organized in the Province of Alberta. For this purpose the Government of Alberta have purchased a site for the new court house to be erected next summer. The first appropriation for the work was made by the legislature last session.

Manufactures.

Manufactures are steadily being established. The latest industry of the city is a macaroni factory established by Messrs. Long & Co. Various kinds of macaroni products are manufactured from Alberta flour. The firm began business five months ago, and state that a ready market is found for the entire product. Twenty bags of flour per day is consumed or about 3,000 barrels a year. The plant will be increased at once so that the output of the factory will be doubled. In addition to macaroni and vermicelli wheat cream breakfast foods are manufactured and a wholesome variety of infant food by special treatment of the wheat grain to remove the surplus starch, which is an unusual component of an infant diet.

The Wetaskiwin Tent and Mattress company is one of the first industries of the city and one that has proved eminently successful. The plant is working to its full capacity the year round. The flour mill, which has a capacity of 50 barrels per day, is working double shifts to keep up with the demand for its output.

Six Elevators.

There are six large elevators with a combined capacity of 250,000 bushels of grain. During the season of 1906-7, over 50,000 bushels of grain passed through the Wetaskiwin elevators. The increase of settlers and the increased acreage given to grain in this district renders it necessary to enlarge the elevator capacity of the Elevator City.

Resources of the District.

The section of country tributary to Wetaskiwin is one of the richest in the whole length and breadth of the west. The soil is unsurpassed. The country is settled with energetic and intelligent farmers who are rapidly developing its agricultural resources along scientific and diversified lines. Last year 50,000 acres were under crop. The returns for this year are not to hand, but when they are completed there is little doubt that the acreage will be greatly increased.

The cattle industry is a flourishing one. The shipments last year were 3,500 fat cattle. Many of which were shipped direct to England. Dairying, too, is coming well to the front. Farmers are improving their stabling facilities and are going in to winter and summer dairying. In addition to this fact creameries are springing up at many points in the district. Some of these are under the supervision of the government, while others again are controlled by private enterprise.

In the country west of the city there is considerable timber suitable for lumber. During the logging season about 100 men are engaged in the camps. The output of logs is manufactured locally into dimension stuff for which there is a great demand in the city and in the country around it.

Fishing Industry.

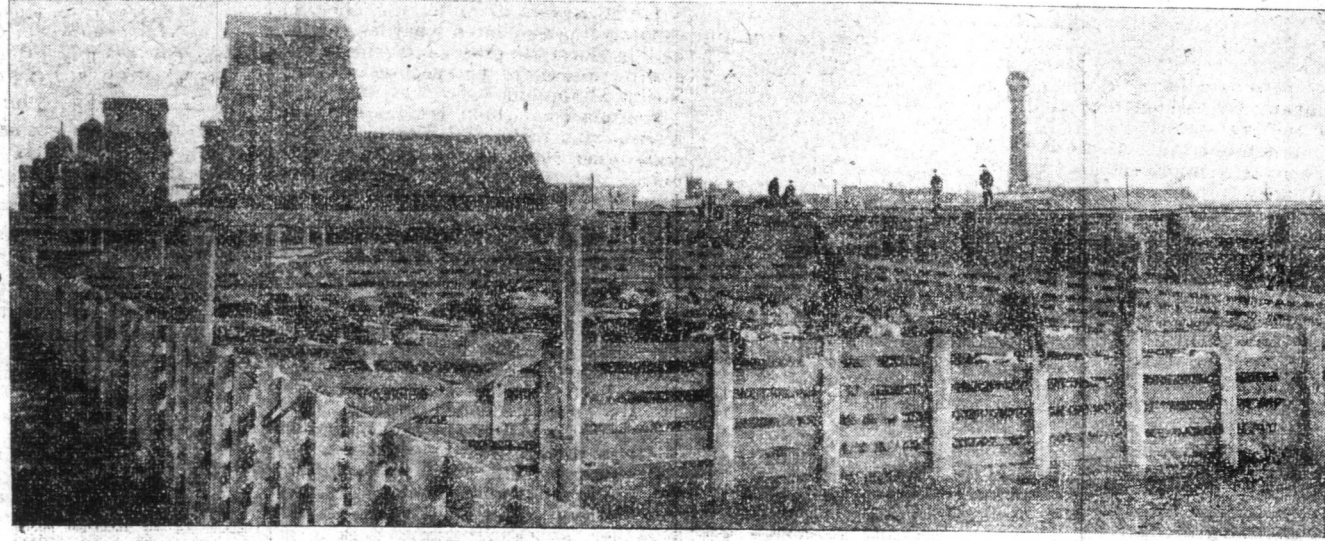
Pigeon Lake, about 30 miles west of the city, has long been noted for its fish. The fishing industry has been developed in a small way during the last five years and is yearly growing in importance, as many as 20 barrels a day being shipped from Wetaskiwin and Lacombe.

The roads leading to Wetaskiwin are the best in the whole of Central

Alberta. Scattered in the country east are several villages such as Gwynne, Rosenroll, Duhamel, Battle River, New Norway, Leviaville and Angus Ridge. The trails to all these places are in excellent condition. In

to the rescue in time. Several members of the Quadra's crew, who manned the lifeboats, were also given medals by the United States government, and Mr. Templeman formally made the presentation in each case.

depth of the well is in the neighborhood of 2,800 and will probably be bored to 3,000 feet or so. More wells are to be drilled by the Natural Gas company in close proximity to the present one.



STOCK YARDS AND ELEVATORS AT WETASKIWIN, ALBERTA. IT IS FROM THIS LINE OF ELEVATORS THAT THE CITY GETS ITS NAME, THE "ELEVATOR CITY."

places where settlement interests the trail, the road has been diverted to the regular road allowance and a new road constructed. The road to Pigeon Lake leads into a splendidly wooded and open country, which is being rapidly settled.

Fuel and Water.

Coal is obtainable at many points along the banks of the creeks and rivers like other districts of the province. Development near the city of Wetaskiwin has revealed a bituminous seam nine feet thick at a depth of 600 feet. Wood is plentiful. The Indians on the reserves southwest of the city make a business of hauling wood and hay to the Wetaskiwin market.

The city supports two bright weekly newspapers, the Times and the Post. The Times, of which Mr. V. C. French is proprietor and editor, will soon be housed in a new brick block and thoroughly equipped with an up-to-date plant.

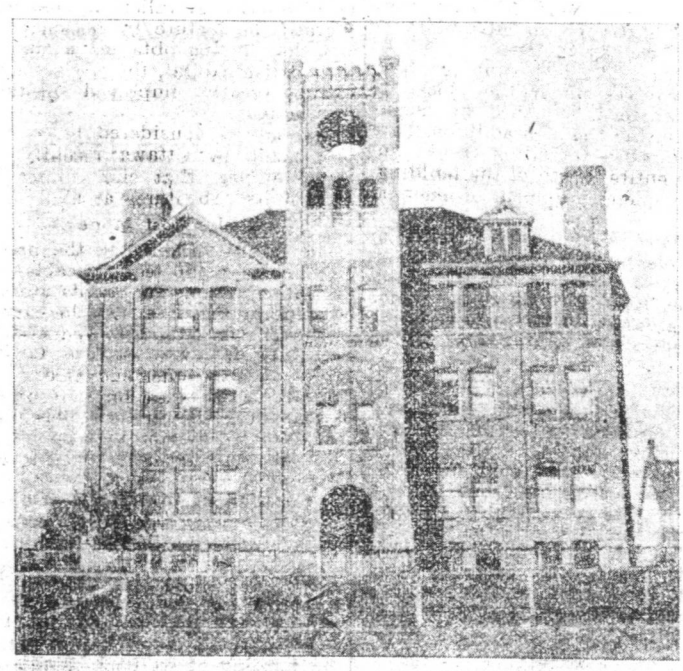
Much of the credit for advertising the Wetaskiwin district and the advantages of the city is due to the present member in the Alberta legis-

NATURAL GAS AT CALGARY.

Calgary, Sept. 27.—"If we had our maximum pressure we could bring natural gas into the city in sufficient quantity to run the waterworks, the electric light plant and all the manufacturing concerns within six weeks," declared A. W. Dingman, managing director of the Calgary Natural Gas company this morning. The natural gas question, as far as Calgary is now concerned, was decided yesterday afternoon when with only a slight pressure the gas flame shot up to a height of thirty feet.

"But the most astounding thing about the well is that only the first gas bearing sand strata has been reached and before pressure can be correctly estimated two more sand strata with a depth of from 150 to 250 feet each have to be holed through."

Better Than the "Hat."
A. W. Dingman is a man who has spent a good many years of his life boring gas wells, both in Pennsylvania and the N. W. T. In reply to a query this morning he said:—



WETASKIWIN'S SPLENDID SCHOOL BUILDING.

lature, Mr. A. S. Rosenroll. He has been a pioneer in ranching and farming and by his success has done a signal service for his district.

A FITTING REWARD.

Ottawa, Sept. 27.—A report received here says Hon. W. Templeman, minister of inland revenue, is back at Victoria after an inspection tour around the Vancouver island coast and that while there he formally presented to Mrs. Minnie Patterson, wife of the lighthouse keeper at Cape Beale, a magnificent silver service.

This is donated to her by the United States government for her heroism in connection with the rescue of Captain Allison and his nine American seamen of the United States barque Colman. This vessel was wrecked off Cape Beale last year, and through a blinding storm she walked many miles to the wrecking steamer Quadra and its crew, who came

"Judging by present indications I think Calgary will prove to have a better supply than Medicine Hat. Take all natural gas wells. The first sand you come to has a small bearing of gas and oil mixed; the second is a heavier grade and bears more, and the third is practically the reservoir for the gas. Now I figure it out this way. So far we have only reached the first strata and the pressure is such that it will send a flame thirty feet in the air. Unfortunately work at the well has been suspended owing to the wearing out of the large cable. It will be a week before this arrives and boring recommenced."

Pressure Too Great.
Mr. Dingman predicts that he will be unable to reach the last sand strata. He hopes that the pressure will be too great and if boring was continued it would have the effect of a dynamite explosion. A test could be made but there is a possibility of the wells 600 feet down becoming damaged. At present the

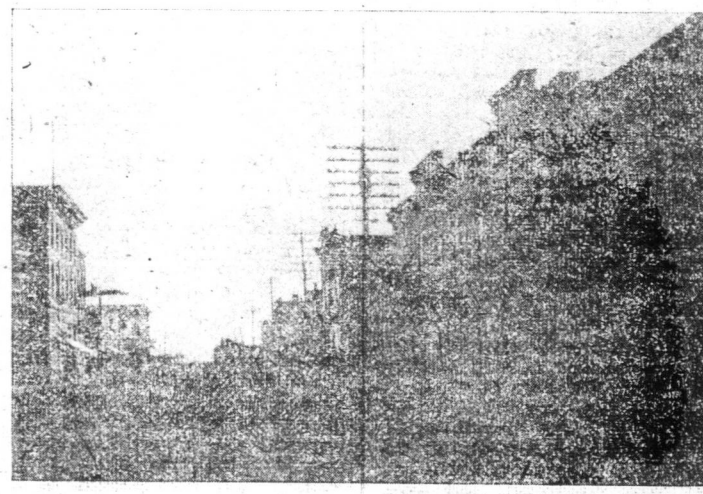
Contemplate This.

But what is most interesting from a citizen's standpoint is the company's contract with the city. The company places as a maximum a price of 25 cents per thousand for lighting purposes, and 15 cents per thousand for power. Two and a half feet will support a 50 candle power light for half

closing by-law. The magistrate fined hold defendants \$10 and costs. Mr. Mackie gave notice of an appeal.

G. T. P. CONTRACTS FOR THE PACIFIC LINE.

Montreal, Sept. 27.—The Dominion



A BUSINESS STREET IN WETASKIWIN.

an hour. A good light can therefore be kept up for an entire evening at the great cost of one half cent. Large manufacturing concerns will doubtless dig their own wells but only for their own use. The company has the sole right to distribute and supply the city.

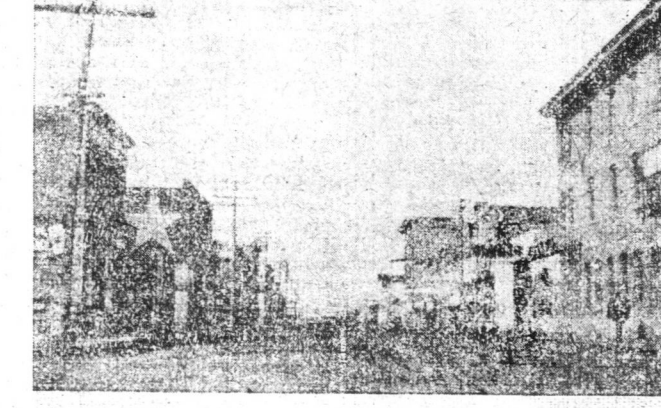
BY-LAW SUSTAINED.

Before Magistrate Coven this morning the hearing of the cases against Smuk and Chilton, the east-end butchers, for violation of the early closing by-law, was resumed. M. A. Mackie, for the defendants, argued that the by-law should have been passed on a petition from the rate-

Line Steamship Company has entered into a contract with the Grand Trunk Pacific Railway Company to operate a line of steamships between Prince Rupert and Oriental ports, the service to commence as soon as the transcontinental railway is completed to the Pacific coast.

The Dominion Line operates a line of steamships between Montreal, Quebec and Liverpool. Other steamships operated by the company are the Canada, Dominion, Kensington and Southward.

It is reported to be the intention of the Dominion Line to replace several of these vessels on the Atlantic with larger and more modern boats. The



A BUSINESS STREET IN WETASKIWIN.

payers only, and also that it was invalid by being read three times on one evening, in spite of the protest of Aldermen Daly and Anderson.

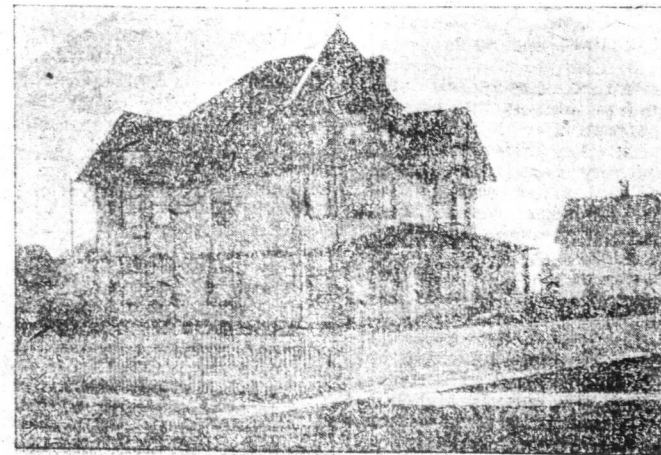
Mayor Griesbach was the only witness called. He testified that the by-law had been given three readings on August 13 and again three more on August 29—owing to the first by-law not having specified when it should go into effect.

C. F. Newell, acting for the city, contended that the by-law was really

steamers displaced will then be sent around to the Pacific to take the run from Prince Rupert to Japanese and Chinese ports.

Wu Ting Fang Reappointed.

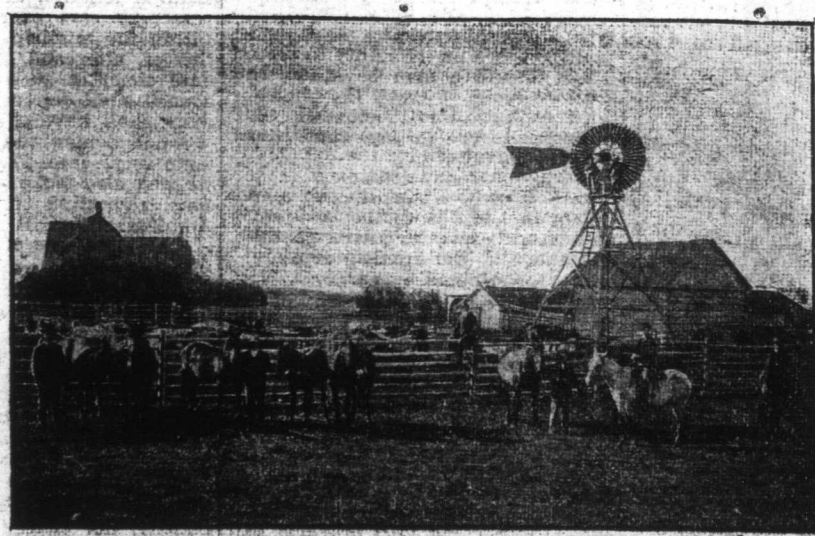
Peking, Sept. 27.—The reappointment of Wu Ting Fang to his former post as minister of China at Washington was gazetted yesterday.



A WETASKIWIN RESIDENCE.



A WETASKIWIN RESIDENCE.



A FARM SCENE IN THE VICINITY OF WETASKIWIN, ALBERTA.

DISCUSS RAILWAY

(Continued from Page 5)

ing period of five years, see fit to exercise such

Exclusive Privilege.

55. The municipality, in the exercise hereof, sent to any other person or company a street railway, the municipality, or estate, create such a system as undertaking, and the giving the several sums herefor and observing, performing and carrying out, fulfilling all the covenants, conditions, stipulations, terms in these presents contained, and may peaceably and lawfully hold and enjoy the rights, powers, privileges, and franchises hereby granted, with or without the aid of the municipality or any person on its behalf.

Appeal.

56. Wherever, however, or in any matter is referred to the engineer or contractor, their decision shall be final, either the company or municipality appeal therefrom to the arbitrators under the Ordinance, which appeal shall be made within ten days by one week's notice in writing to the arbitrators. The arbitrators shall nevertheless be obliged to hear the appeal, and the decision of the engineer or contractor shall be binding, pending the making of the arbitrators shall have the power to award damages, opinion such have been a

Municipal Legislation.

57. Nothing in these presents shall be construed to be a bona-fide exercise by the City or the Municipality of its legislative power over its inhabitants, or the company, servants or agents of any matter whatsoever, specially in respect of the matters mentioned in the 14th section of the Ordinance, so far as such legislation be inconsistent with the hereof.

Exemption From Tax.

58. All the company's equipment, buildings, engines, and appliances of all kind, the municipality directly or indirectly relating to the railway or therewith or appertaining shall be exempt from taxation by the municipality for the period years from the 1st of January but after the lapse of that company and its property within the municipality, cars, equipment, building, dynamo, and appliances relating to the railway or therewith or appertaining (with the exception of the property which shall include only, ties, and the company's shoring or pavement of the street shall be liable to taxation fact that any such property is upon or connected with the streets of the municipality, or is over or upon the property of any person or corporation of the company, shall not prevent any way invalidating the same or the collection of taxes same.

Further Construction.

59. The company shall within years from the completion of miles of railway herein specified for, construct and in operation, as a passenger line, a suburban line connecting its municipal system and beyond the limits of the municipality at least nine miles; provided company shall be excused performance of the provision clause if within the time at shall have actually constructed brought into bona-fide regulation a line connecting the municipality with some central part municipality of the Town of Coon.

Indemnity.

60. The company shall be and shall indemnify the municipality against all damages arising from construction or operation of any railway.

Penalty.

61. The sum of \$10,000, with the secretary-treasurer municipality shall be retained municipality as a security against the company's performance and put in operation of track specified in section 3 and in section 59 hereof the times therein respectively.

In the event of the company to construct or put in the track specified in section 3 and in section 59 within the times respectively specified case of default in either or being of the essence the shall, as liquidated and as damages.

(1) Forfeit to the municipality \$10,000 less accrued in hereinafter specified.

(2) Forfeit all the rights, powers and privileges granted by this Ordinance.

(3) Assign and make over municipality or its nominee, rights, powers and privileges, and by virtue of the company.

62. The municipality shall interest at the rate of 5 per cent annum on the said \$10,000; said interest to be annually calculated from the deposit of the said sum.

63. Upon the completion of a movement of operation of the railway as provided in the Ordinance, the municipality shall the company the said \$10,000.00, with accrued thereon.