

EDMONTON IS GATEWAY OF NORTHWEST

Entry Point of Yellowhead Pass Traffic to and from Coast.

HAS BECOME GREAT RAILROAD CENTRE

Coming Development of Coal Deposits Expected to Provide for Its Future.

OUR NORTHERN EMPIRE, No. 5.

Edmonton, near the foothills of the Rockies, is said to be the gateway of the Northwest. This is a distinction shared by Calgary. The southern part of the Northwest is contributing section to the latter city, the outlet of the Kicking Horse Pass, while Edmonton is the entrepot of Yellowhead Pass traffic to and from the Coast. The latter pass is recognized as possessing some advantages over its rival for heavy traffic, such as its summit is some 2,000 feet lower. The greatest advantage of the plains that the passenger trains with 16 coaches and the freight trains with over 40 cars crossing the plains pass through the mountains without additional locomotive power. The Yellow Head pass was an old route of the Hudson's Bay Company, and the story is told that Lord Strathcona once expatiated with an engineer locating the C. P. R. for the route selected. He said: "That route is impossible." "Then," replied the engineer, "we will accomplish the impossible."

Great Railway Centre.

This city has become a great railway centre. Two rival lines—the C. P. R. and the G. T. R.—connect it with Calgary, and these lines, together with the Canadian Northern, connect it with Winnipeg. Four local lines run north—to Peace River, and another to Athabasca. Two were built to the Coast on practically the same route—the G. T. P. and the Canadian Northern. Since the Government has adopted both these lines, one is found sufficient for the traffic and the rails of the other are being taken up. West of Winnipeg, these competing lines go to Port Arthur, and two of them run almost side by side for 600 miles through the prairie regions, for Port of Spain, Superior to Sudbury. One wonders if one mile of these duplicate lines would ever have been built if the Government pocket-book had not been open to the taxpayers.

Surrounded by Farms.

Edmonton is the centre of a great farming district—south, east and north. The period of doubt as to soil and climate has passed away. The arid region, practically the same near the United States boundary, where for lack of fodder, a great slaughter of cattle has more than once taken place. The prairie near the northern section of the Northwest. The papers report that over 400 square miles of wheat has been sown in the Peace River district this spring—a district a few years ago referred to as belonging to the Arctic circle. An Eastern man could scarcely credit the statement that one Edmonton County takes milk from 8,000 farmers. Placing the average at ten cows per farm—the result would be 80,000 cows. This company owns the Edmonton City Dairy, turns out a carload of butter every second day, sold under Dominion Government test. The dairying interests of Alberta are very great. The output of milk and milk products last year were, per Government report, estimated at worth 34 millions of dollars. Over 6,000 tons of butter were produced in 53 creameries.

Edmonton is underlaid by seams of coal.

There are several mines in or about the city. They have no dip, being about horizontal. The upper seam, 100 feet thick, is 250 feet below the surface. The price to consumer is about \$7 per ton. This coal contains about 10 per cent of ash; volatile matter, 33 per cent; carbon, 38 per cent, and moisture 19 per cent. The latter is a disadvantage. On exposure to the air, the moisture evaporates and the coal disintegrates. Now, percentage of carbon reduces its heat units. The mountain coal being subjected to great pressure has less water, is more firm and well adapted for locomotive purposes. The price has risen last year seven million tons of coal. The coal deposits cover hundreds of miles and are almost inexhaustible.

Suffered From Boom.

About ten years ago, Edmonton suffered from a plague of boosters. Real estate soared to fabulous figures. An illustration: three lots of land went from \$1,000 to \$10,000; from that figure were sold for \$20,000, and when the bubble burst were sold for taxes, they are now owned by the city. The city fathers were induced to embark in street paving, sewerage schemes and tram lines far beyond any necessity even today, creating a bonded debt that has since been a loadstone. That such had been the natural advantages of the city—surrounded by a deep black loam soil, coal mines, and a favorable trading and transportation situation, it has continued to grow and has almost overtaken the setback created by the speculative craze. Today rents are high and houses difficult to get on any terms. It is a city of homes. Strutting back from the banks of the Saskatchewan amidst a forest of poplars are ten thousand homes. Domestic life is here at a premium. The coming generation enjoy plenty of room, air and sunlight. Children reared in noisome tenements only to escape their foul surroundings to play in greenery—as is too much the case in the older cities of Canada—are here unknown.

The number of large and imposing hotels is a surprise to an easterner.

accustomed to those built 50 or 100 years ago, modernized principally in

MARINE NEWS

Full Moon June 30 Last Quarter June 28

Table with columns for ship names, destinations, and dates. Includes entries for 'Furness Line' and 'Manchester Line'.

Arrived Monday

Coastwise—Sch M. E. Hains, 30, Hains, Freeport; gas sch Lavin, 60, Snell, St. Stephen; gas sch Arden, M. 97, Hatfield, Spencer's Island.

Cleared Monday

Coastwise—Str Empress, 612, McDonald, Digby; sch M. E. Hains, 30, Hains, Freeport; str Connors Bros, 64 Warnock Chance Harbor.

CANADIAN PORTS

Campbellton, June 25.—Arrd sch Alexandra (Br), 133, Cruikshank, with coal for C. N. Railway, from New Campbellton, N. S.

Another Sugar Cargo.

S.S. Caladonia is loading raw sugar at Cuba for this port. She is consigned to Nagle & Wigmore.

Fanad Head.

S.S. Fanad Head arrived at Montreal Saturday from Dublin. McLean, Kennedy, Ltd., are agents.

Larger Canadian Ship.

The Canadian Cruiser, now nearing completion at the Halifax Shipyards, will be launched at 11:40 a.m. (daylight time) the 9th of July.

Schooner Movements.

Bktn. Whitson has been chartered to load a cargo of hard pine at Nova Scotia, for Port of Spain, Trinidad. Sch. Abbie S. Walker arrived in port on Sunday from Rockland, Me., and will load a cargo of port for Pawkuck, R. I.

To Abandon Lighthouse.

The United States government virtually has decided to abandon the Barret lighthouse, one of the famous ocean lights along the Atlantic coast, and erect a steel tower with a lightship station, the New Jersey State Board of Commerce navigation was told in a report submitted by Robert F. Enloe, of Beach Haven, a member of the board.

St. Lawrence Grain Charities.

Steamers Royal Transport (Br), 27,000 quarters, and Landsea (Nor), 26,000 quarters, Montreal to the Antwerp-Hamburg range, 27 1/2 cents per 100 pounds, Canadian currency.

Grain in large quantities is moving out of Portland, Ore.

to Europe, the prices ranging from 58c. to 57c. a quarter. Heavy grain from Montreal or Northern Range to the United Kingdom quotes 68c. to 68 3/4c. per quarter; Gulf, 78c. to 78 3/4c. per quarter; Mont real to Antwerp or Hamburg, 24c.; Gulf to Rotterdam or Hamburg 30c. per 100 pounds, and 78c. 9d. per quarter to West Italy. Case oil from New York to the Far East would pay 90c. per case, while Gulf timber is quite steady at \$19 per mile to the River Plate, and at 150c. per standard to the United Kingdom.

PORT OF MONTREAL

Port of Montreal, June 27.—Arrd, Maid of Crete, Barry; General Milne, Patres; Manchester Merchants, Mass; Chester; Douzel, Boston; Kenbans Head, Belfast.

Preparedness.

That Gorham girl says a lot of girls start a hope chest before they have a man in sight.

A Gentle Hint.

Dentist (after preliminary inspection)—Extraordinary thing—there's one of your teeth only half filled. Patient—Ah, that were 'other dent. The lad 'urt me, so Ah gave 'im a good lick in ' jaw.

Furness Line

SAILINGS BETWEEN ST. JOHN, N. B. AND LONDON

Manchester Line

From Manchester To Manchester via U. S. Ports June 23 Man. Shipper About June 26 June 23 Man. Exchange July 15 Man. Importer

FURNESS, WITBY & CO., LIMITED

Royal Bank Building Tel. Main 2616 ST. JOHN, N. B.

CANADIAN PACIFIC

Effective immediately

Double Train Service

St. Andrews Sub-Division (Eastern Time, Daily except Sunday) Lv. St. John 6:05 a.m. or 3:45 p.m. Ar. St. Andrews 11:30 a.m. or 8:40 p.m. Lv. St. Andrews 6:40 a.m. or 4:05 p.m. Ar. St. John 11:45 a.m. or 9:50 p.m. N. R. DesBRISAY, D. P. A.

EASTERN STEAMSHIP LINES, INC.

International Line.

Resumption of Freight and Passenger Service Between St. John and Boston, Commencing May 25. Steamship "Governor Dingley" will leave St. John every Wednesday at 8 a.m., and every Saturday at 6 p.m. (Atlantic time). The Wednesday trips are via Eastport and Lubec, due Boston 11 a.m. The Saturday trips are to Boston direct, due Sundays at 5 p.m. Fare \$10.80 steerage, \$3 up. Direct connection at Boston with Metropolitan Line steamers for New York via Cape Cod Canal. For rates and additional information apply to A. C. CURRIE, Agent, ST. JOHN, N. B.

TIME TABLE

The Maritime Steamship Co. Limited.

Commencing June 7th, 1921, a steamer of this line leaves St. John Tuesday at 7:30 a.m. for Black's Harbor, calling at Dipper Harbor and Beaver Harbor. Leaves Black's Harbor Wednesday, two hours of high water for St. Andrews, calling at Lord's Cove, Ricketts, Back Bay and L'Etete. Leaves St. Andrews Thursday, calling at St. George, L'Etete, or Back Bay and Black's Harbor. Leaves Black's Harbor Friday for Dipper Harbor, calling at Beaver Harbor. Leaves Dipper Harbor Saturday at 8 a.m. Daylight Time. Freight received Mondays 7 a.m. to 5 p.m.; St. George freight up till 12 noon. Agents, the Thorax Wharf and Warehousing Co., Ltd. LEWIS CONNORS, Manager. Phone Main 2581.

CUNARD ANCHOR-DONALDSON

MONTREAL-GLASGOW

July 8, Aug. 6, Sept. 10, Oct. 14, Nov. 18, Dec. 22, Jan. 26, Feb. 29, Mar. 5, Apr. 9, May 13, June 17, July 21, Aug. 25, Sept. 29, Oct. 3, Nov. 7, Dec. 11, Jan. 15, Feb. 19, Mar. 23, Apr. 27, May 31, June 4, July 8, Aug. 12, Sept. 16, Oct. 20, Nov. 24, Dec. 28, Jan. 1, Feb. 5, Mar. 9, Apr. 13, May 17, June 21, July 25, Aug. 29, Sept. 2, Oct. 6, Nov. 10, Dec. 14, Jan. 18, Feb. 22, Mar. 26, Apr. 30, May 4, June 8, July 12, Aug. 16, Sept. 20, Oct. 24, Nov. 28, Dec. 2, Jan. 6, Feb. 10, Mar. 14, Apr. 18, May 22, June 26, July 30, Aug. 3, Sept. 7, Oct. 11, Nov. 15, Dec. 19, Jan. 23, Feb. 27, Mar. 31, Apr. 4, May 8, June 12, July 16, Aug. 20, Sept. 24, Oct. 28, Nov. 1, Dec. 5, Jan. 9, Feb. 13, Mar. 17, Apr. 21, May 25, June 29, July 3, Aug. 7, Sept. 11, Oct. 15, Nov. 19, Dec. 23, Jan. 27, Feb. 31, Mar. 5, Apr. 9, May 13, June 17, July 21, Aug. 25, Sept. 29, Oct. 3, Nov. 7, Dec. 11, Jan. 15, Feb. 19, Mar. 23, Apr. 27, May 31, June 4, July 8, Aug. 12, Sept. 16, Oct. 20, Nov. 24, Dec. 28, Jan. 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