

name of the Calgary & Edmonton railway. A land grant of 10,000 acres a mile goes with this charter. It is understood that construction will be commenced on this line in the latter part of this season, and that it will be completed not later than next year. Of course these are only prospects, and they may not be immediately realized, but it will certainly not be long until by one hand or another both the Great Northwest Central and the Calgary & Edmonton railways will be completed, placing the whole of the Great Saskatchewan Valley in touch with the rest of the world.

WHY LOCATE NOW?

The reason for the settler locating at Edmonton now, in advance of the railway, when so much land having railway facilities lies open for occupation, is that by coming to Edmonton he gets natural advantages which do not and can never exist in other parts of the country; he has a choice of location within reach of schools, churches, mills, stores, and government offices which he will not have if he waits until the railway is built, and which he has not in any other district of the territories no matter how close the railway line may be; he has the opportunity to locate near what is now an important market town and the trade centre of a larger district than any other town or city in Canada; he has the fullest opportunity to establish himself in a permanent and comfortable home, and reasonable assurance that as soon as he needs the railway it will be at his door. It is a well known fact that, when the railway is being built is when the farmer makes most money. The settler who comes in before the railway and by having a surplus of crop and stock is prepared to take advantage of the temporary boom caused by construction, and the consequent immigration, has by just so much the advantage over the settler who comes in after construction is completed, when all choice locations are taken either by settlers or speculators, when hay lands have been gobbled and woods cut down, and when the markets ten thousand miles away, less freight charges and retail dealers' and middlemen's profits irrevocably raise prices. It is the greatest mistake settlers can make to wait until railway construction is completed and then flock into any district and undertake to farm on principles laid down in the railway company's immigration pamphlets, compiled by men who know nothing of what they write and if

possible care less. By coming to the Edmonton district while there is still plenty of choice of locations the new settler has the advantage not only of the appliances of civilization which are the result of the enterprise of those whose came before him, but also of the years of practical experience, through which the special advantages and drawbacks of the district have been proven. If he goes to a section of country newly opened up, he must get along without these appliances of civilization and must experiment for himself and most likely suffer many losses and disappointments before the various qualities of the soil and the many changes of the climate are thoroughly understood.

WHO SHOULD COME.

Men used to farm work who are anxious to make a home for themselves are those to whom this district offers the greatest inducements. Capital is not so necessary as intelligence and energy. Any man who has these two qualities in a high degree can make a start on very small capital and do well. At the same time laboring men—that is men who are simply looking for wages and not home—are not in demand here and can probably do as well elsewhere. There is a good deal of work of one kind and another going on from time to time and wages are good, but there are generally plenty of men making a start on farms and having no capital who require all the work and wages going to help them along. The settler should have to start with, a yoke of oxen or span of horses, a wagon, plow, and harrows, cash enough to supply him with seed and food for at least a year; and if he has any more money let him put it into young cows. Such an outfit can be bought in Edmonton probably as cheaply as it can be purchased elsewhere, but if the farmer in the east has such an outfit of his own the colonist railway rates are so low that it will pay him to bring it through to Calgary by train and then drive over land to Edmonton. While this district offers special advantages to settlers with small capital, those of larger capital will also find advantages suitable to their means in the line of stock raising. Stock and dairy farms carrying from 100 to 500 head of cattle can be established in hundreds of localities throughout the district, specially suited to that industry, where it can be carried on with greater certainty and far greater profit than on the boasted ranges of the south. As the cattle are full fed all the year round they grow to

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