

Western Items

This now a board of trade. A society has been organized. The G. T. P. will open a lodge at Port. The railway will commence on April 1st. The new jewelry store is opening a new jewelry store. The new and only hotel. The new and only hotel. The new and only hotel.

Route of the G. T. P. From Edmonton to Prince Rupert

Location surveys for the Grand Trunk Pacific are making rapid progress and within a short time all of the links of Canada's national highway will be completed. The latest section to be announced is that between Edmonton and the Fraser river, in British Columbia, probably one of the most important of all.

Through the Canadian Rockies, and this decision of the Grand Trunk Pacific company still further bears out that statement. They have secured a gradient which will permit of the rapid handling of comparatively heavy freight and passenger trains, thereby making it possible to give a low traffic rate, which will have a tendency to greatly increase the traffic between the prairie country and the coast, both east and west bound.

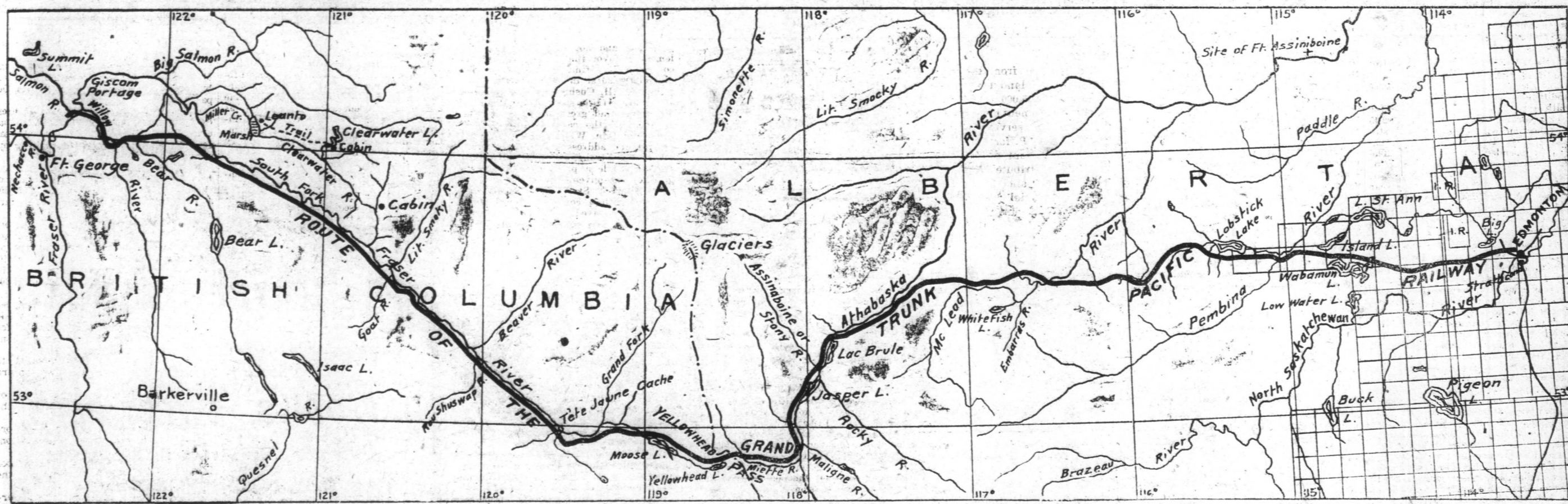
Character of the Country. It would be impossible to give anything like a thorough description of the country traversed, in the space of a brief article. From Edmonton west to the Athabasca it runs almost entirely through a rich farming country, a large part of which is already settled, the subdivision surveys running west as far as the Athabasca lake, some 75 miles. In places the country is broken by ridges or steppes, and patches of swamp and lightly timbered country. But it is cut with numerous streams which provide ample drainage and all of it may be readily thrown open either for mixed farming or ranching. As the line runs westward the swing of the foothills becomes more pronounced, and the rocky formation add new difficulties.

By following the valley of the Athabasca, however, an excellent route has been secured. On either side of the survey they are valleys and slopes, which while interspersed with rough and rocky country, promise excellent possibilities for farming and grazing. Then, too, the river banks show innumerable outcroppings of coal of high grade in thick seams, which means a rapidly increasing population and plenty of traffic for the railroad. As the country far-

ther to the east fills up these coal lands will be developed to meet the needs of the settlers, for fuel. It seems that with the completion of the line there will be a heavy bulk of traffic waiting for its throwing off.

Experience of a Guide. T. A. Groat, a guide of the G. T. P. surveys through the mountains, has lived in the north country most of his life, and at one time his father owned the entire townsite of the city of Edmonton. He has crossed the Rockies in four places in the north. He went through the Yellowhead Pass, through the Sheep Creek Pass, a hundred and twenty miles north of the Yellowhead, through the Wapiti Pass, a hundred miles north of the Sheep Creek pass, and the Pine River Pass. Mr. Groat says that there is not much big timber in the Yellowhead Pass, which is about a hundred miles through. Near the eastern entrance of this pass there are wonderful sulphur springs, 380 miles west of Edmonton, and far better than the Banff hot springs. In the valley of the pass there are at present three ranches. One man who keeps a herd of over two hundred horses, mainly for pack purposes, has been there for many years, and never puts up a spear of hay for the animals. They rustle all winter. The other ranchers have cattle. One, named Moberly, runs nearly a hundred head, and feeds from four to six weeks during the winter.

In the past are about three hundred families of Indians, who are called Iroquois. They are well to do and live from the proceeds of fur trapping and raising horses. They raise splendid animals, and are the most intelligent red men in the north. The legend of their setting in this pass is very romantic, and they say that they are really descendants of the great Iroquois nation that wrought such havoc during the eighteenth century. Emigrations ago they were in Illinois, and during the Blackhawk uprising they were driven from the States, and fled in a northwesterly direction. Through strange lands they travelled, and just hostile Indians of strange tribes, through the Blood and Blackfoot country, through the Cree country, and through that part occupied by the Beaver Indians the outcasts travelled; but nowhere were they made welcome. So they finally located and settled in the north and through the great Yellowhead country, where they were allowed to remain. They are a far superior race to any northern Indian.



COURSE THROUGH THE YELLOW HEAD PASS.

THOUSANDS ARE COMING TO ALBERTA THIS YEAR--THE AMERICAN EXODUS TO CANADA'S GREATEST PROVINCE WILL BE A HUNDRED THOUSAND.

Calgary, March 12.—I have lived in different cities during my life," said J. R. Wheeler, of the Irrigation company, last night, "but I never was so glad to get back home as I am this time. Mr. Wheeler stated that the reports of our country that are appearing in some papers in the States are receiving all the credit that is due them. The pulse of the people is shown pretty clearly by a remark that Mr. Wheeler overheard. Two gentlemen were talking of Canada and one said that he read many horrible stories of the suffering up here, but that he believed 95 per cent of it, and then doubted most of the remainder. Mr. Wheeler stated that the interest that is displayed in Alberta is really embarrassing and somewhat of a strain on a man from the provinces. He said, "I had a tag on it labeled Calgary, Alberta, and I could not get it down, and I was thinking of the great value of irrigation. It took the United States agents to grasp the true significance of the form of farming, but the Canadians seem to take naturally to it. The Mormons started the idea and the others in the country soon realized its importance. People up here cannot begin to realize the intense interest that American farmers and business men are taking in our country, but they will get an idea when the rush of settlers commences this spring."

TO ESTABLISH 100 NEW TOWNS THIS SUMMER WILL SEE THEM DOTTING G. T. P. LINE EVERY SEVEN MILES BETWEEN EDMONTON AND WINNIPEG.

This year will be a momentous one in the history of the Canadian West. For it will witness the founding of over 100 new towns on the line of the Grand Trunk Pacific alone, to say nothing of the new towns which will be brought into being by the extensions of other systems, such as the Canadian Pacific and Canadian Northern. The hundreds of new towns referred to will all be in the prairie country between Winnipeg and Edmonton—one of the most fertile stretches of land in all Canada. The distance between the two points is 790 miles, and the plans of the Grand Trunk Pacific show that there will be a station, the forerunner of a town, at an average of every seven miles for the whole of that distance. Land speculators have naturally been endeavoring to take advantage of the rise in values which the new line will bring about, and in many instances have endeavored to anticipate the town site and get in ahead even of the railway itself. Quite a number of shrewd guesses have been made, but very few of the speculators have succeeded. In holding the company up for exorbitant amounts, for when extravagant prices have been asked the company has simply shifted its location a few miles further away. This has had a dampening effect on the energy of the speculators, many of whom have been very badly left. Asked how the work was shaping in the west, a Grand Trunk Pacific official stated that about three-quarters of the grading had been done in the 790-mile stretch between Winnipeg and Edmonton, and work on the remainder is being pushed forward as rapidly as possible. As soon as spring opens up track-laying starts in earnest. The track-laying was actually commenced last summer, about fifty miles being laid west of Portage la Prairie. During the winter material has been accumulating in great quantities both at Portage la Prairie and Saskatoon, and the summer similar divisions of material will also be established at Edmonton so that work can be proceeded with from all points. These are the general conditions of readiness, and three or four of these will be used. Each will lay three miles of track a day, so that the total will be put down at the rate of from nine to twelve miles a day this summer. The company has every hope that it will be able to complete the work on time, and get a connection through from Edmonton to Fort William this year, providing that the Government section from Winnipeg to Port William this year, providing the

FORT SASKATCHEWAN.

Mrs. W. A. D. Lees and daughter Vera, returned on Thursday from Ottawa and other points, where they have been spending part of the winter. Mrs. W. G. Shera has returned from Port Arthur, where she has been making quite a lengthy visit. Mr. John Paul has removed his business from the building lately vacated by Fettery and Phillips on Dennis avenue. Miss Little of Edmonton, is a guest at the Fort. Several cases of typhoid have developed during the last week or two, Miss Lizzie Woodhouse being one of the latest cases. Mr. E. Simmons has been appointed Alderman in the place of A. T. Chambers resigned. Very little interest however was taken in the polling, there being only some fifty votes recorded for the candidates. Surely our citizens might have done better than this, especially when a party of candidates are so anxious to fill the important offices of the town. The Presbyterian Sabbath school has been fortunate in securing a set of beautiful maps for use in the school. The set consists of one of historical Palestine. The five maps are mounted on a tripod and can easily be moved about. They will be of great use in the study of the lessons in the Sabbath school, and the minister will find them useful at the prayer meeting. John Vere Thompson, a young man who has been around the Fort for some time, has of late, shown signs of weakness of mind. He came of a good family and was well educated in the old country. He came out to Canada about ten months ago, with the hope of making a success of himself. His defect of hearing, however, was against his procuring any lengthened situation at his own work, and was accordingly obliged to accept any sort of work in order to tide him over the winter. Evidently his deficiency in hearing or from a natural tendency to frenzy and melancholy, he has been doing strange and foolish things of late. About six weeks ago he was found on the railway track in an irresponsible condition and a once put under restraint. He showed no sign of recovery and it was necessary to send him back to his guardian in England. He left by the mid-night train on Thursday last, in company with George Cranston. In the curlers cup competition, the same have all been machines in C. Strickland's. So far W. N. McLean was the best competitor of winning, as he was only lost in the first round. The lowline gentlemen came in today from Portage la Prairie and the Fort. The company has every hope that it will be able to complete the work on time, and get a connection through from Edmonton to Fort William this year, providing that the Government section from Winnipeg to Port William this year, providing the

EDMONTON. FORT SASKATCHEWAN.

The third game was played at 8 p. m. EDMONTON. FORT SASKATCHEWAN. Score 11-12 in favor of the Fort. The second game was played at 3 p. m., as follows: EDMONTON. FORT J. A. McDougall Corbett J. I. Mills Featherstonhaugh E. York Strickland, Skip F. Osborne, Skip Strickland, Skip Score 11-12 in favor of Edmonton.

BASEBALL.

Though Duluth has been refused re-entrance into the Wisconsin state league this year, the directors of the Badger league have assurance that the managers of the Duluth club propose to quit the Northern league next season and affiliate with the Wisconsin organization. The only reason the directors of the Wisconsin league declined to regard the request of the Duluth managers was the unavoidable jump necessary to reach that city. Next season, it is believed, other cities in the vicinity of Duluth can be interested, and that league will be made a ten or twelve club organization.

THE SAUKATCHEWAN LEAN AND INVESTMENT CO.

The Saukatchewan Loan and Investment Co. is a financial institution just organized by Messrs. J. W. Bunting, M. W. Conklin, Secord, Milne, Richardson and Osborne remained overnight guests in the Fort.

Advertisement for St. George's Baking Powder. It features a cartoon illustration of a man and a woman. The man is pointing towards the woman, who is holding a large basket of flour. The text reads: 'St. George's Baking Powder. There, Madam! That's the name of the new Baking-Powder I have been telling you about -- and it's a pure Cream of Tartar Baking-Powder. You may call me a pure-food reformer if you like -- but I don't like to ask anybody else to eat what I would not eat myself -- and I don't want to eat the adulterations that are put in some Baking-Powders. St. George's Baking-Powder is manufactured here in Canada, by The National Drug & Chemical Co., Limited -- the largest wholesale and manufacturing chemical house in Canada. There's no duty to pay, and so the makers don't need to adulterate it to reduce the cost. Then, the fact that the makers are right here, where we can reach them, insures their keeping the goods up to the mark. You know, I keep the best of everything, and St. George's Baking-Powder is what I recommend every time. Thank you! That one can will make you a permanent customer for St. George's!'

Advertisement for Borden's Hair Preparation. It features a cartoon illustration of a woman's face. The text reads: 'Borden's Hair Preparation. BUT SEEMINGLY RICH -- BUT SEEMINGLY COLD -- A YOUNG MAN POPE BUT BECOMINGLY WARM -- A BOY OF BORDEN'S. TACTFULLY SENT -- KNOWING THE FUTURE -- HER HAIR SENT -- THE POWER OF CONSCIENCE -- W.J. BORDEN CANDY CO. WINDSOR.