



The Shelbrook Country, Traversed by the Canadian Northern Railway, is Mostly Open Prairie and a Straight-ahead Breaking Proposition

than they were at first. The farming states of the Union are overcrowded; the average farms are not large enough to enable families to keep together; and the value of American lands has gone so high that the income from them is out of all proportion to their value. There was and is an urgent demand for larger and better farms at lower prices per acre—lands that cost less and earn more. Canada has the only land that meets this demand.

#### HERE'S THE RENTER'S OPPORTUNITY

The man who is renting a farm in the States can have one of his own in Canada for about the same money he now pays in one or two years to his landlord. Instead of going on all his life working for somebody else and having nothing to show for it in the end, he can become his own landlord at once, live just as well or better, and leave a fine estate for his family. Many good farmers remain tenants because they can't buy land in the States on account of the price, but thousands of such men are going on the cheap and better lands of Canada and setting up for themselves. Canada is drawing the American tenant farmers who have the real "get up and get."

#### THE SOIL GROWS THE LARGEST AND SUREST CROP

The discovery that the Canadian prairie soil would grow the largest and surest crops of the great food staples with the least trouble, was made in that part of the Saskatchewan Valley now tributary to the Canadian Northern. The first important settlement of Americans took place there at once. Since then, the construction of the Canadian Northern system has thrown open millions of

acres to sale and homestead entry—the finest wheat land ever known—at prices and on terms that all could meet. The result has been the sudden appearance of many large farming communities, made up almost wholly of Americans, where ten years ago the prairie sod had not been turned. Towns, schools, churches, and all the inventions that have become parts of everyday living, went with the people who had followed the railway, or gone ahead of it, until in many parts of all three provinces a stranger would not know he was in a new country.

#### INCREASED VALUES ARE SURE

Any American of middle age may recall many cases where land that was entered as homesteads or "commuted" at \$1.25 an acre has become part of a closely packed district and changed hands at prices that the original entrymen never even dreamed of. Families have become rich through the rise in the value of such land. Hamlets have grown to towns and towns to cities, carrying real estate up to prices by the foot, where a few years back there was only open prairie or townsites marked off by the surveyors' stakes, with maybe an old box car on a side track of a new railway to serve as a station.

All that has gone by, never to return, for the United States is getting past the point of counting the number of acres per head, and approaching the count of the number of people per acre.

The same thing that was going on in the States twenty or thirty years ago is being repeated at this hour along the Canadian Northern, only it is going faster, because it has behind it the power of a great railway enterprise, the forces of a new and more vigorous cen-