



Purebred Clydesdale Horses on an Irrigated Farm.

volved in an outright purchase. The company's offer is nothing less than a general invitation to farmers in over-crowded districts to come to Southern Alberta and go into partnership with the Canadian Pacific Railway. This is no mere catch phrase. It means what it says. The company will offer new settlers a land contract under which the land pays for itself. No crop, no payment.

Perhaps the most striking feature of this novel departure from past policy is the apparent confidence the company has in the ability of the land to pay for itself. The record of the past few years, particularly the present season, has, no doubt, something to do with the determination of the railway company to extend to farmers this unique proposal. To the average well-informed observer, it looks a safe proposition, when it is taken into consideration that a vast number of farmers in Southern Alberta have for years been getting sufficient out of the land to pay for it in full almost every year. Be that as it may, the proposition is undoubtedly one that will appeal to the average farmer.

## Homes from "Uncle Sam" or from the Canadian Pacific

This booklet will, no doubt, fall into the hands of many who have seriously considered taking up lands under one of the large Reclamation Projects now undertaken by the United

States Government. It can readily be shown that the colonization enterprise of the Canadian Pacific Railway in Southern Alberta offers many advantages over the former.

(1) Those who purchase land from the Canadian Pacific are absolutely unhampered by any conditions or restrictions whatever in regard to their personal liberty or their plans for developing their lands. The prices of the company's irrigated lands are only about one-half of what the United States Government offers land at. It is not necessary to go into occupation within any given time or to perform any residence conditions whatever such as it is under the Reclamation Act, where the ordinary Homestead conditions must be fulfilled.

(2) The Canadian Pacific Railway offers an absolute guarantee of the delivery of water at an annual maintenance charge of 50c. per acre. The United States Government does nothing of the kind. After the government project is completed it is turned over to a Water Users' Association, which may ask \$1.00 per acre or \$5.00 per acre for supplying water, or it may fail to deliver water altogether.

(3) The Canadian Pacific delivers water to the highest point on the boundary of each farm sold, constructing the supply lateral free of charge. Under the Reclamation Act only the main canals are provided by the Government, the people themselves must build the laterals.

(4) The title to the water given under the Reclamation Act is simply a right acquired under the law of the state within which the project is located, and subject to all the limitations and litigation that has characterized these water rights ever since irrigation was undertaken in the Western States.

On the other hand, the Canadian Pacific gives an absolute title to the water, which is just as good as the title to the land. The two cannot be separated. This title is on record in the Government Land Titles Office and can never be disturbed.

(5) If any considerable portion of the system is destroyed, such as occurs from time to time in connection with the very finest and most expensive irrigation systems, by the elements, the Canadian Pacific Railway will rebuild it and repair any damage done at its own expense. Under the Reclamation Act this work must be undertaken by the settlers themselves entirely at their own expense. There is thus the risk of a farmer settling on one of the Reclamation projects and paying a high price for the land, having at any time to tax his land an additional \$10.00 to \$15.00 per acre to repair any such large damages.