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ONE DOLLAR A YEAR.

Along the Calgary and Edmonton.

The increase of population in the country tributary to the Calgary and Edmonton railway in Alberta the past year has been most marked as evidenced by the rise and rapid growth of a number of smart little towns at different stations on the line. Ever since the early seventies this country has been traversed by a frequently travelled trail; and especially since the completion of the Canadian Pacific Railway to Calgary, in 1883, the amount of travel has been very great, so that every foot of the ground now being so rapidly covered by settlement is known like an open book to all residents of this section of the country, and so the change now taking place is more noticed by them than by strangers. While Edmonton town and settlement has been in existence almost from time immemorial, until '83 the stretch of country between Edmonton and Calgary was as vacant of settlement as the sea. In '73 settlement at Red Deer was begun, and like that at Edmonton grew slowly from that time until '91. But even in '91 it amounted to very little, and the traveller between Calgary and Edmonton saw only the stage stations and stopping places for freighters in all that 200 miles of fertile and beautiful country. In July of 1890 the Calgary and Edmonton railway was commenced at Calgary and completed to Red Deer the same fall. In August 1891 it was completed to Edmonton and at once the effect of an immigration began to be strongly felt. But as may be very readily understood the wave of settlement did not at once rush in. People heard of a new railroad being built, of a new country, and a new kind of country being opened up, and they came to see it before making up their minds to go in and possess it. It was not until the spring of 1892 that the rush of people actually began, so that what is now seen is practically the growth of one season.

The fifty miles of plain lying immediately north of Calgary is still just as it was before the railway was built, showing that it is not the railroad but the kind of country that is the attraction. On nearing Olds, the third station north of Calgary at the point where the park country joins the plain, the first signs of new settlement are seen and little log and frame houses dot the prairie in all directions on the slopes of smooth grassy knolls, and in the shelter of cosy looking clumps of poplar and willow. This is the youngest of the settlements along the line, and consequently the town is as yet chiefly in imagination. However, there is the

station, an immigrant shed, a store and a hotel, and the enterprising settlers are already erecting a good schoolhouse for the benefit of the children who are to be there next summer. A colony from Nebraska, of which J. Gadsden and W. Mitchell-Innis, both old countrymen, are the leading spirits, have chosen Olds as the scene of their future tussles with fate, and there is every assurance that a large contingent of the future population of the surrounding country will be drawn from Nebraska. Besides the Nebraska men a number of leading Germans of Waterloo, Ont., headed by J. Y. Shantz, who was chiefly instrumental in locating the Menonites in Manitoba sixteen years ago, have pitched upon Olds as their choice, and if they are only a tenth part as successful as Shantz' exertions in Manitoba have been, the future progress and prosperity of Olds is assured. By the way, the point on the old trail, which corresponds with Olds in the railway line, was known by the much more appropriate and pleasing name of Lone Pine.

Twenty miles north of Olds is Innisfail station and town, claimed by its residents to be the brightest, smartest and most growing town along the whole line. At this point the railway crosses the old trail just north of Contant's stopping place. The first settlers in this vicinity named the locality Poplar Grove, from the beautiful groves of poplar which crown the low hills all around, leaving wide stretches of smooth, sloping, grassy prairie between. Wood and water are more abundant than at Olds, while there is still plenty of open land for grazing or farming, and the Rocky Mountains, one of the grandest sights in the world, still in full view, form the back ground of a most lovely picture. The first houses in the town of Innisfail were erected in the spring of 1891, and at the close of 1892 the place has a population of between three and five hundred. It has five or six excellent stores, two hotels, a good public school, two churches, Presbyterian and Episcopal, and indeed, everything that goes to make up a thriving town, the centre of a prosperous settlement. Of course, but a small part of the land is yet brought under cultivation, but all the settlers keep cattle and make butter, and during the past summer a large quantity of butter was shipped from Innisfail to Calgary.

Twenty miles north of Innisfail is Red Deer, in the valley of the Red Deer river, a beautiful stream in a beautiful wide valley of clear prairie surrounded by the high land covered with clumps of spruce and poplar alternating. The Red Deer at this point is about 500 feet

wide, with swift current, stony bottom, and perfectly clear mountain water. The flat upon which the station and town are situated is perfectly level and clear of everything but the very smallest brush. The soil is slightly sandy, so that the discomfort of heavy mud in wet weather is avoided. The town of Red Deer, like that of Innisfail, was only begun in the spring of 1892, the railroad having arrived late in the previous fall. The original town, if it could be so called, was about three miles further up the river, where the old trail crossed. There the stores of Messrs. Gaetz—the real pioneer of the place—and Birch were situated, also the mounted police station and three or four other houses, but the establishment of the railway crossing and station on the next flat below, entirely killed the town at the old crossing, and caused the removal of whatever business had been established there to the new town. This has been added to very greatly in the past year, and the Red Deer town has now a number of business establishments that in the matter of stock carried and buildings occupied would be a credit to a place three times its size. There is nothing of the tar paper variety of architecture so frequently seen in the new west about Red Deer. Every building is put up with the evident intention of its helping to make a neat and substantial looking town. The dining station for the railway run between Calgary and Edmonton is at Red Deer. There is a small saw mill, owned by Leo Gaetz, which has converted a great deal of the surrounding spruce bluffs into lumber. Red Deer is an important distributing point, and having the abundant water supply of the river, has advantages for the establishment of manufacturing industries which none of the towns present or prospective between that place and Calgary can possibly have. There is an immense coal deposit fourteen miles down the river, which will, no doubt, be utilized shortly and will add to the importance of the place.—*Edmonton Bulletin.*

The newly incorporated town of Macleod, Alberta, has elected its first council with the following result: Mayor, J. Cowdry, majority of twenty-one; council, J. Nicole, R. T. Barker, R. B. Barnes, J. H. Wrigley, T. H. Stedman, R. K. Kennefick.

A sub agency of the Dominion Lands Office will be established at Wetaskiwin, to be open during the summer months. The abolition of cancellation fees is also announced, and in future, in making a cancellation of a homestead entry, no fees will be charged.