

Interior especially, the advantages of the Canadian west as a field for settlement was being made known. This afternoon, Mr. Klinefelter was shown over the Experimental Farm by Supt. Bedford, and to say that he was delighted would be putting it mildly. "I am sure," said Mr. Klinefelter, that if our people knew what you have up here in the way of good land, there would be five million settlers here in the next five years.

To morrow, Mr. Klinefelter will go west to the Prince Albert district where he will remain for three or four weeks prior to returning home.—The Western Sun, Brandon, July, 10th, 1902.

BIG THINGS FOR CANADA.

BUSINESS MEN ENTHUSIASTIC AFTER THEIR TRIP TO WINNIPEG.

F. E. Kenaston, president of the Minneapolis Threshing Machine company returned from the Canadian Northwest yesterday. Mr. Kenaston, with a party of bankers and others of Minneapolis and Chicago, visited that section mainly for the purpose of inspecting the land. The entire party are enthusiastic over conditions and prospects in the country of his majesty, King Edward. How Mr. Kenaston was impressed can be seen from the following statement:

"In a comparatively few years Western Canada will be an immense purchaser of agricultural machinery of all kinds. It will not be many years before Western Canada will buy more agricultural machinery than the western part of the United States, where most of the agricultural machinery sold in this country is used. There is more arable land in Canada, west of a line drawn north and south through Winnipeg than there is west of the Mississippi in this country. This immense section will be developed rapidly and it will grow good crops. In establishing a manufacturing business on the other side of the line we feel perfectly independent of traffic laws that may be made in either country. We can do business on both sides of the line irrespective of how the law makers of one country treat the products of the other. Like any American citizen I like to see the export trade of the United States increase and all of the products manufactured here. But business cannot wait for tariff restrictions or political conditions to right themselves. The time to take advantage of business opportunity offered in Canada is now and conditions in our line make the supplying of that trade from the Canadian side preferable."—Pioneer Press, St. Paul, Minn., June 5th, 1902.



BICYCLING ON DECEMBER, 22nd. AT LETHBRIDGE.

NORTHWESTERN CANADA.

SOIL AND CLIMATE—THE WHEAT FIELDS AND CATTLE RANCHES PROMOTED BY AMERICAN ENTERPRISE.

Hon. Frank P. Bennett, publisher of the "United States Investor," has been making an extended trip through northwestern Canada, and writes the following interesting letter from the view-point of a citizen of the United States:



FARM SCENE IN BEAVER HILLS—30 MILES EAST OF EDMONTON.

I have been up in the northwestern provinces and territories of British America, and what I saw surpassed my expectations so far that I must say, as a distinguished American recently remarked of another locality, that you can't lie about it unless you lie the other way. Returning from this seven-thousand mile journey through the Dominion of Canada, an attempt to generalize from some of the results of information there obtained, suggests the query whether there is any scientific basis for the growing popular belief that the climate of the higher temperature latitudes of the earth is growing milder.

In New England many adults confidently express the opinion that winter begins later and is far less severe than a few generations ago. In Montreal the winter carnivals have been abandoned for eight or nine years past because it is alleged by some that the frigid weather of former years no longer comes to preserve the ice palace. And in Winnipeg, Manitoba, the average citizen is equally certain that the mercury does not fall as low as when what is now a bustling Canadian city of 50,000 inhabitants was old Fort Garry of the Hudson Bay Company.

HIGH LATITUDES OF AGRICULTURE.

It is not necessary, however for the wayfaring man to believe that the climate has grown milder, in order to account for

the higher latitudes into which agriculture is being successfully carried in the northwestern territories of British America. The sharp northward trend of isothermal lines after leaving the Atlantic coast has been familiar to the popular mind since the days of Jay Cooke's campaign of education respecting the then uncompleted Northern Pacific Railroad in 1870.

Winnipeg, which is the centre of a wheat growing area, unsurpassed in the history of the world, is seven or eight degrees

further north than Boston, or in about the same latitude as northern Newfoundland. The thriving cities of Edmonton in Alberta and Prince Albert in Saskatchewan are four degrees north of Winnipeg; and the Peace River Valley, to which the attention of immigrants is now being directed, is at least another four or five degrees north of Edmonton. Fort Chipewyan and Fort Vermillion, in the Peace River district, are about as far north as Lake Athabaska, or nearly parallel with the southernmost point of Greenland.

In the cities upon the eastern coast of North America we think of the rural districts of Maine with a shudder in winter,



MID-WINTER FROLICS AT LETHBRIDGE.

while Cape Breton is ice-embargoed, and a residence in Labrador is unobtainable. But nearly 1,000 miles north of Portland, Me., 800 miles higher in latitude than Cape Breton, and seven degrees higher in latitude than the southern coast of Labrador, is the Peace River district, to which immigration is now being attracted because of its desirability as a wheat-growing country.

AGRICULTURAL POSSIBILITIES.

Moreover, excellent samples of wheat have been shown, produced at Hudson Bay posts above latitude 65, far north of Great Slave Lake, and very close to the Arctic Circle. All this, of course, is in that great table land east of the Rocky mountains and west of Hudson Bay.

TRANSPORTATION FACILITIES.

Unless I am mistaken, the Canadian Pacific is the only railroad upon the American continent which runs through trains from Atlantic to Pacific ports without change of cars. The transcontinental trains of the United States change cars at Chicago, St. Louis or New Orleans; but the Canadian Pacific runs through trains from Montreal daily to Vancouver, a distance of 2,909 miles. The "Imperial Limited" make this run in 97 hours. Going westward from Montreal, the Canadian Pacific takes a northwesterly course before it reaches Lake Superior, and at Winnipeg it is five degrees further north than at Montreal. Branches from the main line extend to Prince Albert and Edmonton.

The Canadian Northern, which runs from Port Arthur on Lake Superior northwesterly through Winnipeg to Erwood near the Great Saskatchewan River, is to be extended through the Peace River Valley to the Pacific Coast. West of Winnipeg, I had the good fortune to travel some hundreds of miles with the Episcopal Bishop of Assiniboia, who has been located in the Northwest for 30 years, part of the time in charge of a church in Winnipeg. Some of the stories which he told of the productiveness of Manitoba wheat fields needed the testimony of a bishop to confirm previous statements by other parties. Fifty bushels of wheat or 125 bushels of oats to the acre are not uncommon.

We visited the Agricultural Fair Grounds at Winnipeg, at which a premium list aggregating \$40,000 was offered. Brandon, 133 miles west of Winnipeg, has nine grain elevators and is one of the largest grain markets in Manitoba.

Winnipeg is only about 700 feet above the level of the sea, but from thence the land rises to 1,150 feet at Brandon and to 1,725 feet at Moose Jaw where the "Soo Road" comes up through Minnesota and North Dakota and joins the Canadian Pacific. West of Moose Jaw, about 400 miles from Winnipeg, the railroad skirts the northern base of the Cypress Hills which gradually rise toward the west until they reach an altitude of 3,800 feet, Banff in the Canadian Rockies is

4,500 feet above the level of the sea. We spent a few days here on our return trip, and found that this most popular summer resort in the Canadian North-west is patronized by more than three times as many people from the United States as from all other quarters of the world.

At Lethbridge, in southern Alberta, I met the Mormon gentleman who established the colony of Cardston with surrounding irrigation enterprises in that province some years ago. The founder's name is Card, he is a son-in-law of Brigham Young, and his village now has a population of 1,200. Lethbridge is on a branch railroad about 800 miles west of Winnipeg and is located in the grazing district of which Calgary is the centre. Calgary is the headquarters of "Paddy Burns" the cattle king of Alberta, who is rated anywhere from one million to thirty million dollars.