

REPORT ON LAND

In Townships 33, 34 and 35, Ranges 7-11, W. 2nd Meridian

I am well acquainted with the character of the land in the townships and ranges above mentioned, and know the class of land which is marked in "red" on the map which is attached to this report.

These lands are part of a very large quantity of land which was selected for Osler, Hammond & Nanton, several years ago, the selection having been made by the late Mr. Dodds and myself, who were then inspecting and selecting land for that firm. At that time there were large areas of land from which to choose, and we endeavored to select land of the very highest quality, and we had special regard to the land of first-class soil, free from alkali, with good water for agricultural purposes.

Since the above lands were first selected, I have had occasion to go over that district several times, and the last time I went over the above township was almost two years ago.

I might here state that after I had selected land in that district for Osler, Hammond & Nanton, I selected very large quantities for the Canadian Northern Railway Company, which had the right to select land out of a very large area, and I selected a very large area for the Railway Company, the better lands having since been taken over by the Saskatchewan Valley & Manitoba Land Company, who, I understand, have sold all their land in that district.

Referring particularly to the lands on the annexed map, I might say that they all have a very rich and deep loam soil, with good clean subsoil, and they are absolutely free from alkali. The vegetation is composed mostly of pea vine, red top and blue joint grasses, which are the best evidences of rich soil, and when I drove over these townships I found that in places the travelling was most difficult, as the pea vine came up to the sides of the horses.

There are some small lakes of sweet water in these townships, and also some good streams of good water. The rainfall in this district is always good.

On some of these sections there is good sized timber, suitable for building, fencing and firewood, but generally speaking, I would say that about fifty per cent. of this land is now ready for the plough, and other portions of considerable extent are of easy clearance. Where there has been much scrub on the land most of it has been burned over.

I have no hesitation in saying that it is first-class throughout, practically every quarter-section being good. I know of no better land for wheat, oats or barley. It is equally good for stock. Cattle do well and fatten ready for the block on natural grasses, and cattle and horses winter in the open and come out fat in the spring.

As to Railway facilities, the annexed map shows the distance of these lands from the main line of the Canadian Northern Railway, and I understand that a branch of that railway, which is already partly constructed from Swan River, known as the Thunder Hills Branch, will be extended either through or just to the north of these lands. I understand the survey has already been made.

I am personally acquainted with some of the farmers in this district, who have raised 40 bushels of wheat to the acre, 100 bushels per acre of oats, and the yield of potatoes, turnips and other roots and garden stuffs cannot be surpassed.

In addition to the work done by me for the Canadian Northern Railway Company and for Osler, Hammond & Nanton, by whom I am now engaged on inspection for their Loan Companies, I might say that I have done a large amount of inspection and selection for the Land Commissioner of the Canadian Pacific Railway Company, and for other large companies, any of whom may be referred to as to my qualifications.

(Signed) E. A. BREDEN.