

“Why go to Canada”  
*Supplement to*  
Calgary Daily Herald



*Harvesting Alberta Wheat*

CALGARY CANADA.

JUNE 1910

PRICE 25 CENTS

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We established a factory, and this also grew until at present our factory is capable of making up any special order in the Jewelry line. Prizes, medals, lockets, rings and pins of all description are being made in this department. It is in charge of a man who also knows his business thoroughly.

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There must be a reason for all this growth. We must be giving our customers what they want, when they want it, and at a satisfactory price. At least this is our motto, and if for any reason our motto fails to work the error will be quickly adjusted if referred to the manager.

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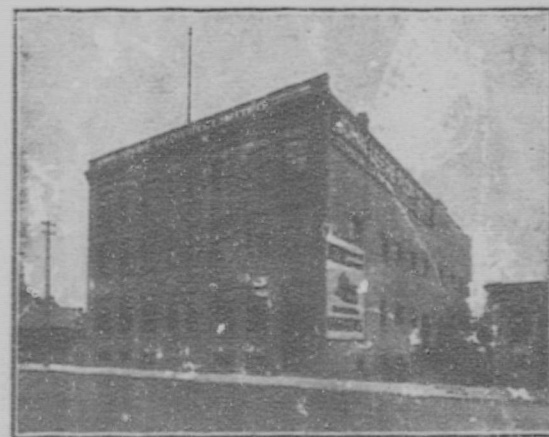
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CALGARY, ALTA.

# SUPPLEMENT

(DAILY)

TO

THE



## CALGARY



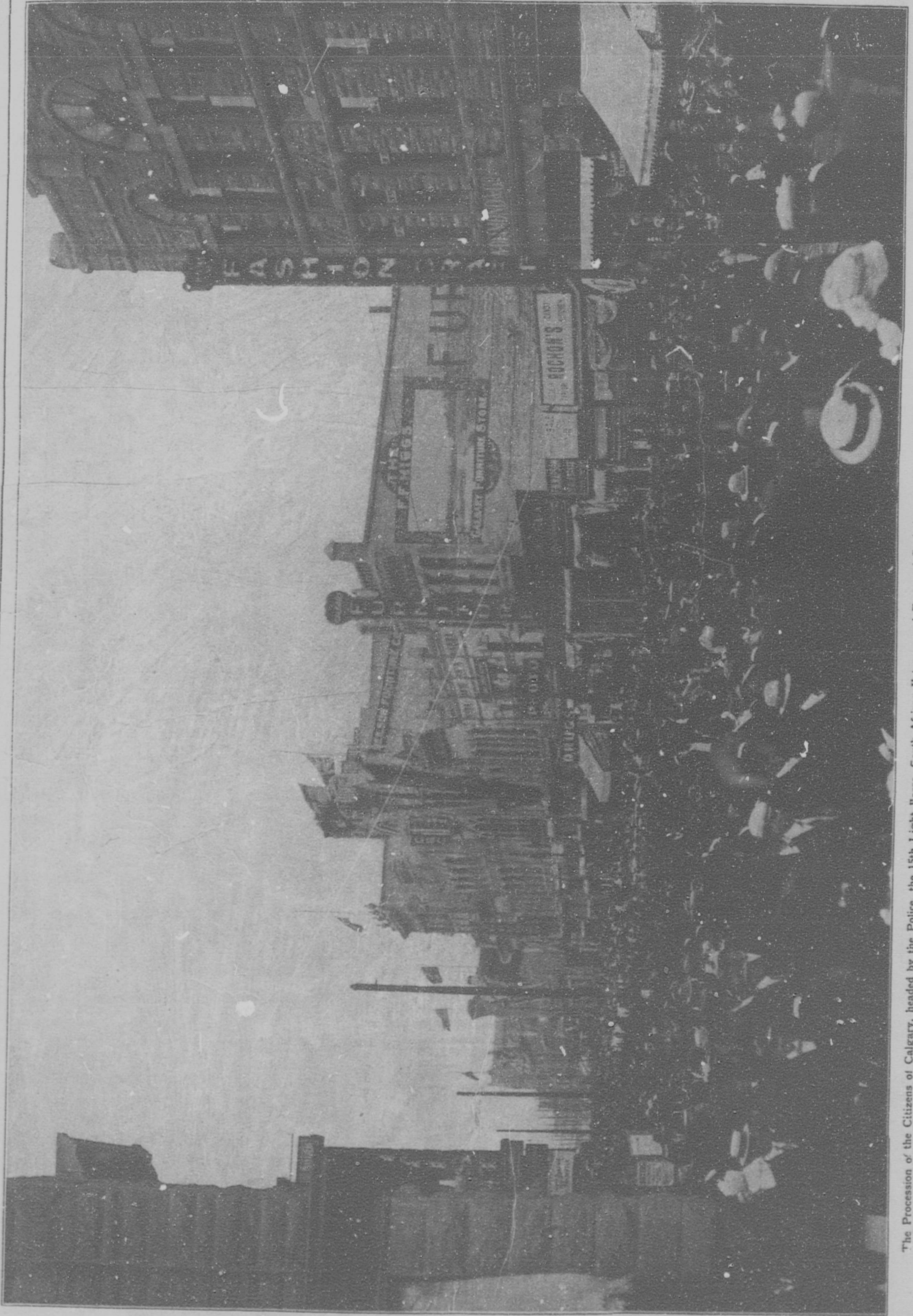
## HERALD

(WEEKLY)



A Unique Snap Shot of a Mountain Land taken high up in the Rockies in the Neighborhood of Banff, Alberta  
(By courtesy of M. A. Kelly)

**I**N answer to the query raised South of the International Border, "Why Go To Canada?" we have relied largely on American cartoon and story to most completely supply the answer. We have given but a fraction of the agricultural and financial possibilities offered by Canada, its climatological and social advantages. Our principal difficulty has been to eliminate from the golden opportunities at our disposal such as were not relevant to the object in view. With these eliminations, however, enough remains to complete a picture full of allurements, presenting sure and certain grounds of success for those who would grasp these opportunities by the hand.



The Procession of the Citizens of Calgary, headed by the Police, the 15th Light Horse, South African Veterans and Fraternal Societies, passing up Eighth Avenue on their way to take part in the Memorial Services on the Day of King Edward the Seventh's Funeral

# WHY GO TO CANADA

## THE CITY OF CALGARY

By SENATOR J. A. LOUGHEED



In the summer of 1883, what was known as the prairie section of the Canadian Pacific Railway, reached its objective point, viz., the east bank of the Elbow River. There ended the well-known contract of Langdon & Shepard. From the Elbow River west the North American Construction Co. began the building of the mountain section of the road under the management of James Ross. The traveller upon reaching the end of the prairie section found himself in the environs of Fort Calgary. The only landmarks of civilization to be then found that antedated the arrival of the railway were the old Hudson's Bay Company post on the east bank of the Elbow, the Northwest Mounted Police stockade, and the trading post of I. G. Baker & Co., on the west bank. Some two or three log shacks not far distant from these landmarks spoke of the anticipation and prophetic vision of the two or three frontiersmen who had located on the Calgary bottom, that at no distant date a thriving city would flourish where they had squatted.

In 1883 lumber was a luxury. Rough culled boards at \$50 per M. had a depressing effect upon the man who aspired to building up the town. Canvas was cheaper, hence Calgary in 1883 was largely a tented field. By common consent the town took root on the east bank of the Elbow, and had the then owners of section 14 taken advantage of the settlement of 1883 and acceded to the demands for sale of lots, by those who had laid the foundations of the town, the city today, instead of being where it is, would have covered the entire flat from the east bank of the Elbow to the west bank of the Bow.

### C.P.R. Took a Hand.

In December of 1883 the Canadian Pacific Railway Company put section 15, the present site of the city, upon the market, and allowed to those who purchased lots a 50 per cent. rebate, provided they erected a building upon the lots purchased by them during the following spring. This resulted in general migration of the town to its present location, and in an impetus to the building up of Calgary's ambitious hopes. Before the end of 1884 the foundations of a flourishing town had been laid, and steps taken for its incorporation as a municipality. Calgary then began to seriously consider its future. The question usually propounded by all visitors at this time was: "What is to make Calgary? From whence are to be its sources of growth? Are the natural resources of Alberta sufficient to warrant the building up of a large centre of population and of trade?" Calgary citizens never hesitated to take a most optimistic view of the future, and to affirm that the development of the natural resources of Alberta would contribute to the building up of a promising city. The growth and success of cities are very much like the growth and success of individuals. It is frequently a problem with the public why certain individuals succeed when there is no more apparent reason why they should succeed than that others should fail. It is so as frequently with cities as with individuals, but the reasons for Calgary's progress are more obvious than those that apply to many centres of population. To the early resident in Calgary, as well as the resident of the present day, it was manifest that nature had been more lavish in the distribution of her resources within the Province of Alberta than within the boundaries of any of the other western provinces. Lying along the foothills of the Rocky Mountains, rich in mineral resources as well as timber, possessing magnificent stretches of fertile agricultural and pastoral lands, traversed in all directions by broad mountain streams, favored by the best climatic conditions and possessing within her boundaries all the latent possibilities, Alberta is destined to be one of the richest provinces of the Dominion. He was a pessimistic citizen who could not foresee a great future lying ahead of the town situated in the centre of this great province.

The trade of Calgary until 1891 was particularly that of a frontier town. Up to that time no railway communication lay to the north or south. The country lying south of the international boundary line and away north to Edmonton was served from Calgary by the overland freighters who teamed goods from the Canadian Pacific depot hundreds of miles to the interior. This established for Calgary a flourishing trade, while awaiting further railway communication. In the meantime little or no attention was given to agriculture. The impression prevailed that the lands to the international boundary and for 150 miles to the north were undesirable for settlement, and for

agricultural purposes would be unproductive. The cattle interests of the country were largely the mainstay of the town. Large cattle ranches established with English capital controlled most of the country to the south, and prospered under proper management. It was natural that these holders should resent the incoming of the agricultural settler, and this led to the impression becoming deeply seated that these lands were only fitted for grazing purposes.

This condition of affairs was largely changed by the construction of the Calgary and Edmonton Railway in 1891, to Edmonton on the north and Macleod on the south. The opening up of this section of the country and the transportation facilities afforded by the new road at once diverted from Calgary a large freighting trade, which, up to that time, had been one of the principal factors in the development of the town. This naturally caused a reaction to our growth, pending the building up of a distributing trade to supercede the overland freighting business, which in the early days contributed so largely to Calgary's success and growth.

In 1897 the building of the Crow's Nest branch of the Canadian Pacific Railway at once made tributary to Calgary the south-east section of British Columbia. The rapid development of the country traversed by these branches made it evident that Calgary was destined to become a large distributing centre. The rapid growth of large and prosperous towns along the C. & E. Railway, between Macleod on the south and Wetaskiwin on the north, together with the towns, collieries, coking ovens, mining and lumber camps along the Crow's Nest branch throughout the whole of East Kootenay, established beyond doubt the future of Calgary's prosperity.

This has been further supplemented by the immense irrigation works now being carried on by the Canadian Pacific Railway Company, extending from Calgary eastward. By this scheme three million acres of land will, through irrigable conditions, be made productive to an exceptional degree, and will thus contribute with its rapidly increasing settlement to the further growth of Calgary's distributing trade.

### Calgary's Future.

It is difficult to grasp the future development of this immense tract of land through which is now being constructed one of the largest, if not the largest, irrigation scheme on the North American continent, and one which has been pronounced by United States experts to be more comprehensive in its character than any entered upon in the great republic to the south of us. Probably no inland city within the Dominion is so exceptionally situated as Calgary to thus become a large centre of trade. For 150 miles to the north, south, east and west of the city lies a large section of country, all of which is absolutely tributary to us, rich in agriculture, in minerals and forests and natural resources, and probably without parallel in the Dominion in the possibilities of growth and development. Within this section of country are to be found at least 100 flourishing towns, surrounded by prosperous settlements, all naturally dependent on the City of Calgary for trade supplies. Within this section, Calgary enjoys a position of supremacy as a depot of supplies that cannot be displaced or superceded by any apparent possibility. Her position of ascendancy in this regard has been so freely acknowledged by observers that within the last few years scarcely any wholesale house of considerable pretensions within the Dominion but has found it desirable in their interests to either establish a branch within the city or to station one or more of their travellers at this centre.

In 1901 the assessment of Calgary was \$2,307,040; the assessment of the present year, 1910, will exceed \$30,000,000. The population in 1901 was 6,552, and today it is estimated that we have a population exceeding 35,000. Its educational and religious institutions, both in structure and equipment, would do credit to any city within the Dominion. Its buildings in solidity and architectural features probably exceed those of any other city of its size within the Dominion. The enterprise and progressiveness of its people are a guarantee of its future growth by leaps and bounds. Its commanding importance as a trade centre, and also of population, has commanded the attention of the great transportation lines of the continent. The Grand Trunk Pacific, Canadian Northern, and other railways are now extending their systems to establish connections in the immediate future with this metropolitan city of Alberta.

## As a Milling Centre.

CALGARY promises to be one of the largest west of the Great Lakes. The awakening of our people to the important fact that the finest winter wheat on the continent can be grown on all sides of the country tributary to Calgary has already promoted the development beyond all expectation of the resources of the large agricultural stretches which extend for 150 miles to the north, south and east of the city. This discovery has resulted within the last year in the construction of large elevators and mills, and the building up of the milling trade, not only with Eastern Canada, but with the Orient, which, within the next five years will place Calgary in a more favorable position than any other point west of the Great Lakes as a supply centre for an illimitable trade and tributary to the Pacific Coast.

The city is but on the threshold of a great future. With the introduction of American capital and American enterprise, now so largely enlisted in the development of the immense country tributary to it, Calgary will at no distant date take her place as one of the most important cities in the Dominion of Canada.

### The following is the Report of "Construction" for June of Building in the Dominion in April.

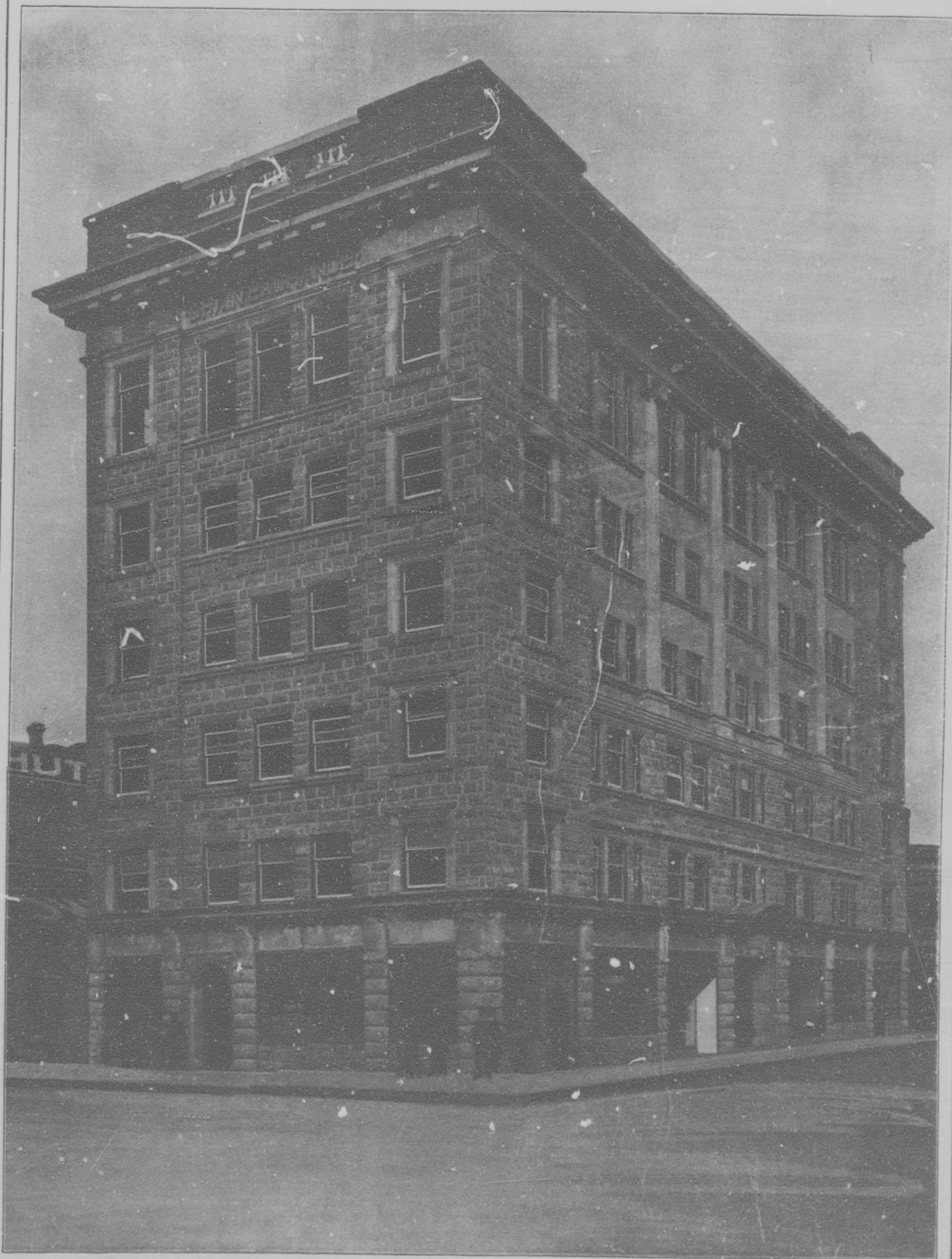
IN the West, operations in general were veritably rampant. Aside from Lethbridge's decrease, and a loss of 5 per cent. experienced at Moose Jaw, all places prospered to an unusual degree. Vancouver's big upturn of \$1,460,508 practically doubles the amount of work undertaken in the month of April, 1909, and is a most remarkable total, considering the phenomenal advances made by this city since the first of the year. Victoria overlapped her previous mark by a gain of 2 per cent. Calgary made a most excellent showing, registering an increase of 246 per cent., as did also Edmonton, where the total was 19 per cent. in excess of that recorded last year. Again, Regina came mightily to the fore with a striking gain of 327 per cent., while Saskatoon and Brandon with their increases of 99 per cent. and 53 per cent. respectively, give evidence of a growth which, to say the least, is both gratifying and substantial.

While these figures truthfully reflect the wholesome conditions as regards building operations which exist in all sections of the country, they fail materially to measure the full force of activity in general. There are hundreds of secondary towns and villages throughout the length and breadth of the land that are going ahead at equally stupendous stride, and it is only necessary to glance at the daily or weekly press in almost any locality to be impressed with the truly wonderful development that is taking place. As regards the outlook, immediate indications are that the present pace will be maintained indefinitely, as practically all architectural offices are well laden with work, and a large number of important projects as well as much small work will be carried out during the summer months.

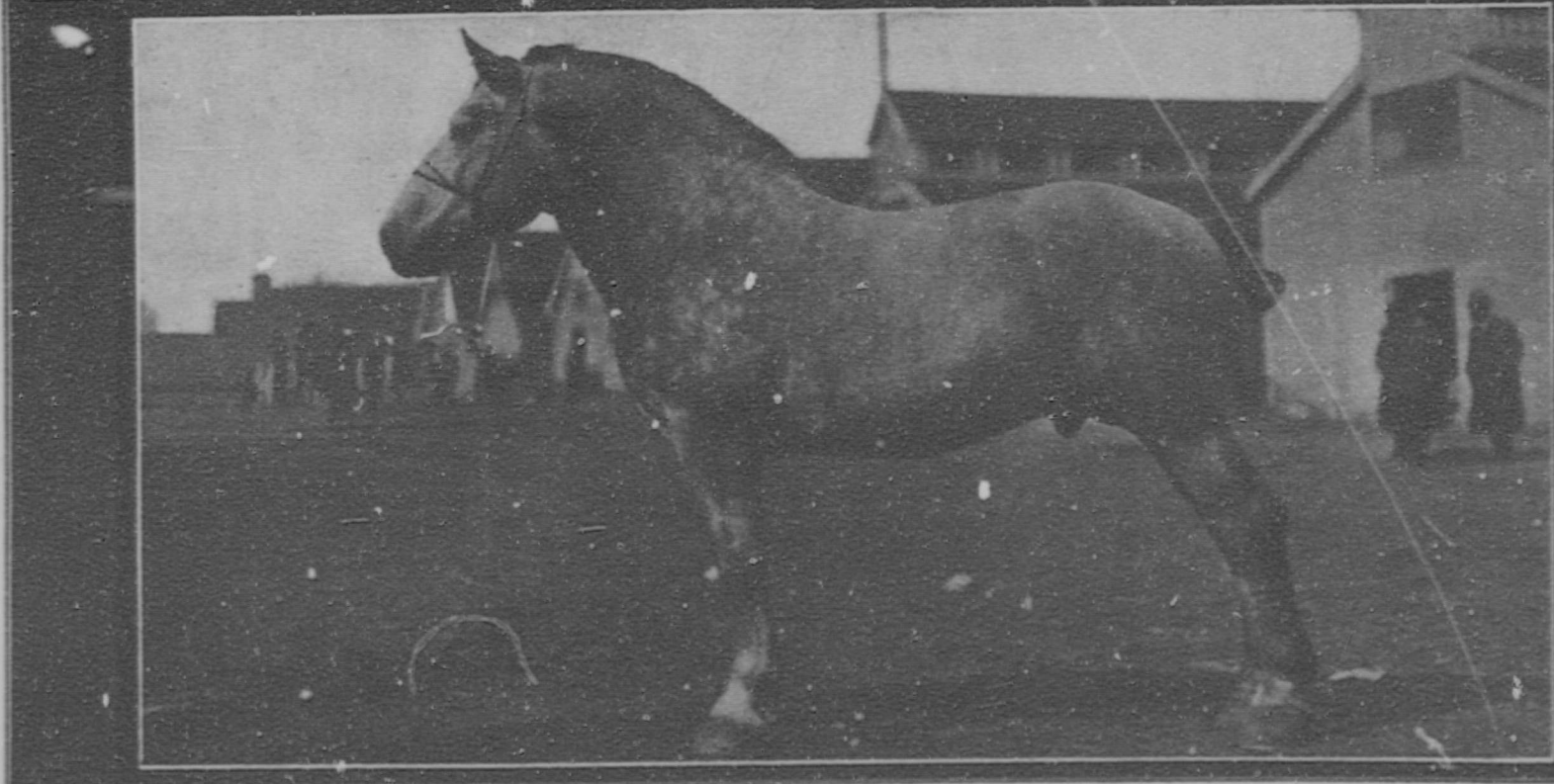
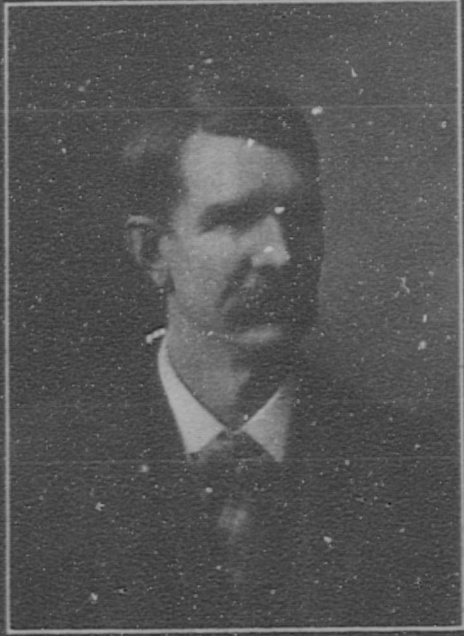
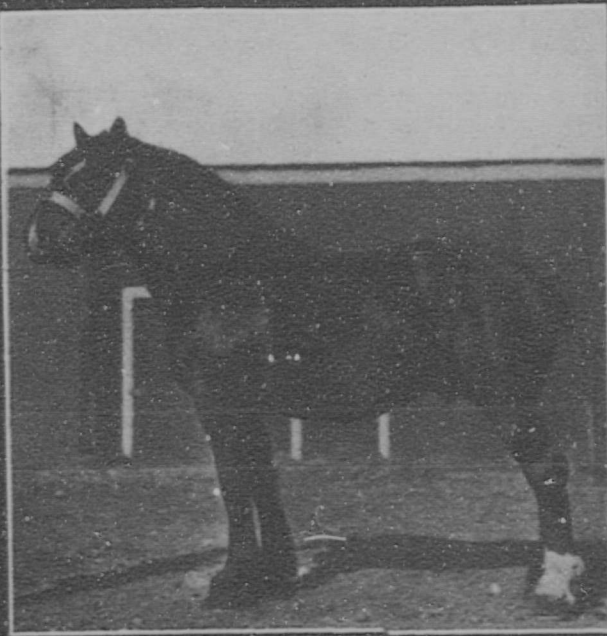
	Permits for April, 1910.	Permits for April, 1909.	Increase.
Berlin .....	\$87,881	\$75,200	16.86
Brandon .....	52,150	33,875	53.94
Brantford .....	79,830	38,015	109.99
<b>Calgary .....</b>	<b>603,930</b>	<b>174,150</b>	<b>246.78</b>
Edmonton .....	252,196	210,890	19.58
Fort William .....	261,625	1,116,000	.....
Halifax .....	29,650	57,000	.....
Hamilton .....	382,175	225,380	69.56
Kingston .....	48,188	43,000	12.06
Lethbridge .....	100,425	224,440	.....
London .....	104,883	177,250	.....
Montreal .....	1,822,082	1,111,891	63.87
Moose Jaw .....	153,250	161,250	.....
Ottawa .....	340,675	359,600	.....
Peterboro .....	121,201	81,721	48.31
Port Arthur .....	107,650	87,600	22.88
Regina .....	307,205	71,875	327.41
St. John, N.B. ....	5,200	10,000	.....
Saskatoon .....	292,956	147,090	99.16
Stratford .....	554,300	30,100	1,741.52
Sydney .....	88,025	12,550	601.35
Toronto .....	2,522,055	2,003,398	22.58
Vancouver .....	1,460,508	783,490	86.41
Victoria .....	192,440	188,060	2.32
Windsor .....	18,250	64,350	.....
Winnipeg .....	2,305,450	1,064,200	116.63
	<b>\$12,294,780</b>	<b>\$8,552,375</b>	<b>43.75</b>



(1) Centre St., showing Herald Office; (2) A Busy Corner; (3) Subway in Business Section.



The Grain Exchange of Calgary, built by W. R. Hull. This is the Finest Business Block in the Province



DIANA 20, roan; sire Major II. de Tierne 38090;  
dam Bellone 17

POMPON

POMPON 18, bay, 5 yrs.; sire Marsala 13098;  
dam Espagne 39449

LISA

BELLONE

BELLONE 17 (imp.), roan, 5 yrs.; sire Bordia 13754; dam Geaute Agricola 17705

GAMIN DE QUERTEUNE (imp.), sorrel, 3 yrs.; sire Indigiene du Fostean 29718; dam Rosa de Querteune 40975, 4 times winner of the Grand Championship, Brussels  
Owned by the Belgian Horse Ranch

GAROU 881, grey, 4 yrs.; sire Bechamel 54969; dam Rosalie 47923. Owned by George Lane, Bar U Ranch, near Calgary

GEORGE LANE  
President, Calgary Horse Show  
GAMIN DE QUERTEUNE



# Some of the Finest Horse Flesh in the World

The Celebrated European Establishments are Annually Inspected and the Most Promising Sires in Clydes, Shires, Percherons, Suffolk Punches are Imported into the Province for Breeding Purposes



WITH every succeeding Horse Show which is held in the Province, be it where'er it may, the draught horse naturally occupies a very prominent position, a more prominent position, perhaps, than does any other kind of horse. For although the "heavy horse," as draught horses are designated throughout the country, "is a thing of beauty and a joy forever," he is, above all things, useful. In these days of automobiles, which are ever present with us, and of aeroplanes, which are imminent, the driving and the riding horses of the province do not represent a necessity to the people in quite the same way as do the heavy horses. As the years go by, as the tide of prosperity increases, as the demand for heavy horses increases steadily month by month and year by year, so the supply of heavy horses of the most excellent class and the most unexceptionable breeding, increases with it. It was universally conceded by the best judges of horse flesh from all quarters of the Dominion, who attended the last Calgary Horse Show, that the quality and the breeding of the various breeds of heavy horses which were exhibited, might be equalled but could not be excelled in any other section of the country. Also, the high grade of the animals extended to all the classes—Clydes, Percherons, and the other breeds which can be included under the general title of heavy horses. This highly satisfactory state of things is a matter of congratulation not only to the horse breeders and to those who deal in the animals, but also to all who require heavy horses for any purpose, and incidentally for the business people and the other dwellers in the towns who reap much of their wealth from those who are more closely connected with the land. By the satisfactory features of the position, as it stands today, do not end here by a very long way. Not only is Alberta in possession today of a number of the best horses of this type in the country, but these animals are, for the greater part, homebred, and the day is not far distant when every horse of any appreciable value will be home bred and home grown. This gratifying result, like the majority of gratifying results in other connections, has not been arrived at without the expenditure of exertion, foresight, labor and expense on the part of not a few people. At the risk of setting down a self-evident truth, it may be stated that it is but a very few years since the demand for heavy horses in Alberta in any way equalled the supply which was on hand. It was in these early days, more perhaps than at the present time, that our prominent horse breeders, by their unswerving adherence to the best sires, by their far-sighted action in purchasing from outside the limits of the province the best stock which was to be found in the market, by their careful and up-to-date methods caring for and in nurturing their stock, deserved well of the province in which they operated, to use a word which is generally associated rather with financial affairs than with horse raising. It will not be difficult for those who are in any way interested in horseflesh to call to mind the names of some of the principal breeders of heavy horses in the province, but for those who are not so intimately connected with the industry, the following list may be taken as containing the names of most of those who have produced good stock, although it must not be taken as by any means complete:

George Lane, Bar U Ranch; The Belgian Horse Ranch, P. Burns & Co., Bert Cook, H. Baxter, Davisburg; V. W. Hunter, Olds; F. A. McHugh & Son, Calgary; Walter Moss, Shepard; Wm. Moodie, De Winton; Jas. Clarke, Crowfoot; North Dakota Farm Co.; J. A. Turner, Calgary; Calgary Colonization Co.; W. B. Thorne, Jaques Bros., Lamerton; John Lyons, Cheadle; Marshall & Watson Namaka; A. L. Dollar, High River; A. J. B. Devdney, H. Bannister, W. B. Thorne, Aldersyde; H. L. Kennerly, Glenbow; Harvey Lane, Medicine Hat; and J. Hallman & Sons, Airdrie.

As was said before, this list does not by any means exhaust the full number of breeders of heavy horses within the confines of the province of Alberta, but it is probable that it contains the majority of those gentlemen who have met with the greatest measure of success in this line, without any exception, all the gentlemen whose names are contained in the above list, obtained prizes for their animals at the recent Horse Show which was held in this city. And this, of itself, is a guarantee of excellence, which nobody will endeavor to dispute.

To return to the matter of breeding heavy horses in the province, we find that it is not too much to say that in some instances no trouble or expense has been spared by some of those who raise horses to obtain the best possible stock. For instance, George Lane, finding that nothing in the Dominion suited his purpose exactly, did not hesitate to send to France for some of his sires, and this action of sending to Europe for the best sires and mares has been followed by several other gentlemen, who have reaped the benefit of their enterprise in this direction, and who are continuing to do so.

At the opening of the Horse Show here, George Hoadley, M.P.P., the President, made a short speech dealing with the breeding of heavy horses, which is well worthy of reproduction.

Mr. Hoadley said, in part:—

"The time has come for a change and my suggestion for a change is 'weight.' While quality is not to be despised, it should be taken in conjunction with weight. Quality is not to be despised, but who is the man who will set the type of horse, the idealist or the man who buys the animals? Many small draft stallions are shipped in, practically culled from the choice breeding centres of the old country, horses of beautiful contour, perfect in wind and limb, but lacking in weight. I would have the judges insist upon a heavier type of animal. This is not impossible, although we are the dumping ground for inferior sized animals with quality. There should be a minimum weight fixed for the three year old stallion class. The small horse, although he may do good work, and for a time may do as good work as a heavier animal, he is not able to keep up the pace for he is simply working on his nerve, and nerve will not last with weight when other qualities are equal."

The history of the Horse Breeders' Association in Alberta is the history of an association which, from its very first inception, has met with progress, development and success. The association was inaugurated during the first year of the Alberta Horse Show, when the Horse Breeders' Association, acting with the City Council and the merchants of Calgary, donated a sum of \$1,107, and thus materially assisted the directors of the Horse Show in establishing the first indoor Horse Show in the city. There can be

no doubt that the horse business is in a very satisfactory condition today; year by year the number of horses in the province increases. A rough estimate which has been made of the number of the horses in the province computes them at 263,217, and it compares very favorably with the increases of the number of horses in the United States, allowing for the difference in the time that these animals have been bred in the two countries and the difference in the population of the same. In the year 1909, no less than 20,211 horses were shipped over the Canadian Pacific Railway, at an approximate value of \$2,324,265. These figures prove that there can be nothing but encouragement for horse breeders and raisers at the present time.

It does not require an expert to realize that unless a horse is absolutely sound in wind and limb, even unexceptionable breeding and an extended pedigree can avail him but little, as far as real excellence is concerned. For this reason a very important resolution was passed at the last Horse Show by George Jaques, dealing with this very important matter. Mr. Jaques is a member of the Suffolk Horse Society. The resolution read as follows:

"That no horse shall be allowed to take prizes in future shows in the province unless he has been passed as physically sound by some veterinary surgeon," and the motion also included the clause that after June 1st, 1910, no Suffolk horse be registered in the province unless passed as sound and free from hereditary disease. George Lane, Wm. Moodie, J. A. Turner, and Mr. Clarke, of Lacombe, also spoke to the resolution and highly approved of the principle which was involved in it.

The resolution, with an amendment which widened its scope, was carried unanimously.

The industry of breeding heavy horses in the province is in a very enviable condition, owing to the fact that it is receiving the hearty support of the Minister of Agriculture and of the Provincial Government as a whole. On many occasions the Minister of Agriculture has expressed his desire to assist the industry in every way in which he is able, and the importance of substantial government assistance to any movement it is impossible to overestimate.

In the course of a brief article such as the present one, it is impossible to cover at any length the various aspects and phases of heavy horse breeding, but enough has been said already to convince the reader that the possibilities for those who raise heavy horses of the very best kind are almost endless; that the conditions under which the industry is conducted are almost ideal; that the outlook for the future is encouraging in the extreme; and that, while today Alberta possesses heavy horses which are the envy of its neighbors, the quantity of these valuable animals is increasing with every season, and the quality of the same has been raised and is being raised to such a point that within a very short period it will be difficult to suggest that it is capable of any improvement whatever.

Also, to make things even better than they would otherwise be—for almost everything, however good, is still capable of improvement—the price of heavy horses is steadily rising throughout the eastern and western markets, and owing to the rapid development of the country, the quantity of people who are in a position to pay the highest price for the best article in every line of commerce is increasing in the same ratio.



**JOURNALIST**, bay gelding, 6 years, 15 1/2 hands; sire Eagles Plume;  
dam Bloemfontein. Owned by W. J. Watson, Calgary

**CADET**, chestnut gelding, 15.2 hands  
Owned by F. C. Lowes

**CRISPAIN and VIOLA**, Tandem Team. Driven by D. T. Lowes

**GAY BOY** 2910, bay, 11 yrs.; sire St. Saviour;  
dam Orlic. Owned by D. A. Campbell, Calgary

**GENERAL H.**, bay, 9 years, 15.2 hands; sire Combineer; dam  
Jessie Wallace. Owned by Wm. Parslow, Calgary

His Honor Lieut.-Governor of Alberta  
**HON. G. H. V. BULYEA**  
Patron Calgary Horse Show

# THE REDCOAT RIDERS of the PLAINS

*The Men who Do Not Fail, whether Bringing Relief to Isolated Settlers or Carrying Mail to Remote Trading Posts*



**I**n May, 1873, Sir John A. MacDonald, then premier of Canada, acting upon the report of Colonel Robertson-Ross (at that time an adjutant-general of the Canadian militia), decided to form a police force to deal with the Indians and whiskey traders from whom he was constantly receiving disquieting rumors. He desired a capable, ready force with as much efficiency and "as little gold lace" as possible. Hence, in May, 1873, a bill was carried through the Commons authorizing the establishment of a force of 300 mounted police in the West.

This force was put under the command of Lieut. Colonel French, and was recruited in Toronto. Immediately upon organization they started to Fargo by railway, and made a march to Dufferin. The commencement of their famous march through 800 miles westward to the Rocky Mountains with two field pieces and two mortars, and relying solely upon their own transport train for supplies, followed.

Here, on October 19th, in the very heart of the Blackfoot country, where no man's life was safe, Fort Macleod, the first mounted police fort in the Northwest, was completed. Another force was sent north to Edmonton among the Assiniboines and the Wood Crees. The main body turned back across the plains to Fort Pelee, and thence to Dufferin, so that in four months the force had travelled 1,959 miles. These 300 police had accomplished, without losing a life, that which had been declared as impossible without the use of an army—the taking possession of the Great Lone Land.

In 1875, Inspector Brishois, with a detachment of police, established the first fort on the present site of Calgary, which was named by Colonel Macleod.

For a long time the chief work of the force consisted in managing the Indians, in acting for them as arbiters and protectors, in reconciling them to the coming of the whites, in stopping the excessive sale of liquor to them, in winning their confidence, respect and even friendship, and in protecting the surveyors who were parcelling out the land from the railway. To these duties were added the maintenance of law among the thousands of railway laborers then building the C. P. R. and the preventing of strikes.

By 1882 the police had become responsible for lives and property scattered over 375,000 square miles. Trading posts were developing into towns, and cattlemen were bringing in large herds. At this time it became necessary to increase the force to 500 men. Permanent headquarters were established at Regina, substantial barracks instead of the log cabins and stockades which existed at other posts, being erected.

### The Riel Rebellion.

**I**n 1885 the Riel rebellion gave the police plenty of work, twelve men being killed and an equal number wounded in the first engagement with the rebels at Duck Lake. A few years after the rebellion the force was increased to 1,100 men, the maximum strength to which it has ever attained.

One of the greatest achievements of the force was their persuading Sitting Bull and his six thousand

Sioux to return and surrender to the United States authorities after the massacre of General Custer and his troops, even when commissioners from the United States had failed in accomplishing this. The police were successful in this worthy exploit, because they had gained the confidence of the Indians. Withal, the police have always maintained a tradition of stern vigilance and swift retribution towards the Indians, so that besides there having been no lynchings or train robberies, there have been no Indian wars in Canada.

The duties of the police are being extended farther and farther. Forts are established in the farthest north, some isolated, such as Fort Churchill on Hudson's Bay, which is 700 miles from any other trading post, others closer together, as on the trail from White Horse to Dawson, where they are only twenty miles apart. For instance, a police report recently received at the police headquarters at Ottawa from Herschell Island, in the Arctic Ocean, was conveyed 1,000 miles by dog sleigh, 1,000 miles by water, and 3,000 miles by rail. It took over two months to make the journey.

### The Klondyke Gold Rush.

**A**s soon as the rush began to the Klondyke gold fields a troop of police was sent up to the Yukon to maintain order. This was in 1897, and as the force then included only 670 men, it was increased by 100. The cosmopolitan population of the mining towns marvelled at the adequacy of the force, as new settlers in Alberta do yet.

In the Arctic wilderness there is an area covering 197,000 square miles of icy wastes, the



The First Great Mounted Police Force.

# Soldiers of the King on the Western Prairie

*A Body of Men who have shown their Superiority in Mobility and General Efficiency*



MILITARY District No. 13 comprises the Province of Alberta and the Territory of Mackenzie.

It was organized as a military district in June, 1907, when that grand soldier, Colonel S. B. Steele, C.B., M.V.O., returned from South Africa after six and a half years' active service, and was given the command. At that time the force in the province consisted of 4 squadrons 15th Light Horse, 4 squadrons Canadian Mounted Rifles, 1 squadron 21st Alberta Hussars and 1 squadron 23rd Alberta Rangers.

Colonel Steele immediately recognized the military needs of the province and started a vigorous campaign of organization, with the result that early in 1908 he received permission from the military authorities at Ottawa to proceed with the organization of one additional squadron to the 15th Light Horse, one additional to the 21st Alberta Hussars, three additional to the 23rd Alberta Hussars, a four-gun battery of field artillery, a regiment of infantry, and was promised in addition for 1909 and 1910 another regiment of infantry, a company of army service corps, a signalling section and a cavalry field ambulance and corps of guides.

Colonel Steele was promoted to command Military District No. 10 in May, 1909, and Lieutenant-Colonel E. A. Cruikshank was promoted from the command of an infantry brigade in the Niagara district to command Military District No. 13.

Since taking over the command Colonel Cruikshank has organized the 103rd Calgary Rifles, a signalling section and cavalry field ambulance.

The district staff consists, as it did on organization, of Captain E. F. Mackie, D.S.O., District Staff Adjutant, and Captain P. T. L. Boulanger, Senior Ordnance Officer; District Signalling Officer, Lieutenant W. J. Jephson; District Intelligence Officer (acting), Lieutenant C. T. de Kam; while the troops actually organized in the district are as follows:—

15th Light Horse.  
19th Alberta Mounted Rifles.  
21st Alberta Hussars.  
23rd Alberta Rangers.  
25th Battery Canadian Field Artillery.  
Corps of Guides.  
101st Edmonton Fusiliers.  
103rd Calgary Rifles.  
13th Signalling Section.  
No. 13 Detachment Canadian Ordnance Corps.  
No. 13 Company Army Service Corps.  
No. 17 Cavalry Field Ambulance.  
A total of about 2500 officers and men.

The 15th Light Horse, the senior corps in the district, was organized in July, 1905, Lieutenant-Colonel James Walker being selected to organize and command the regiment. This splendid patriotic gentleman is well known to everyone in the province. Coming to Calgary in the early seventies, he has seen all the ups and downs of pioneer life and has probably had more to do with the great advance of the City of Calgary than any other man in the city. Notwithstanding his training in the Northwest Mounted Police in the old days, the colonel, on the organization of his regiment, jumped into the harness and went into the recruits' squad with the officers and men and made the right start as a raw recruit to learn everything new about the game he was taking up—that of a good citizen soldier. The result has been that the colonel has brought his regiment up to a very high state of efficiency and has one of the best cavalry regiments in the Dominion. The colonel has been very ably assisted by his second in command, Major W. B. Barwis; Captain P. A. Moore, adjutant, and Captain and Quarter-Master (now Lieutenant-Colonel) W. C. Armstrong, his staff officers. For his excellent service the colonel was this year given command of the 5th Cavalry Brigade in camp at Calgary. The brigade consisted of all the mounted troops in the district, some 1500 officers and men.

Lieutenant-Colonel W. C. Armstrong was selected by Colonel Steele to organize the 103rd Calgary Rifles, and this gentleman, also a pioneer of Calgary,

took hold of the organization with a jump and zest seldom seen. Commencing by selecting Dr Mason and Ralph Bell as his majors, he selected his captains, and the whole got together and selected the lieutenants, who in their turn recruited the eight companies of which the regiment consists—some 400 all ranks. Nothing much has been seen or heard of the 103rd so far, but the organization is a live one, drilling three nights per week under a competent instructor, preparing the officers to take command of their companies, and it is expected that Calgary will turn out en masse one of these fine evenings to see their own city regiment, in rifle green, take the city by storm headed by their excellent band. We are confident Colonel Armstrong will have as great success with his regiment as he has had in his commercial enterprises.

Captain L. S. Mackid, one of our most successful and popular surgeons, is a native born Calgarian, and has the organization and command of the 17th Cavalry Field Ambulance, and we know of no one in whose hands it could be better placed.

Captain Mackid took his corps to camp in June full strength, and had charge of the sanitary and medical arrangements of the camp—no small matter in a camp of 1500 men. The work done by this unit was most excellent and all ranks were loud in their praise of the excellent organization.

A few words on the other organizations in Calgary will not perhaps be amiss.

No. 13 Company Canadian Army Service Corps was not organized in time to perform the commissariat duties at this year's annual camp, but is progressing very favorably. It will consist of a trans-

port section, bakery section, and butcher section, and will supply all the wants for the inner man at the camps of training and on active service.

The signalling section, under command of Lieutenant Jermy Jephson, did excellent work in the camp, making wonderful progress in their particular line.

Calgary has a corps of School Cadets some 400 strong, instructed by that very able and excellent instructor, Sergeant-Major J. C. Page, late of the permanent force, Winnipeg. The cadets passed a very excellent inspection before the D.O.C., Lieutenant-Colonel E. A. Cruikshank, who complimented the lads very highly on their good work.

The Western Canada College has a very fine Cadet Corps of 80 boys, who also do excellent drill and are all very fine rifle shots, in which recreation they take a great interest.

The Calgary Rifle Club has a membership of 180 members and is one of the best civilian rifle clubs in the Dominion and turns out some of the finest shots.

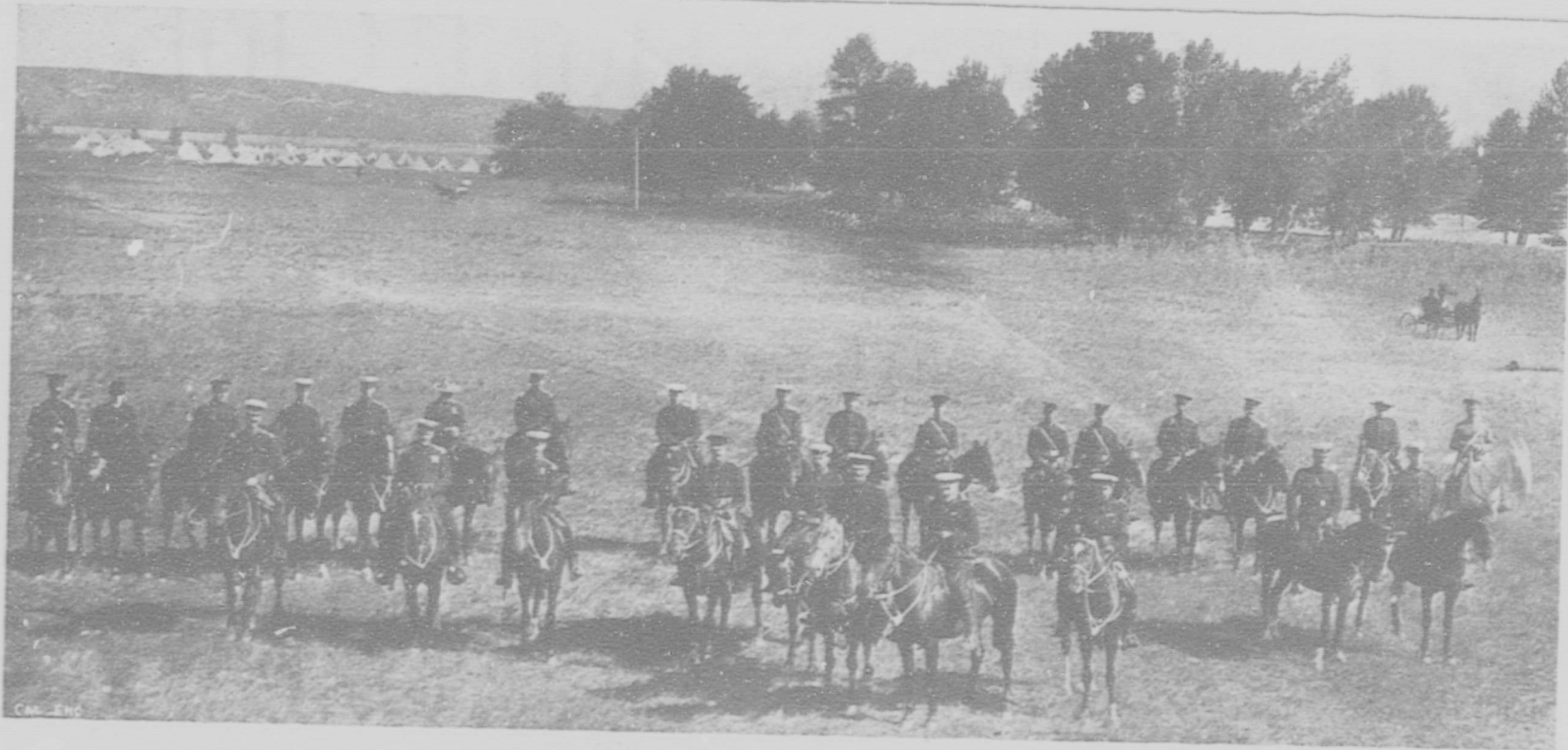
Calgary is also blessed with a very good 12 double-target range, where some of the best shooting in the Dominion is done. This range, owing to the excellent climate of Sunny Alberta, is open for rifle shooting nearly the year round.

To touch on our military forces outside Calgary, we have that excellent regiment the 19th Alberta Mounted Rifles at Edmonton, commanded by Lieutenant-Colonel R. Belcher, an excellent officer who served in every rank up to inspector in the R.N.W.M. Police, and upon retiring from that corps a few years ago took up the organization of the 19th, which he has brought to a very high state of efficiency.



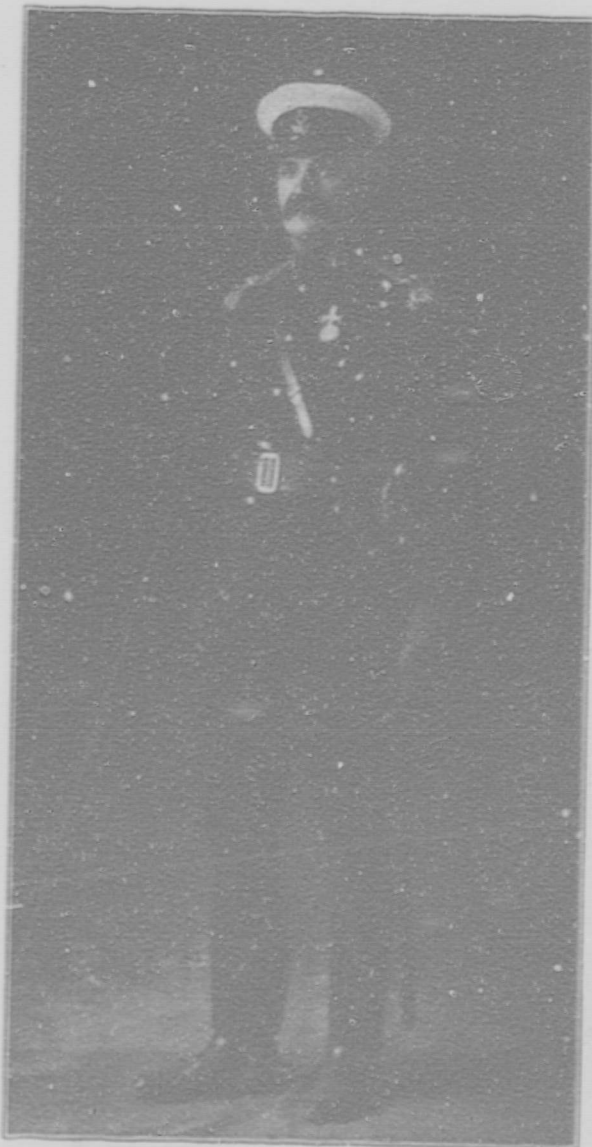
Major Geo. Ross.  
Major Geo. Macdonald.

Col. Jas. Walker.  
Capt. Selby Walker.



The Camp of the 15th Light Horse at East Calgary.

The 21st Alberta Hussars at Medicine Hat is another good corps composed of ranchmen and commanded by Lieut.-Colonel Frank Sissons, a pioneer of Manitoba and the Yukon. Colonel Sissons believes in going slowly but surely, and has organized only a two-squadron regiment, which he has made very efficient, as shown by the excellent work done



Lieut.-Col. James Walker, 15th Light Horse.

in this year's camp. The regiment will be organized in four squadrons in 1911.

The 23rd Alberta Rangers, with headquarters at Macleod, is a splendid corps of riders and rifle shots, distributed at Macleod, Claresholm, Cardston and Pincher Creek. The corps up to this training consisted of only one squadron, but was this year increased to four, and the work carried out was excellent.

The 25th Field Battery, Lethbridge, under Major J. S. Stewart, trained for the first time in camp, and was a great addition to the brigade. Major Stewart

has proved himself the right man for artillery work.

The 101st Edmonton Fusiliers, commanded by Lieut.-Colonel E. B. Edwards, is another very excellent corps in the district. The regiment trained last year for the first time and passed a most creditable inspection. Of the 400 men enlisted not one was under 5 feet 9 inches, and the regiment made as fine an appearance on parade as any corps in the Dominion.

Edmonton has also a fine 6-target rifle range, where some of the best shots are turned out, several being Bisley men.

The district has also some 37 civilian rifle associations, totalling about 1750 rifles. Each association has its own rifle range and performs a compulsory annual training in rifle shooting, being inspected by an officer of the district staff twice annually.

The Cadet organization is really in its infancy, but excellent progress is being made.

Edmonton has some 600 cadets: Strathcona, 100; Morinville, 50; Wetaskiwin, 50; Red Deer, 80; Calgary, 480; High River, 40; Macleod, 40; Pincher Creek, 60; Lethbridge, 100; and Medicine Hat, 60. These units are furnished with arms, equipment, etc., by the government, and are trained in infantry drill under the guidance of their school teachers, many of whom qualify as instructors at the permanent military schools.

The Militia has kept well up with the great development of the province and the City of Calgary. It is modern in every detail and its officers are highly trained.

Schools of instruction in military subjects are held periodically to enable officers and N.C.O.'s to train and qualify for the appointments and for promotion, and in a few years we shall have a force in the province second to none.

### Under Canvas this year at the Militia Training Camp.

EVERY year there are new military units added to the roll in Alberta. To many, who do not know, the military life of this province pervades but few sections and draws its rank and file from among just a certain ultra patriotic class, but such is an error, as is also the fallacy that the interest in military affairs is only general at war time. Each year there is a marked increase in the numbers of militiamen who receive instruction at the annual camps of instruction.

The camp this year had an enrolment reaching about the 800 mark.

The Camp Headquarters Staff, from Lieut.-Col. Cruikshank down, comprises fully 27 men.

The 5th Cavalry Brigade, under Lieut.-Col. Walker, has an enrolment of about four, or at least there are four of the above taking the course of instruction at the camp.

The 15th Light Horse, under Major G. MacDonald, has a strength of 172. This is the Calgary regiment.

The Red Deer Indian Squadron, under Major H. L. Gaetz, has a strength of 60.

Edmonton's contribution is the 19th Alberta Mounted Rifles with a strength of 216.

Then there are the 23rd Alberta Rangers, under Major A. C. Kennais, with a strength of 202; the 25th Battery C.F.A., under J. S. Stewart, strength 78; the 17th Cavalry Field Ambulance, under Capt. L. S. MacKid, strength 29; and three of the 13th Signaling Section, under Lieut. Jephson; and two of the Corps of Guards, under Capt. R. B. Ross.



Lieut.-Col. W. C. Armstrong, 103rd Calgary Rifles.



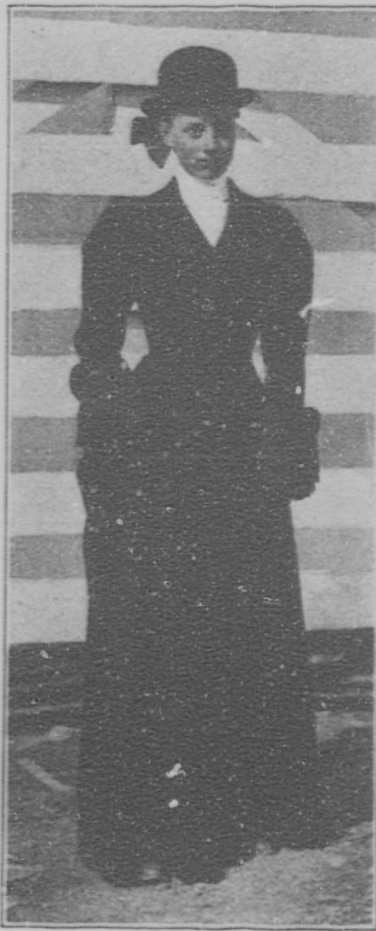
Regular Force—Capt. E. F. Mackie, D.S.O.



Capt. L. S. MacKid, 15th Light Horse.

# The Calgary Hunt Club

*The hounds stand rigid, peering the country over; simultaneously they see their quarry and proceed to bore holes in the atmosphere*



Miss Elsie Millar, of Millarville  
Winner of many prizes at Provincial Horse Show, Calgary

**I**f one were to inform an Easterner that one hunted coyotes, he would probably ask you the calibre of gun most suitable for the sport. The coyote is the "Reynard of Western Canada," and is now hunted, in the Calgary district, by the Calgary Hunt Club, as the "Old Country" huntsmen follow the hounds after the elusive and game little fox.

In Alberta the sport of following the hounds is a recent venture on the part of a few enthusiastic horsemen who saw how the same little coyote could be made to bear the burden of its distant cousin the "Red Fox" of the Old Country, and as a result the Calgary Hunt Club was formed.

This happened three years ago with about a dozen active members. The membership of the Calgary Hunt is now about 40 active and twenty others. It has the distinction of being the first Hunt Club, formed in the orthodox manner, in the Province of Alberta, and as far as developing the sport of "Coyote Hunting," it has been a splendid success.

The sport of running coyotes by hounds is not by any means a new one in Western Canada. It was a pastime that the "Cattle Kings" of the old days took up with a zest, each man having two or three good killing hounds, and putting in his spare time, during the suitable seasons of the year, running the coyotes that roamed his particular range.

To the rancher it was business as well as protection, and in certain years when the coyotes grew too numerous, so much so that they affected the profits of cattle raising, a business of the killing of the grey fellows by poison, by a hunter stationed on a knoll with a repeating rifle, and other devious methods

were instituted, until the coyotes grew thin in numbers and more cautious in their habits.

When the Calgary Hunt Club was formed, a President, Master and whips were elected, and the Club proceeded to business. The first year's history of the Club was not a success from many viewpoints. It was found that the sport had been taken up on too elaborate a scale, and the following year the methods of procedure were revised and retrenchment made in the matter of expense, with the result that today the Club is in an excellent financial condition, has furnished a suitable Club House a few miles from Calgary, and the membership is steadily increasing.

The sport of hunting coyotes in Western Canada is second in excitement and vim, only to that typical horseman's game "Polo." To fully appreciate a run behind several good hounds, one has to participate in the sport, and it is then a surety that he will borrow, beg or steal a horse if necessary to get into the game.

The Calgary Hunt Club is fortunate in one respect. It has an ideal country to ride over in the Sarcee Indian Reserve, seven miles from the city, the reserve being free from wire and of very passable country for cross-country riding. It is large enough in area to allow three or four fields hunting at the same time, and further, and perhaps more essential, it is an excellent cover for the coyote. There are a large number of cattle ranged on the Reserve, and the coyote, like the vulture, waits for his food in preference to hunting it.

The most suitable mount for the sport is a good chunky pony, one that can stand the racket, good on its feet, and is not high strung. A high strung horse is the root of all evil on a coyote hunt field. He is to be shunned like the devil, for invariably such a rattle-headed

brute will bring one into all kinds of trouble. Whereas a pony that is strong, one that can be handled with ease, is the best for such a sport, and will nine times out of ten bring one in at the kill with the first few. Another feature is that on such ground, an exceptionally fast horse has not so great an advantage over a slower but more sure-footed pony, for the pony will carry one where others could not possibly go and keep their feet, and one is sure to be in at the kill when riding the pony.

The hounds used are that breed (a distinct breed now), the Coyote Hound. They are a cross between a Russian Wolfhound and the Greyhound, having both speed and weight, and can without great difficulty easily turn a coyote.

There is advantage in having only a small pack, but it is essential that there should be some good killers among them, for often many a good run has had an unsatisfactory finish on account of a hound refusing to kill, having turned the coyote.

In hunting with a large pack there are always one or two unbroken who waste much time of the hunt by running stock and further antagonizing the ranchers.

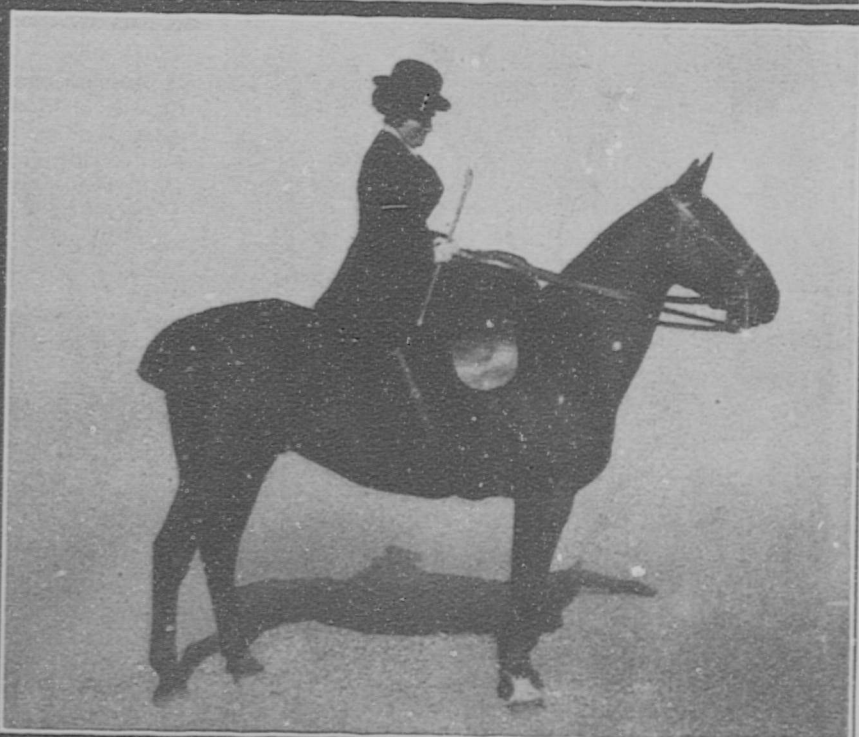
The day's sport is everything that could be desired. To give a true story of the sport enjoyed in a day's hunt with the Calgary Hounds is an impossibility. There are too many small instances, perhaps not amounting to much in themselves, but when gathered after the run and discussed, they make one feel, as undoubtedly he has felt all day, that there is no sport equal to that of Coyote Hunting.

The largest field is usually that of Sunday. Leaving the city about ten in the morning, and going easy, the Sarcee Reserve is soon reached.



CADET

Champion Saddle Horse at Provincial Horse Show, Calgary  
Owned by F. C. Lowes



Some Well-known Members of the Calgary Hunt—A Rest on the Prairie after a Hard Run in the Eye of the Wind

116

# One of the Earliest Ranchers in Alberta

The McHugh Family came West in the Early Seventies and have Made Good



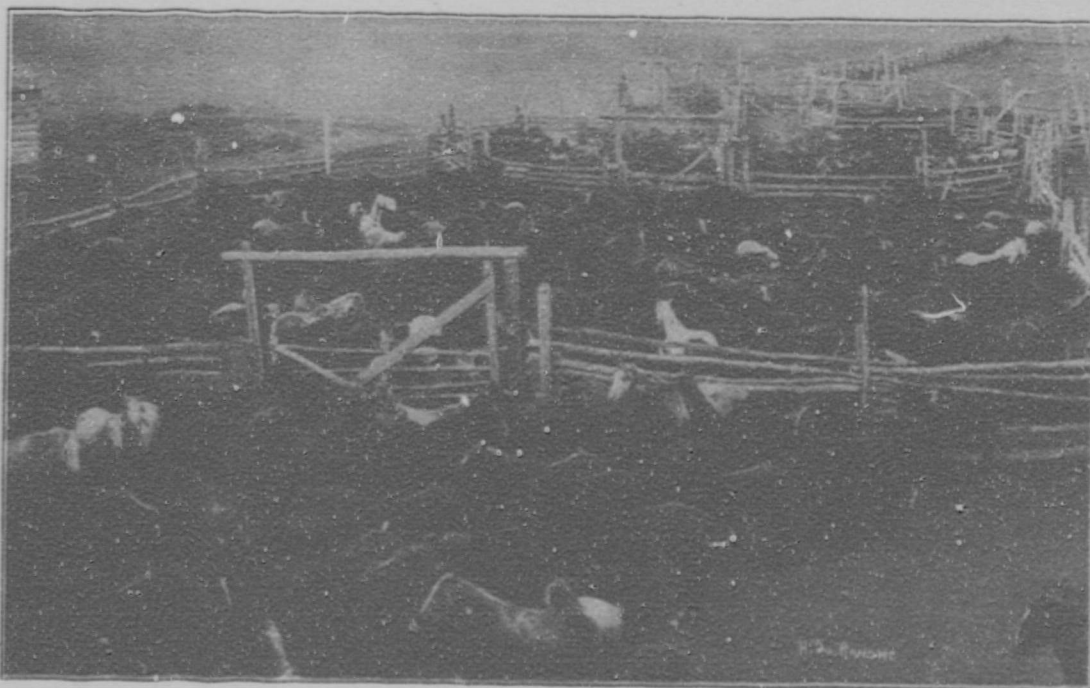
Felix A. McHugh



Gold Championship Medal, presented by the Shire Horse Society of London, England, for the Best Shire at the Alberta Provincial Fair of 1909, and won by Norley J.P. II. 23547, owned by Messrs. F. A. McHugh & Sons of the H 2, Bow Park Ranch.



Norley J.P. II. 23547



The H 2 Ranch Horse Corral



AMONGST the very earliest settlers to this part of the Province of Alberta were the McHugh brothers, Felix, T. P., and J. J. They came in the days when the Blackfeet at Gleichen, the Crees at Red Deer, and the Stonys at Morley, held almost undisputed sway over the lands now occupied by the city and the lands contiguous to the city. The McHugh family came from Ottawa to the western wilds in the days of the coming of the Royal Northwest Mounted Police, in the early seventies, and having taken up land in those early days, have made good and have waxed fat with the increasing value of the lands.

Some of Mr. Felix McHugh's most interesting reminiscences of this early period of settlement centre around the meteoric career of Deerfoot, the great Indian runner, who as well as being as fleet of foot as Mercury was possessed of a very malignant and vindictive temper. Mr. McHugh assisted in the final running to ground of Deerfoot in the country southeast from Langdon and his incarceration and final undoing.

As we have said, the McHughs came from Ottawa. They are Canadian in temperament, and in that fine optimism which led them to leave, at an early age, the comforts of the capital of the Dominion for the more arduous life of the West.

It is as ranchers and breeders of Shorthorns, Herefords, Galloways, Polled Angus in cattle, Shires, Clydes, Hackneys and Percherons in horses at H 2 Ranch, fifty miles southeast from the City of Calgary, on the banks of the Bow River. At one time the H 2 Ranch had as many as two thousand horses, many of the mares being of prize strains and very valuable. Horses bred on this ranch have been sold to Eastern and Western dealers, some after being shipped by dealers to England were transhipped to South Africa and used in the late Boer war.

One of the most successful Shires raised by Mr. McHugh at the H 2 Ranch is Norley, which took the championship for Shires at the Alberta Provincial Show in 1909, winning the gold medal of the English Shire Horse Society after a strong competition in a representative class. Spurred on by this gratifying success, Mr. McHugh will attempt to win more laurels in the show ring and has some promising youngsters that show every promise of maintaining the reputation H 2 Ranch has achieved in the show rings of the Dominion.

## Stock Shipments 1909.

THE following figures, given by the C. P. R., show the stock shipments in the province during the last year:—

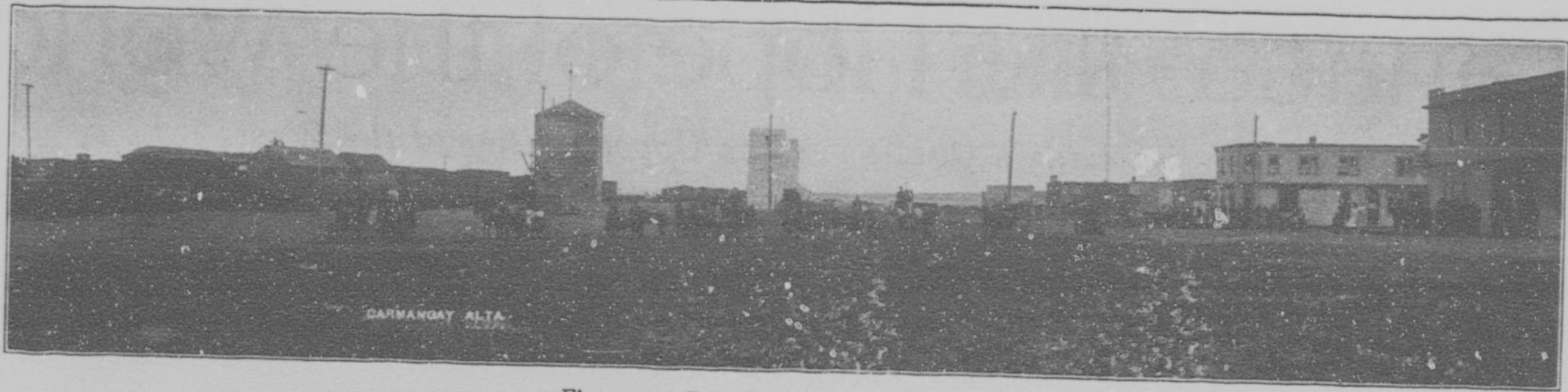
	No. of animals.	Value.
Horses .....	20,211	\$2,234,265
Cattle .....	127,577	5,740,965
Sheep .....	37,024	296,192
Hogs .....	60,769	607,690
Grand total .....		\$8,969,112

Commenting on these figures, Supt. of Stock Shipments McMullen, of the C. P. R., made an interesting statement which bore out the prediction frequently made in the past by those who believed in the development of the country by farming, that the stock shipments from the province would increase rather than decrease with the breaking up of the big cattle leases and the settlement of the country by farmers.

The high-water mark of cattle shipments from Alberta under the old regime, said Mr. McMullen, was reached in 1906. At that time, the breaking up of large ranches into smaller areas devoted to mixed farming was confidently predicted by cattlemen and packers to be the death knell of the cattle trade in the province. This prediction has not only materialized, but the cause specified is shown to have had quite the contrary effect.

The figures of 1909 have not only reached, but have passed the fat year, 1906. It may be that large numbers of breeding stock were sent out consequent on restriction of ranges in the south and east, but on the other hand, hundreds of small farmers have each contributed a few matured animals, aggregating a total apparently sufficient to counteract the effect of the dispersion of the large herds.





Elevators, a Busy Depot, and Street Traffic.

# A Southern Alberta Town in the Making

*This flourishing community came into existence last August*



AMONG the most promising of Alberta's embryo cities, and one which has developed with wonderful rapidity, is Carmangay, a beautiful town situated on the banks of the Little Bow River right in the heart of one of the richest grain-growing districts of the province. It is one of those towns that seem to spring up in the night. Last August it came into existence, a mere collection of small huts on the prairie. Now it is a beautiful flourishing little city with all the modern conveniences of its larger metropolitan sisters, on a smaller scale, of course.

The geographical position of Carmangay is par excellence, lying as it does on the banks of the Little Bow River, right in the heart of a tract of grain-growing land, than which there is none better in Western Canada. It was the wonderful agricultural development of this district which demanded a centre from which to draw its supplies, in which to transact its business and wherefrom to ship its bountiful harvests to markets abroad. It was Carmangay that answered the call.

Apart from her strategic situation and its bearing on her future commercially and industrially, she has been favored by nature in the matter of beautiful surroundings. Carmangay is a place very attractive and one in which life can be enjoyed. It is a good place to live in.

Returning to the extent of the agricultural country tributary to Carmangay and its rapid development, it may convey some idea of the situation to state that it has been estimated that the acreage under crop this year totals 50,000 within a radius of ten miles. Only a small amount proportionately of the land has been put under crop or even broken yet.

From all the great manufacturing and distributing centres of the east, of the older lands, and in fact the entire English-speaking world, are turned on the Canadian West the watchful eyes of the capitalists, the captains of industries, the wholesalers, and in fact the entire business community. Seldom does any excellent opening occur but some one grasps it. Experience has inspired the business world to confidence in the west, and thus has come a warm wave of prosperity in which Carmangay is revelling to the fullest. She has attracted her share of the capital, she has claimed almost every sort of business, and with the money and the trade have come the many other things which pertain to the social, the physical, and the intellectual enjoyment of her residents.

The population of Carmangay is stated as 400, and it is safe to venture the statement that nowhere can there be found a town of such proportions with so many facilities for enjoyment, recreation, education, etc., as Carmangay.

The public improvements provided include an electric lighting system, a series of parks, boulevards, sidewalks, etc.

The youth of the town are afforded excellent educational opportunities in the Carmangay Public School, which has an average daily attendance of 50 pupils, but which is to be replaced by a splendid new building, the contract for which has already been let. The structure will cost \$15,000.

The Methodists, the Episcopalians, and the Presbyterians have organized congregations in Carmangay, and the former body have commenced the construction of a church building while the latter two hold services.

The erection of a dam on the Little Bow River is contemplated for the twofold purpose of the development of power and the provision of a stretch of boating water.

Carmangay is a town of beautiful lawns and gardens. In few places of its size is greater pride in the beautification of the city evinced by the populace. Everywhere added to this there are the many handsome homes, which with many other things indicate the prosperity which is being visited on the town's people.

The Canadian Pacific Railway have commenced work on the building of a fine new station at Carmangay to accommodate the rapidly-growing traffic.

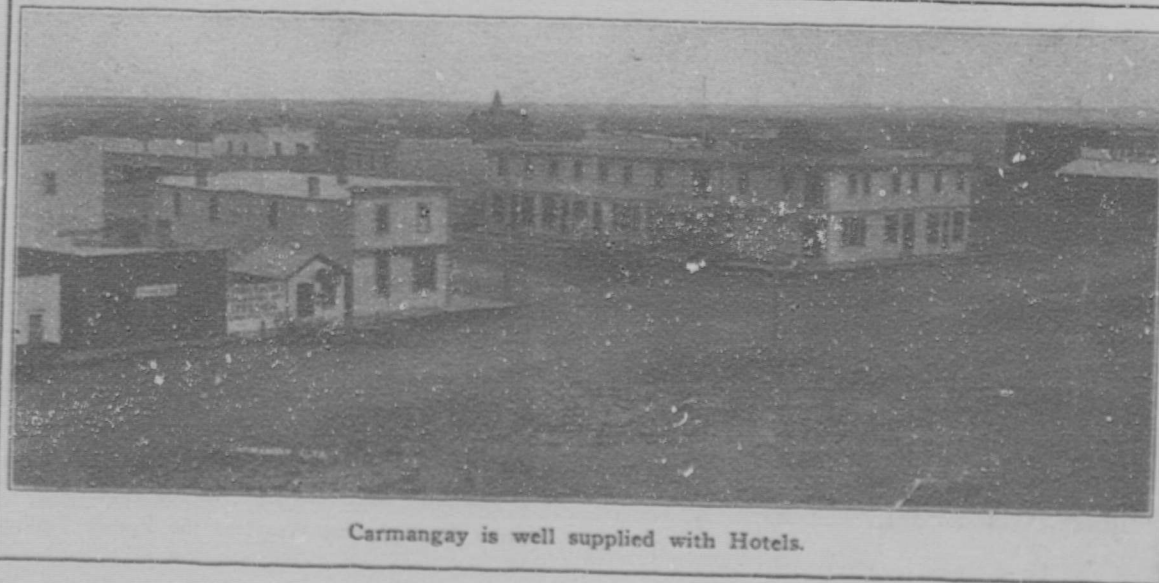
A big bridge, which will be in a class with that at Lethbridge, is also to be constructed soon.



The Main Street, Carmangay.



The Rolling Prairie—A Rancher's Delight.



Carmangay is well supplied with Hotels.

# Canada—the Hope of the World

*An English Lady's Opinion of the Opportunities of the West*

By MRS. WALTER PARLBY OF ALIX



O a vast majority of the untravelled, and less well read, public in the old country, the Canadian West is still a place of wild and woolly ways, a land given over to broncho busting, grizzly bears, and picturesque cowboys; an illusion fostered by the oft-recurring "Wild West" shows, with their lurid presentations of Red Indian warfare, broncho-busting and shooting; a most thrilling entertainment. I have no doubt, to the peaceful dwellers in the British Isles, but how very far removed from actual facts I should very much like to show, feeling, as I do, that the emigrants we want would come in far greater numbers than they do, could they once realize that in coming to this land of boundless prosperity, they are not leaving all the comforts and good things behind them, to face a life of peril and hardship, such as our forefathers had to endure in the brave old pioneering days.

On the contrary, they come to a country thickly settled with peaceful, hard-working farmers of all nationalities, where they will find, among other things, an excellent government—most paternal in the way it looks after the interests of its population—first-class education for their children, and that wonderful equality of opportunity which is the common birthright of all in these new lands.

For the retired army or naval man, or to the many hundreds of people living on small pensions of, say, £400 or £500 a year, I can imagine no better country than this, where their income—in England a mere pittance—

would mean a comfortable existence, with the added satisfaction of owning their own homes, with good shooting, with horses, as many as they cared to keep, and with countless opportunities of doubling and trebling any little capital which they might possess, by wise investment; to say nothing of the opportunities for starting in the world a growing family of sons and daughters. To the many unmarried women of the old country also, leading aimless, empty lives, what a prospect this country opens up! True, the government does not allow women to homestead (except widows with families to support), but then a comparatively small sum would suffice to buy a home and a few acres and set up a small poultry farm or other paying hobby.

Things move so quickly in these new countries that even those living on the spot often feel inclined to rub their eyes and wonder if they have not just awakened from some Rip Van Winkle sleep, and in a few years' time the opportunity for so many, that is now here, may have passed away, and we from the old country hate to see all these wonderful offerings being callously disregarded by our kinsfolk beyond the seas, to fall into the hands of every nationality but ours.

Ten years ago, the country round this little town of Alix, Alberta, was practically empty: three or four ranches, and the valleys, hills and bush given over to the cattle, which were free to range from here to the Red Deer River, or many miles in any other direction inclination might lead them. Then suddenly one day, a little shack impudently raised its head upon the horizon, then, with mushroom growth,

another, and another, till, last of all, came the final enemy of our cattle range, the sinuous lines of the new branch of the C.P.R., placing us, when completed, on a through line to the east—a joy little appreciated at the time, but fully understood now that prosperity has followed in its wake, and our little town is growing and thriving (and getting ready to welcome the new branch of the G.T.P. due to arrive next summer). Our district has become thickly populated with a large English settlement, and land that in the old days we thought dear at \$3 an acre, is now selling for anything up to \$25, having proved that it is the finest in the world, and capable of growing anything from strawberries to wheat!

And what better life could anyone ask?

We in Canada have been accused of being too optimistic, but that does not trouble us in the least: we glory in our optimism! We defy anyone to be other than an optimist, living in this glorious sunshine, breathing this crisp, exhilarating air. We set no limits to our imaginings, to our ambitions, of what this wonderful country is going to become, or to the magnificent futures awaiting the children that are growing up around us. All we want is for more of our old country kinsfolk to come and join us in our optimism, to take advantage of all the goodly things this Canada of ours is offering so freely, to listen to the call of the West, to leave their little island to its fogs, and its factions, and to throw in their lot with a mighty continent flooded from ocean to ocean with the golden light of unbounded prosperity—with Canada, "the hope of the world."



Silent Pool—In the Heart of the Prairie Timber.

# A Western Manufactory

Where the Wealth of Alberta's Forests is Made into Articles for Daily Use



The Residence of the Hon. W. H. Cushing, Senior M.P. for Calgary.



HE firm of Cushing Bros. is the successor of the firm which was established by Hon. W. H. Cushing, by whom the original firm was originated away back in the early days of the city's history, somewhere about the year 1883. In those days money was scarce, and dollar bills were precious in Calgary. It is said that at that time,

if any man showed a five-dollar bill, the sight of it was so infrequent that a crowd would immediately gather together for the purpose of inspecting the treasure. With the financial affairs of the struggling community in such a condition as this, it is needless to state that the trials and troubles of the business firms who had thrown in their lot with the little town were many and arduous. If it had not been for the plucky, dogged manner in which these old-time pioneers stuck to their guns (or their benches), it is improbable that Calgary would be what it is today. It is more likely that the feeble life of the tiny settlement would have died away altogether and that there would have been no city at all.

About this time the Cushing firm thought that they had done a good day's work if the glaziers who were employed by them put up a dozen window sashes per day.

In 1898 the tide commenced to turn. Settlers began to pour into the city and into the province, and the small minority of faint-hearted persons to whom western life did not appeal had faded away. Even at this date the Cushing firm was prepared to supply the needs of all kinds of settlers who were liable to enter the country. Both the needy and frugal immigrant, who was erecting but a small shack, and the more prosperous newcomer who contemplated putting up a substantial dwelling or a place of business, found that they could be accommodated by this firm. Almost every building, great and small, which was erected along Stephen Avenue, owes something to the Cushing Company. The business commenced to develop by leaps and bounds, and so great was the progress that was made during the next two or three years later, the two yards were consolidated under the name and style of Cushing Bros. Co., Limited.

Ever since the inception of the firm, every effort has been made in order to make the plant as efficient as possible, and the utmost consideration is extended to all the customers who deal with it, whether it is the smallest window or door for the homesteader, or the magnificent stairway for the modern mansion or the beautifully designed fittings for our banks; the needs of the customers are the first consideration of the firm.

The Cushing Bros. Co., Ltd., operate factories in Calgary, Edmonton and Regina at the present time, while yards have also been established at Red Deer and Fort Saskatchewan, and, in addition to the ordinary output of the factories, lumber, lath, shingles and tarpaper, etc., are kept in stock in order to supply every need of a customer who requires any kind of goods which are supplied in the lumber trade.

As time went on and the business continued to develop, it became obvious that the old factory did not possess sufficient accommodation for the needs of the great stream of business which was constantly coming into it. The old factory, which was situated in First Street West, was therefore abandoned, and a new and a far more spacious and far

better equipped one was established on the east side of the Elbow River, in the district which provided the original site for the city of Calgary, before the C.P.R. decided to erect their station on the west side of the river, and thereby altered the location of the town. During the last two or three years this district has blossomed into strenuous life and activity as an industrial centre.

The opening of the new factory took place in March, 1908, and it has been constructed with a view especially to the comfort and health of the employees who work therein. The factory is large, airy, bright and commodious, while the extensive warehouses are thoroughly up-to-date in every respect, and all the loading of the waggons is completed under shelters, thus making it possible to engage in this portion of the business in any weather. An excellent pump forms part of a very complete fire equipment, and this important section is also provided with many feet of hose, of the same type which is utilized by the fire department. Trackage facilities are also excellent, owing to the fact that a C.P.R. spur connected with the Calgary and Edmonton line, runs throughout the whole distance of the yard. Owing to the great length of the spur, no less than twenty cars can be unloaded and reloaded at one time. Of late years the Cushing firm have added to the various commodities which they provide, several articles which are not directly connected with the lumber industry, such as manufactured glass of every description, including fancy, plate, coppered and leaded lights of exquisite design and finish.

As door making is a very important portion of the work of this firm, pains have been taken to secure the very best of plants, and the factory has been fitted up with the Dorrell Door Plant, which is one of the most modern door plants on the market,

and can turn out no less than four hundred doors per day. Quality is the watchword and the hallmark of the Cushing firm and the trade mark of the establishment is X.L.C.R. Whenever you see this trade mark stamped upon a door, you can rest assured that the goods will bring you every satisfaction, while the veneered and hardwood doors which are the product of the workmen of the Cushing firm, are renowned for their excellence, their finish and their polish throughout the entire trade. No commission is too small, neither is any commission too great, to be handled by this firm, and to each and every one of them the utmost care and attention is given.

The monthly payroll of any firm is a matter of importance, not only to the workmen who receive the money and to the firm which pays it, but also to the neighborhood in which the workmen live, on account of the large amount of ready money which is put in circulation by the existence of any large factory in any district. During the year 1909 no less than \$163,000 was paid over by the Cushing firm in wages to their various employees in the different branches, and of this great amount of money \$93,000 was distributed amongst the employees of the firm who have their homes in Calgary, so that it is fair to state that East Calgary, in which district the majority of the workmen have their homes, benefits to a very considerable extent by the fact that the Cushing factory is operated in that district. Over one hundred and fifty men are employed in the Calgary branch of the firm alone. Persons who are in need of lumber of any kind, or of any of those articles which are supplied by Cushing Bros., cannot do better than write to the firm and ask to be supplied with the beautiful illustrated catalogue A, which has been recently published, and which contains a full and profusely illustrated description of every kind of merchandise in which the firm traffics. This advice applies to every person who is thinking of building or extending premises. The catalogue will be mailed cheerfully and without charge to anybody who cares to apply for it. Prices and estimates are willingly supplied also to all who need them, and the firm is only too willing to enter into correspondence with all and sundry who need any of the goods which they supply.

Hon. W. H. Cushing.

THE Hon. W. H. Cushing, to whose enterprise, shrewdness, diligence and business capacity, the great and lasting success of the firm of Cushing Bros. is mainly due, is one of the best known and most highly respected citizens of the whole vast expanse of the West. Some twenty-eight years ago Mr. Cushing left his native province of Ontario. Ever since that date his fortunes have been bound up with the fortunes of Calgary. He has shared her vicissitudes, and he has participated in her good luck, and he has profited by her progress. During the past five years Hon. W. H. Cushing has been a prominent figure in the world of politics, occupying the position of Minister of Public Works in the first Cabinet of the Alberta Legislature. When the general elections for the province took place last year, he again resumed his high position, and it was only a few months ago that he disagreed with the policy of the government and resigned his position in the Cabinet, while continuing to retain his seat. At the time of writing there are many who consider that the time is not far distant when the Hon. W. H. Cushing will be the premier of the province.



The Most Modern Sash and Door Factory in the West.

# The Handling of Western Grain

*Alberta is the only Province in the Dominion raising Red Winter Wheat for Export*

By L. P. STRONG



Where Wheat is Stored for the Western Grain Route.



It is generally known that Western Canada—Alberta—is growing the best grain of all varieties that is raised in any country on the face of the earth. And it is believed that that grain is entitled to the best market to be found anywhere in the world, and yet to the present, in spite of this fact, conditions are such that it has not been receiving, and cannot receive what it is entitled to.

The majority of grain in Alberta is raised between Edmonton and Cardston, north and south, and for a distance of about one hundred miles east and west, which is gradually spreading out and increasing. The nearest Lake port is Fort William, which lies at a distance of 1280 miles from Calgary and 1451 miles from Edmonton, or about 1400 miles on an average from the grain growing district of the province.

The grain-raising district in Manitoba and Saskatchewan is only about 600 miles from Fort William, and grain that is shipped from Alberta must compete with a large grain-growing district located 800 miles closer to the market. The matter of railway rates enters here into the question, and very seriously.

From the district of Manitoba and Saskatchewan rates run from 12 to 19 cents per hundred—an average of 13 or 14 cents per hundred. Rates from Alberta points to Fort William average 25 cents per hundred, or 15 cents per bushel, as against 8 or 9 cents per bushel from the former points. It is clear, therefore, that a bushel of wheat raised in Alberta is handicapped against its more fortunate neighbors just to that extent.

South of the line, in Minnesota, North and South Dakota, we find the spring wheat raising district of the United States. The market for that district is Duluth, on Lake Superior, for export, and Minneapolis for milling purposes. The district is located within 400 miles of the terminals. The farmers who

are raising grain in those districts are therefore getting their produce to market also 6 or 8 cents cheaper than the Alberta farmer.

It cannot justly be complained that the rate in force from Alberta points to Fort William is excessive; a comparison between this rate and those in force elsewhere will demonstrate that, taking distance into consideration, Alberta is enjoying the lowest rate on grain that is in existence. This comes from Alberta's peculiar location. In order to get grain to the market by way of Fort William, it costs 8 cents more than it does the farmer in the Dakotas and Minnesota.

In Kansas, Nebraska, and Oklahoma, the district raising winter wheat—much inferior to the red winter wheat being raised in Alberta—practically the same condition exists. They are located on an average 800 miles from Chicago, a closer distance from Galveston, on the Gulf of Mexico, with two routes to the world's markets, both situated only about half the distance that Fort William is from Alberta. Alberta, therefore, is also handicapped to the extent of 6 or 8 cents a bushel over Kansas and Nebraska, and until the farmer in Alberta can find some means to overcome this difference, it will be impossible to compete with other grain-raising districts on the American continent. Alberta is a wonderful new country, the best new country there is, and productive of extraordinary yields, but it is not business to depend upon those yields to make up the difference in freight in order to enable Alberta grain to compete with other grain-raising districts of America.

Before taking up the question of Western shipments, it is opportune to point out a number of other handicaps connected with the movement of grain to Fort William.

The farmer located between Winnipeg and Regina is only 600 miles from Fort William, while Alberta is, as already stated, 800 miles further off. During the summer the railway company brings into the province cars loaded with merchandise and machinery

for the merchants in the cities and villages. A lot of cars are thus made empty, and do not return east until there are loads to induce them. During the summer the elevators are emptied of all grain, and at the beginning of September, just before threshing commences, there is a comparatively large amount of empty storage in the province. This also applies to Manitoba and Saskatchewan, and there is room for grain in both elevators and cars. This, then, is what happens. Threshing starts about the beginning of September. The railway company is anxious to move every bushel of grain possible east within the shortest time, because they know that they are moving that grain to a port which is only open seven months in the year—a port which is frozen up and closed about December 10th. The railway company realizes fully; the elevator companies realize fully, and the farmer realizes fully that it is a question of getting out just as much grain as possible before navigation closes.

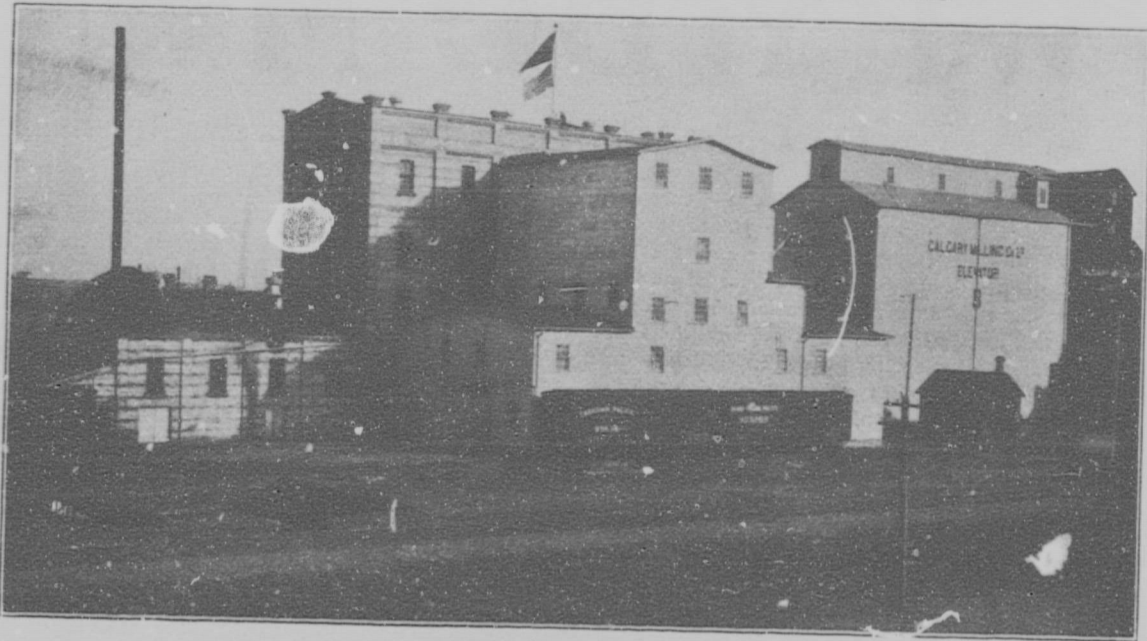
But it takes the cars from Alberta double the time to get to Fort William that it does those from Manitoba, and those from Manitoba get to destination, return, are refilled, and reach Fort William again with the first lot from Alberta. Granting that the railway company bring those empty cars back to Alberta, by the time they reach their destination, Manitoba and Saskatchewan have their third loads down. Thus Manitoba is putting in three loads to Alberta's one. The result is that most of the Alberta grain is necessarily held back either in the hands of the farmers or elevator companies until after the close of navigation. When the port of Fort William is closed by the frost, instead of the grain going forward via the Great Lakes to Buffalo or through the river to Montreal, and then ocean bottoms to Liverpool, it becomes necessary to use rail route from Fort William clear to St. John, N.B., a further haul of 1200 miles. It is well known that water freight for grain is cheaper than rail freight, consequently when this market closes at the commencement of the winter, the price of wheat at Fort

William drops instantly the difference in the freight rate, viz., 6 cents a bushel. The markets at Fort William and Winnipeg are not on a local basis, and when there is a surplus to ship out the market is made at Liverpool, and the value is the value of the wheat at Liverpool less the cost of getting it there. With the close of navigation it costs the Alberta farmer 6 cents more a bushel to get his grain to Liverpool, he is out of pocket just the amount of the extra rate cost, which explains why the price of December wheat is usually 5 or 6 cents less than November quotations. The elevators do not get the extra 5 or 6 cents charged, but the transportation companies do.

With terminal facilities at the Pacific coast, the elevators would buy on a three cent margin all the year round, the other 5 or 6 cents going to the

toba, lying as it does so close to Fort William, and it is reasonable to expect that given similar conditions, similar results will ensue.

Rates at the present time from Alberta points to Vancouver average 22½ cents per 100, which added to ocean rate of 22½ cents Vancouver to Liverpool, gives a combined rate of 45 cents. Rates from Alberta points to Fort William, average 25 cents per 100; from Fort William to St. John, also 25 cents per 100; from St. John to Liverpool, 6 cents ocean freight, making a combined rate of, let us say 55 cents per 100, a difference of 10 cents in favor of the Western route. The distance, as aforesaid, from Alberta points to Fort William is 1400 miles as against 650 to Vancouver; Alberta, therefore, is now paying 22½ cents for a haul of 650 miles as against 25 cents for a haul of 1400 miles.



One of Calgary's Strongest Milling Companies.

farmers in place of the transportation companies.

The province of Alberta is raising winter wheat, the finest winter wheat that is grown anywhere, and it is asserted by the elevator companies that it is in greater demand than any other red winter wheat grown elsewhere. In spite of this, owing to the present route of shipment, it only commands the same price as spring wheat. Alberta is the only district in the Dominion raising red winter wheat for export; a little is grown in Ontario, but it is consumed locally.

Fort William has been the market for the past twenty years on a strictly spring wheat basis, and no grain men have ever yet attempted to combine winter and spring wheat on the same market. The people of Fort William are only human; they have one hundred million bushels of spring wheat to dispose of, and cannot be expected to take the same interest in one or two million bushels of red winter wheat, and work up for it the market it deserves. A market has got to be worked up through the hands of people who are interested in red winter wheat, who have Alberta at heart, who have no prejudices, no jealousies. The destiny of Alberta as a winter wheat-raising district is not in Manitoba or Saskatchewan, located as they are, and working on a strictly spring wheat basis.

Last year when Fort William was paying 3 cents less per bushel for Alberta Red than for spring wheat, a prominent elevator company in Alberta cabled London, offering 16,000 bushels of red winter wheat."

Alberta was shipping Winter Red to Liverpool and receiving just the same price for it that Fort William was paying for spring wheat, while, at the same time, Fort William and Winnipeg were offering 3 cents less per bushel for Red Winter than spring. These shipments went over the western route to Vancouver.

The freight rates from Alberta points to Liverpool via Vancouver have, after continued efforts on the part of influential grain men, been reduced to the same rate as from Alberta to Fort William, and Vancouver is a port open to navigation the year round. Liverpool is going to the West and taking 40,000 bushels of wheat from Oregon and Washington; why should they not take it from Canada as well? The only question they raised was that they desired to be convinced that it was the same wheat they were getting via Fort William.

On the Pacific coast, within a distance of eleven miles, are situated the cities of Vancouver and New Westminster, splendid harbors, with Victoria only 85 miles across the straits, an equally excellent harbor, all at an average distance from Alberta points of 650 miles. These harbors are open the year round. Alberta district, then, is situated in connection with these Western ports just as favorably as are Manitoba and Saskatchewan in connection with Fort William; just as favorably as are the Dakotas to Duluth and Minneapolis; just as favorably as are Kansas, Nebraska and Oklahoma to the Mexican Gulf ports and Chicago. The Western route would also enable Alberta to get out her grain just twice as quickly as via the Fort William route, because every car that is being used once for this purpose now could be used twice or thrice in the same length of time. There is seldom a shortage of cars in Mani-

Liverpool is the permanent market, and, at times, the only market, others being uncertain and fluctuating. Quite a trade is being worked up with Mexico, and while it is doubtless a permanent market, it is not steady owing to the fact there is a local production in that country, and in order to protect home industry, to the extent that it will carry, the government has placed a duty on foreign wheat which is maintained only as long each year as the home product fills the requirements of the country, after which, foreign grain enters free.

During the first three weeks of this year, of 431 cars of grain inspected in Calgary, 368 went westward in preference to eastward. A good part of this grain was shipped to Mexico.

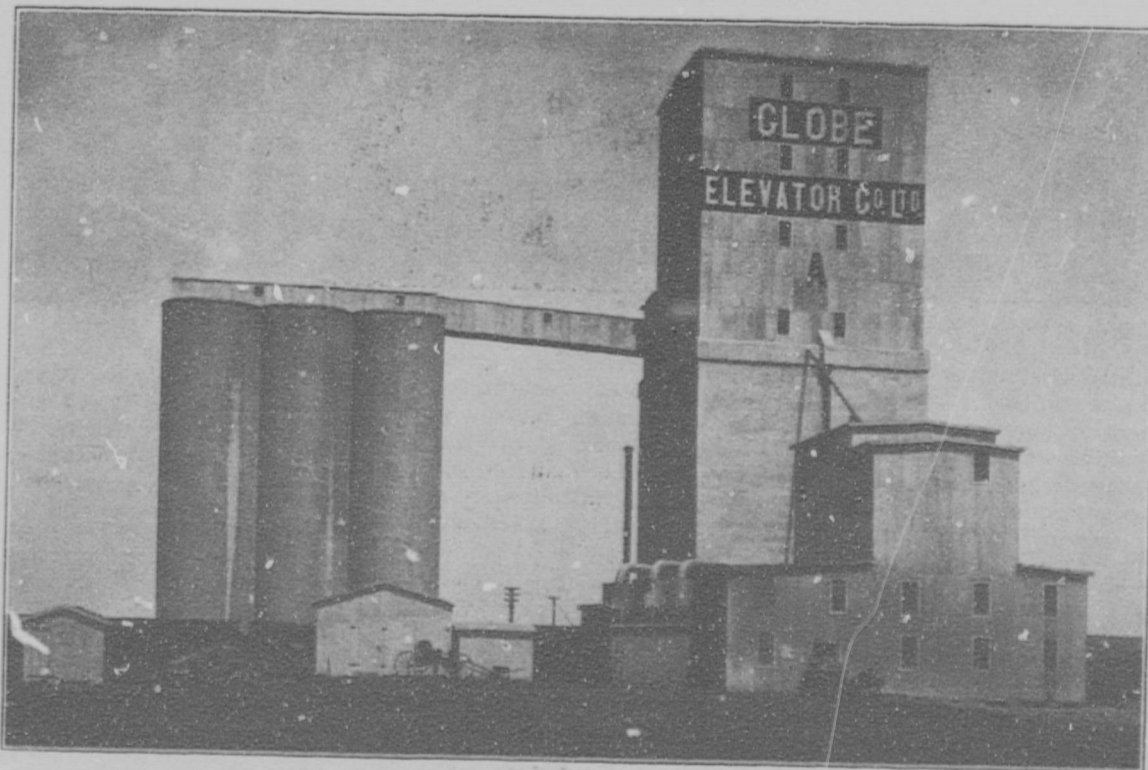
docks. At the present time three lines of steamers operate from Vancouver to Europe, two of them sailing for Liverpool via the Indian Ocean, Suez Canal, and the Mediterranean Sea, while the third goes round the Horn. There is a fourth route also, with a similar rate, which is down the Pacific to either Tehuantepec or Panama, Central America, by rail across the isthmus, and then ocean bottoms to Liverpool. When the Panama Canal is opened to traffic—which it most assuredly will be—Mr. Taft states by the 1st of January, 1915—the distance will be cut in half; there will then be no comparison possible between the rate then to be and that now in force, via either Suez, the Horn or Fort William.

Then there is the other side of the question, just as important to the West, and to the general public, perhaps even more so. The cost of living in the West today is considerably higher than that maintaining in the East, owing to the high prices on staples, canned goods, etc., owing to the long haul. Rates on such commodities from Eastern Canada are one-third higher than from the West, and in general it is to be expected that the establishment of the Western route will have the effect of cheapening living expenses through the West.

The lack of terminal elevators at the coast has been the block of granite in the pathway to success in the greater shipment of grain westward, but this stumbling block will soon be an obstacle of the past. At the present time every bushel of grain that goes over this Western route for export has to be sacked, and as the cost of sacking is exactly 6 cents per bushel, present shipment via either Eastern or Western routes is practically the same. Consequently until storage facilities are provided at the coast permitting of the shipment of grain to Europe in bulk, street prices must remain equal. With the erection of elevator storage this condition will cease, and the

cents per bushel that now goes in sacking will revert to the farmer; when it does, Alberta, as far as winter wheat is concerned, will be on an independent basis. Once the Panama Canal is completed and elevator facilities provided at the coast, it will be possible to get into Liverpool market all the time, also placing the Western shippers in position to take advantage of the South African, Mexican, Japanese and other markets every time they offer better prices than Liverpool. When this comes about, the Eastern people will not be able to compete with markets that the West alone controls, and if the control of the markets is secured, the West can pretty well control the price of Alberta grain, thus ensuring to the farmer the highest price paid for grain in any country in the world.

With the completion of the Panama Canal, the present distance via Suez or the Horn, will be reduced to half, and the establishment of many grain-carrying lines will result; then the great bulk of grain in the western portion of Canada and the United States, which is now shipped eastward at long established rates, will move westward at infinitely more beneficial results to the producers, while at the same time general living expenses will be equally reduced.



A Perpetual Scene of Activity.

The 55 cent rate to Liverpool via Fort William and St. John is a rate which has been established for a number of years, a rate based and established on conditions existing in other sections of the American continent, based on a very considerable haul; on the contrary, the rate via the Western route is just so much in its infancy as is the grain growing in Alberta. So much for the rail pro rata. Regarding the ocean rate. At Vancouver as yet, there are no established steamship lines dealing with the grain trade; grain that has been shipped has gone forward freight, fish, lumber, etc., and have no competition to passenger steamers handling general lines of speak of. It is, therefore, quite reasonable to expect that the present rate is by no means the cheapest that will obtain from Pacific ports to Liverpool

### Growth of Elevator Capacity in Alberta

	Year.	Elevators and Warehouses.	Capacity.
N.W.T.	1900-01	109	2,436,080
N.W.T.	1901-02	129	3,194,000
N.W.T.	1902-03	199	5,105,000
N.W.T.	1903-04	279	7,917,000
N.W.T.	1904-05	311	8,934,000
Alberta	1905-06	45	1,715,500
Alberta	1906-07	81	2,785,000
Alberta	1907-08	115	3,818,900
Alberta	1908-09	123	4,092,400
Alberta	1909-10	245	8,080,400



Prime beef for European Markets



WHY did the Argonauts cross the plains, or round the "Horn?" Surely not to view the setting sun from the "Golden Gate," but to gather the golden sands from the shores of that enchanted land. What fever was it that drove one hundred thousand men through the "White Pass," scaling the "Chilkoot" and fighting their way through the rapids, and past the death traps of the Yukon? The power of gold.

What was the motive that actuated Ponce de Leon to brave the perils of an unknown and uncharted ocean in a cockleshell of a boat? Did he cross half the world in search of the Fountain of Youth, or was it the fabled riches of the Great North Land that lured him on?

What caused the Boers to take up their famous trek to the Transvaal?

What, in short, have been the reasons that from time immemorial have influenced men down through

Again, tribal wars or territorial encroachment furnished forth the impelling power that set in motion that latent spirit of wanderlust, the heritage of a people descended from a race of nomads.

But, in the last analysis, financial gain, worldly advancement, hope of better physical conditions, and the expectation of securing in a greater degree and a larger measure all that goes to make for home comfort and continuity of family traditions have been, and still are, the governing influences that promote these periodic upheavals.

Now, granted these latter are the most important reasons for the unprecedented migration of the past

# WHY DO MEN

*The Endless Procession Forever Passing Westward*

Now what have we to offer?

Here is again the eternal Why? Why? Why?

Fertile soil and a favorable climate are admitted to be fundamentals in any country of reputed agricultural possibilities.

Here, then, are millions of acres, the famous "grasslands" of Alberta, for twenty-five years supporting hundreds of thousands of cattle, horses and sheep, and that, too, without lessening production or showing any sign of grass exhaustion.

This is in itself a significant fact well known to every cowman from Peace River to the Gulf. But when, regardless of the occasional protest from the cattle kings, this virgin sod was turned over and produced on new breaking from forty to fifty bushels of fall wheat per acre, grading higher than Dakota's best, there was indeed an argument irrefutable.

But the fall wheat man has no monopoly. Spring wheat, barley, oats, timothy, alfalfa, and bromus all have combined to whip the steer farther back and drive the horse herds to the foothills and the sheep to the fallow fields, where they ought to be.

The cowman is taking this all very philosophically. He is either reducing his herd or getting away from in front of the monster steam plow, and really it doesn't matter very much to him, for looking in any direction it is nothing but grass, seas and oceans of grass. And, by the way, did it ever strike you that it takes pretty good land to grow grass?

Climatic conditions have been responsible for more romancing than the gentle art of fishing, and more men have graduated to full membership in the Annanias Club while holding forth on the subject of the weather than any other.

But in this case the aid of a vivid imagination is not required, "Sunny Alberta" having fairly earned her right to the name. The records of the Government meteorological office showing for the past ten years a greater number of hours of sunshine than in any similar area north of the great Missouri Valley.

And this to the farmer stockman is an important item when considering the question of summer ranging and winter feeding, animal husbandry being held to be an inseparable part of the successfully conducted farm.

It is contended by experienced stockmen, and not disputed by any, that given the same breeding the southern born calf maturing in the north will add one hundred pounds in weight for each five hundred miles he is moved toward the land of the midnight sun.

That this is an accurate basis for calculation is amply borne out by facts, for fifteen hundred pound steers are as common in Alberta as "Longhorns" on the Panhandle twenty years ago, half a dozen trainloads averaging over 1450 going out last season, while the famous Three Hills range turned out a number of them tipping the scale at a ton.

These are facts that appeal to the progressive stockman and farmer, and in view of the steadily mounting prices for block hogs and butchers' "killers," and good "Canadians," quoted at Liverpool 15c., a view of the grass-covered prairies of Alberta creates about the same feeling in a Mon-



Winter wheat which yielded 45 bushels to the acre

all the ages to pack up their worldly possessions and strike out boldly into sometimes little known and perhaps unexplored regions, breaking new trails, meeting new conditions, spreading the light of knowledge, and extending the confines of civilization under circumstances, it may be, altogether dissimilar to those to which they had been accustomed?

year or two, the burden of proof rests on the people of Canada, and particularly of the Great West, to substantiate the statements sent out to the world, that this country can offer greater inducements in the way of material rewards to the prospective homeseeker than any competitor now bidding for increased population.



Horse corrals and barns, Belgian Horse Ranch



"The cattle on a thousand hills"

# EMIGRATE?

Breaking New Trails. By H. C. McMULLEN

tana or Dakota pioneer as "gold at the grass roots" in a genuine Forty-niner.

This is no experiment, this stampede to the rich wheat lands and broad beef pastures of Western Canada; it is not a new venture into unknown or untried fields; rather it may be styled a sudden awakening to a realization of the fact that while the available cheap lands and Government holdings in other and older countries are practically exhausted, here, right under the noses of a shrewd, hard-headed, far-seeing people suffering the pangs of land hunger lay a stretch of virgin prairie as broad as an empire where the steam plow may cut

too, in competition with the choicest product of the feed lots and stock farms of the east, and distillery barns of the Old Land.

Not that feeding is being neglected, for it is not, but with the advantage of extensive pastures and unlimited quantities of prairie hay at a nominal cost, putting a market finish on a grade Shorthorn or Hereford is no longer a task of such magnitude nor matter of expense as in the land of silos and oil-cake.

Nor are we dependent on foreign markets to provide a dumping ground for our surplus supplies. New towns and villages are springing into

material, and the widening activities incidental to the development of a new country.

Opportunity waits on no man, and knocks but seldom at your door, and to the man of ideas and ambitions, to the man whose veins are singing with the strength of rich red blood, there needs no volume of tiresome statistics, no ponderous files of financial statements, no record of bank clearings, but a plain story of results achieved, of homes built, of wealth acquired and happiness secured, to tell him that here is the land of promise. What man has done, man can do, and while to some the breaking of the old home ties, the severing of relations familiarized and sanctified by time, the parting with those treasured things so interwoven with their memory of boyhood struggles, and manhood's successes, may cast a tinge of sadness over the view of their new venture, and cause an occasional tug at the heartstrings, yet to the unselfish man there will be no vain regrets when he realizes that, here in this great new Empire of the West, his own boy, handicapped perhaps by lack of means, and by reason of greatly enhanced values, denied the opportunity of satisfying his desire to create for himself a home, may here demand the right to share in the common heritage of our people, and in the space of a few short years find himself the proud possessor of a home and a stretch of land that for productive values would put to shame many of the highly cultivated farms of the older countries.

The rate at which this land is now being settled up, either through entry under Government regulations, or by purchase from the various holders of large tracts, will shortly preclude all possibility of securing what are now practically free farms, for the "back to the farm" movement is gaining strength daily, and the tide that for some years has been flowing steadily toward the centres of population has turned, and the ebb is carrying with it, not the flotsam and jetsam of our cities, but the sturdy manhood of our best and most progressive people.

And now with cheap land to grow your wheat, with elevators to handle it, with ample railroad facilities to market it, and the world crying for bread, with insistent demand for them all at prices never so remunerative, with towns, churches, schools and universities for your children, and all the comforts of civilization.



Spring wheat in Southern Alberta

a furrow as wide as its power and as long as the day with no bluff or coulee to stay its triumphal march.

This, however, has not entirely escaped the notice of the "wise men of the east," as witness the hurried trips of advance agents of the moneyed captains of industry looking for favorable locations, and the representatives of the packing interests in search of the fat steers that are becoming so painfully scarce on the older ranges.

These are the men who have their fingers on the public pulse, and, wise in their generation, are casting about for a new source of supplies, eager to exploit any promising new mine of raw material that may be worked up into the finished product so insistently in demand by the rapidly increasing population of the continent.

Here, then, is the land, millions of acres, ready for the plow, land to be had almost for the asking, land now growing such crops of grain and stacks of fodder, raising such steers and horses, and turning off such a line of dairy products as to make the wisecrackers of the older communities gasp with astonishment.

To the farmer and stock raiser, accustomed to high-priced pasture lands, corn at a premium and all sorts of concentrated stock foods almost out of reach, it comes as a revelation when he learns that we are exporting prime fifteen hundred pound steers wintered on native grasses, in the open, and that,

being overnight, while the towns of yesterday are the cities of today.

Railway construction, opening of new mining districts, expansion of old centres, speeding up in the already immense lumbering industry consequent on ever-increasing demand for building



Horse breeding on the Alberta Range

# Irrigation—A Crop Insurance Policy

*It has been demonstrated beyond question, both by practical experience and systematic experiment, that growth and production can be profitably pushed by irrigation*



LAST January when Mr. J. S. Dennis, Assistant to the Vice-President, and Irrigation Commissioner for the Canadian Pacific Railway, returned to Calgary, after attending a meeting of the Directors of that company held in Montreal, he held in his pocket, their authorization for the expenditure of \$12,000,000 for the further extension of their Bow Valley irrigation project.

Already the system serving the Western Section of their project is practically completed and that portion now in operation has so demonstrated the possibilities of irrigation in Southern Alberta that the Directors realized that they were in duty bound to provide water for every acre that could be served by the ambitious programme outlined in the recommendations of Mr. Dennis. The expenditure of this giant appropriation which, by the way, is the largest yet made by any company for the irrigation of lands they are colonizing in either the American or Canadian Wests, will result in an additional 780,000 acres being brought under irrigation.

In the construction of their irrigation system the action of the Canadian Pacific Railway has been much similar to that of eastern manufacturers, who, some years ago, adopted the unit system in the erection of their manufacturing establishments. Perchance their employees numbered scarce a score, yet the building erected for their especial benefit was a unit or section of the mammoth manufacturing plant, that the ambitious young manager was planning and building up to. In order to permit of the realization of his apparent dream, it is, of course, necessary for the products of the establishment to be up to a standard which, of itself, sells the goods. In fact, it is the demand for the goods that determines the length of time the establishment will run and the size the plant will run to.

## Value of System Demonstrated.

ALIKE statement may be made regarding the work of the Canadian Pacific Railway in the irrigation of their Bow Valley lands.

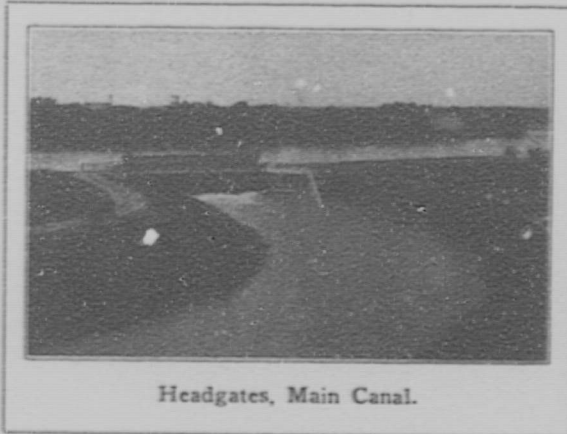
Years ago they commenced the construction of the western unit of this project, and before the appropriation for the extension of the system into the Central and Eastern sections was passed, the Western section was called upon to deliver the goods. It was necessary, in the first instance, for the Western section to fully demonstrate that there was a demand in Southern Alberta for the manufactured article—irrigated land. It was also necessary to demonstrate that the agriculturalist who farmed one of these irrigable holdings secured returns so much greater than were possible on non-irrigable land, that he was warranted in paying the additional price of irrigable as compared with non-irrigable land. Both these points have been fully demonstrated. The first, by the marked success that the company has met with in the sale of their irrigable lands. The second by the results secured by

the individual farmer, coupled with the exhaustive and successful demonstrations made by the Dominion Experimental Farm for Southern Alberta.

The results obtained on this farm are a forcible tribute to the value and even necessity of irrigation wherever feasible. When we compare the results secured on this farm, under natural rainfall conditions, with the results secured under irrigation, the following crops show, as the result of adopting the latter, the percentage of increase set opposite each:—

Potatoes.....260%	Mangolds.....102%
Turnips.....200%	Field Peas..... 73%
Sugar Beets.....184%	Barley (two-rowed).. 69%
Carrots.....141%	Barley (six-rowed)... 45%
Corn.....128%	Spring Wheat..... 33%

In considering these figures it must be borne in mind that this experimental farm is divided into a "dry" farm and an "irrigated" farm. The duty of



Headgates, Main Canal.

the superintendent is to gain the best possible results under dry land culture, on the one hand, and, on the other, to demonstrate the value of irrigation in Southern Alberta. It will, therefore, be noted that it is not, in any shape or form, his duty to demonstrate the value of irrigation as compared with dry land farming. As a result, any conclusions reached on the farm, can, therefore, be relied upon as being absolutely unbiassed and disinterested.

Practical experience on the irrigated farms of the Bow Valley of Southern Alberta demonstrate that, in addition to the water rental, an expenditure of only 50c. for labor is necessary to irrigate an acre. The total expenditure is, therefore, \$1.00 per acre for the irrigation of this land. And for this expenditure you have the certainty of securing 520 bushels of potatoes to the acre in place of 200; 70 bushels of field peas instead of 40; 67 bushels of barley in place of 40 and 50 bushels spring wheat instead of 35. The cost of harvesting crops grown under irrigation and under natural rainfall conditions is practically the same, and it is, therefore, clearly proven that the profits from adopting irrigation are very exceptional.

## Investment Possibilities of Land.

PART from the producing possibilities of this irrigated land there are also the investment possibilities, and of the latter no more striking statement could be made than that of Prof. F. H. Newell, Director of the U.S. Reclamation Service. After a thorough inspection of the Bow Valley project this gentleman, who is recognized the world over as an authority on matters pertaining to irrigation, said regarding the investment possibilities of these lands:

"The returns from an irrigated farm when intensive agriculture is adopted, should be \$40.00 per acre net. Capitalize these crops and allow the agriculturalists an annual return of twenty per cent.; this means that in the final adjustment of land values, Bow Valley irrigated holdings will be worth \$200.00 per acre. This valuation must ultimately be realized. Therefore purchasers of these lands are indeed fortunate."

## Necessity for Irrigation.

IT is amusing to listen to the various views expressed by farmers and landseekers regarding the merits of irrigation in Western Canada.

The opinion seems often to prevail that irrigation is not needed, all of which goes to demonstrate that the whole subject is very much misunderstood. Is there a farmer anywhere in Western Canada or, for that matter, in Eastern Canada, who would not gladly spend from 50c. to \$1.00 per acre to insure a fall of rain at such time and in such quantity as experience has taught him would be most likely to bring perfect results? We think not. Yet this is what irrigation means. In many of the Western States of the Union, farmers cheerfully pay 50 cents per acre for insurance against destructive hailstorms, and, at the same time, fully realize that drought is, after all, their arch enemy, and that it would pay them vastly better to insure against the lack of moisture at five and even ten times the premiums exacted for hail insurance.

Irrigation should be recognized as an agricultural art of very wide application and value. Its association with the idea of desert reclamation has blinded the public eye to its value for regions where the task of reclamation is not required. Irrigation is a system of improved culture to be applied, like other means of improvement, when the soil needs it. Water is the most important food of plants, not alone because it enters in such volume into their tissues, but because without it in adequate amount the plant cannot use other food in sufficient quantity. No one questions the wisdom of the saving and storing of manures, nor, in wornout soils, the wisdom of generous outlay for commercial fertilizers. The same is true of soil improvement by means of drainage. There should be a similar feeling in regard to irrigation.

The most diligent culture and the most generous fertilization are often made of no avail in humid or



An Irrigated Garden near Strathmore.



## Irrigated Meadows that are at All Times Productive in the Highest Sense

sub-humid districts where the soil is worn out, and actual loss is sometimes incurred because the farmer has not prepared himself to supply water when needed. The water, which could often be provided for a mere fraction of his expenditure for fertilizers, often for less actual cost than the interest upon his investment in underdrainage, he has neglected to have ready for use, and he sees the hope of return for his year's labor and expenditure fade away during a few weeks of drought. In many cases water has been stored at great expense for fire protection, and has remained unused while valuable crops were burning up in the garden. Such losses are largely due to two things: First, the notion that irrigation is of importance only in arid regions and under desert conditions; and secondly, ignorance of the ease and cheapness with which a farm water supply can be stored and distributed. It is most important that the value of water for irrigation should be clearly recognized all over the continent, and wherever possible, a supply provided for each farm.

Irrigation, moreover, is not merely a recourse to insure the safety of a crop. It has been demonstrated beyond question, both by practical experience and by systematic experiment, that growth and production can be profitably pushed by irrigation, even when the natural moisture seems ample, and in this respect irrigation aligns itself with fertilization and cultivation as a factor in intensive culture.

Another error grows out of the large scale upon which irrigation is generally known to be carried on, involving canals and ditches too expensive for individual undertaking. The impression is conveyed that considerable capital and engineering skill are necessary to success, but as a matter of fact, profitable irrigation is in many cases easily attainable by small effort. It lends itself readily to small individual or co-operative undertakings developing water whose presence may be almost unsuspected, or



Oat Crop near Strathmore, 1909.

gated land if it can be obtained at a reasonable outlay. Now, my reason for this lies in the fact, that irrigation is the simplest and safest agricultural practice extant and means maximum crops and maximum crop areas. Without mentioning the cereals, let me say, that in the production east of Calgary of potatoes and sugar beets, timothy, alfalfa, and other fodder crops, it is absolutely essential in order that your soil may produce the wonderful crops

irrigated land is less expensive than the cultivation of land where it is necessary to introduce a soil culture system calculated to conserve all the natural rainfall.

"It is true that there have been farmers who, after practicing irrigation for a few years, abandoned their systems to again commence farming under natural rainfall conditions. I have in mind several farmers in Colorado who abandoned irrigation. They were not practical irrigationists, however, and in almost every instance used water indiscriminately and ruined their crops. Furthermore, they depended too much on the water and neglected cultivation. A competent irrigationist who also understands the value of rational soil culture never abandons his water right in favor of even a copious rainfall, which cannot be regulated to meet the needs of individual crops."

The labor situation is becoming more acute. It is becoming more difficult for an agriculturalist to secure experienced labor. We are approaching an era when it will be necessary for the tiller of the soil to depend to a large extent upon his own efforts, therefore the land buyer of to-day who is well advised, is the one who is content to purchase a small holding of, say, 40 or 80 acres of irrigable land. He will be able to adopt an intensive cultivation of such an area, and will not be wholly dependent upon the vagaries of the labor market for the harvesting of his crop, and, more than this, upon the fluctuations of rainfall.

In the Bow River Valley, conditions allow the maximum return from the effort of the individual. There is found everything that goes to make a healthy, happy community. There is adequate water supply, exceptionally good soil for irrigation, rolling country, easily drained, good railroad facilities; hot summers, with abundance of sunshine, which will mature the quick ripening crops, and land values which have not reached their limit, but will constantly rise as the tract is developed. In fact, it is generally admitted that the maximum Western Canada land values, apart from the fruit areas, will be found in the Bow Valley irrigated lands.

Those who acquire these lands are especially fortunate in view of the fact that nowhere else on this continent, possibly in the world, can be secured irrigated land of such fertility and at such a low figure, and, unlike certain sections of the States, there is no need here for anxiety regarding the continuity of the water supply.



The Dairy Herds of the Bow Valley Thrive on its Alfalfa Pastures.

utilizing water which ordinarily is either wasted or is a positive detriment when not turned to profitable service. The large number of small ditches constructed in Alberta and Western Saskatchewan during the last twenty years demonstrates the possibilities in the way of private ditch construction.

We merely wish in this article to call attention to the absurdity of the assertion that irrigation is not needed. Irrigation is as much needed, where it can be obtained at reasonable cost and maintenance charge, as is manuring or any other operation calculated to enhance the value of the farmer's crop.

of which it is capable, that irrigation be practiced. And, as the agricultural success of any country lies in its meadows and what they signify, namely, intensive farming, it therefore would appear that the destiny of irrigated tracts, by reason of the fact that their meadows are at all times productive, must be to reach the highest point of agricultural development in the shortest possible time. Apart from this, it is a foregone conclusion that the cultivation of

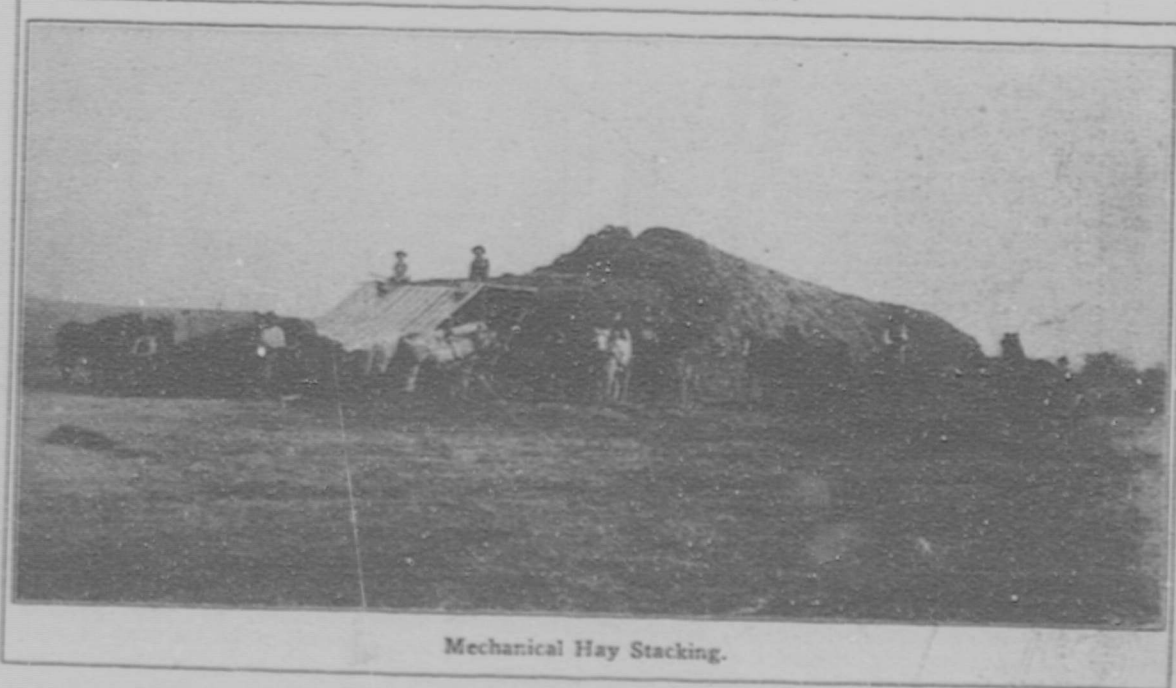
### "Dry Farming" Campbell Advocates Irrigation.

IN dealing with the subject of irrigation, it is well to enlighten the public as to the true attitude of Professor Campbell, the apostle of scientific soil culture, but oftentimes erroneously called "Dry Farming Campbell." This gentleman has probably done as much for the advancement of agriculture as any other individual of the present day.

After a careful inspection of the Bow Valley irrigation system, Professor Campbell, in the course of a lecture delivered at Strathmore, before a large number of the agriculturalists of the district, made the following references to the necessity of irrigation:—

"I find that the newspapers throughout America have dubbed me 'Dry Farming Campbell.' I greatly deplore this evident misconception of my work. I am an advocate of 'Soil Culture,' not 'Dry Farming,' which only becomes necessary where irrigation or a sufficient rainfall is not available.

"In order to more fully explain my attitude, let me say that when the average farmer asks me what land it is advisable to settle on in either the American or Canadian West, I invariably recommend irri-



Mechanical Hay Stacking.

# Lumber in Western Canada

*Mills on the Alberta Watersheds where Lumber is Dressed for the Prairie Provinces*



THE name of the Eau Claire and Bow River Lumber Company is as familiar in the mouths of the people of Calgary as household words, and this is not to be wondered at when it is remembered that the Eau Claire Mill is almost as old as the city itself. It was in 1883, before the City of Calgary had even struggled into the position of a town and it was indeed the day of small things. Three years later, when the Eau Claire Mill was established, a certain amount of progress had been made, but even then there was nothing to suggest that Calgary would eventually be the leading business city of the west, as far as the portion of the country east of the Mountains is concerned. It was in 1886, however, that T. A. Prince, who up to that time had occupied the position of manager of another Eau Claire Mill in the State of Wisconsin, arrived in Calgary and the Eau Claire and Bow River Lumber Company was organized.

A site was purchased on the banks of the Bow River and sufficient machinery was put up to deal with the amount of business which was available at the time. A number of timber limits were obtained in the western country, some in the neighborhood of Banff, others on the Ghost River near the town of Cochrane, and others again in a northwesterly direction. In a few weeks from the time that the initial steps were taken for the formation of the company all was in good running order.

## A Prosperous Firm.

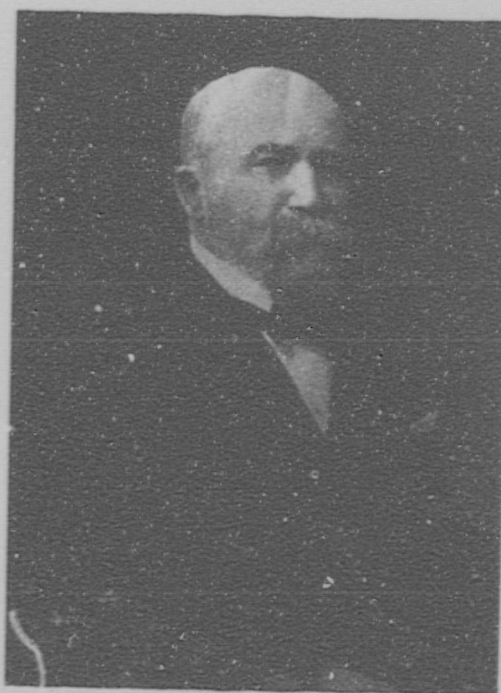
FROM that time onwards the history of the organization has been a straight, smooth record of continued success, marvellous development and unbroken prosperity. In common with all the other firms which entered into business during these early days, the proprietors of the Eau Claire Lumber Company were a prey to all those anxieties which hamper and worry the heads of a growing business in a western town, the future of which is problematical, until a certain point is reached. But as time went on the reward of faith was theirs, and as the city grew in size and prosperity the firm grew with it. Today it is possible that there may be an older lumber company somewhere within the confines of the province, but it is certain that there is no organization which produces a larger output and the output of which is increasing more rapidly and more steadily.

## Output 6,000,000 Feet Per Annum.

DURING the last year the Eau Claire Lumber Company has disposed of no less than six million feet of lumber, rough and finished, and every foot has been sold, delivered and utilised in buildings in the city. Quite a large number of buildings of a considerable size can be erected with six million feet of lumber, but this constitutes only one-sixth of the amount of lumber which was sold in the city during the past twelve months, as the other lumber firms who do business in the city supplied over 25,000,000 feet. This is a very conservative estimate indeed. It is probable that the correct figures are more like 40,000,000, inclusive of the product of the Eau Claire Mill. During the years which followed 1886 the path which the owners of large business enterprises were compelled to tread was by no means a rosy one. Money was scarce, the prospects for the future were uncertain, an immense amount of credit had to be given, and from time to time business houses suffered severe loss by granting credit to people who, being faint of heart and not suited for the inevitable struggle which occurs during the period when a western town or city is undergoing the formative process, folded their tents, like the Arabs, and also, like the Arabs, vanished away, without worrying about the trifling formality of informing their creditors whether they were wending. It is difficult to estimate the amount of kudos which is due to some of the old-established firms who were here during the many lean years and who have preserved their faith and their belief in the city, in spite of the innumerable obstacles which placed themselves in their path from time to time.

## All Records Are Broken.

THE management of the Eau Claire Mill report that all records have been broken during the past few months, and the amount of lumber which is needed in the city to-day is greater than it has ever been before. On account of the splendid machinery with which they are equipped and the large staff of men who are always working on the premises, this firm finds no difficulty, and expects to experience no difficulty, in coping with and handling the ever-increasing demand for the goods which it puts on the market.



T. A. Prince, from Eau Claire, Wisconsin, who established the Eau Claire Lumber Company in Calgary

## Employs One Hundred and Fifty Men.

OVER a hundred and fifty men receive continuous employment from the Eau Claire and Bow River Company in winter and summer, and frequently extra hands are employed. During the summer months the greater portion of the labor is retained in the city, at the mill itself, but when the winter months draw on, the men are transferred to the numerous camps, which are dotted about the mountain districts.

## 50,000 Feet Per Day.

SOME two or three years ago the capacity of the Eau Claire Mill was so great that no less than 50,000 feet of lumber could be dealt with per day, and since that time the capacity of the machinery has been very considerably increased.

## All Kinds of Material.

EVERY kind of building material is supplied by the Eau Claire Mill, and the great majority of it is supplied from spruce and poplar logs. The material is sold in the rough, and the finished product is also supplied to all who may need it.

## Pulp Possibilities Are Small.

IN connection with the growing demand for pulp for the purposes of manufacturing paper, Mr. Prince was asked whether or not he thought that the forests to the west in which his company operated were capable of supplying any large

quantity of the various kinds of wood which are used in the manufacture of paper pulp. Mr. Prince replied that he did not think that the possibilities for the manufacture of pulp from the trees which grow in this neighborhood amounted to very much. "Nearly all the spruce, which is, of course, a wood from which pulp can be manufactured," he said, "is used up by the various lumber firms who are in possession of timber limits. Take our own firm, for instance. We utilize every fragment of the spruce logs, and naturally we do not feel inclined to experiment in pulp. Poplar is also good for the manufacture of pulp, but the quantity of poplar to be found in the districts which may be said to be tributary to this city is not sufficient to encourage any of the people interested in the pulp business going to any outlay in the matter nor putting down any kind of plant."

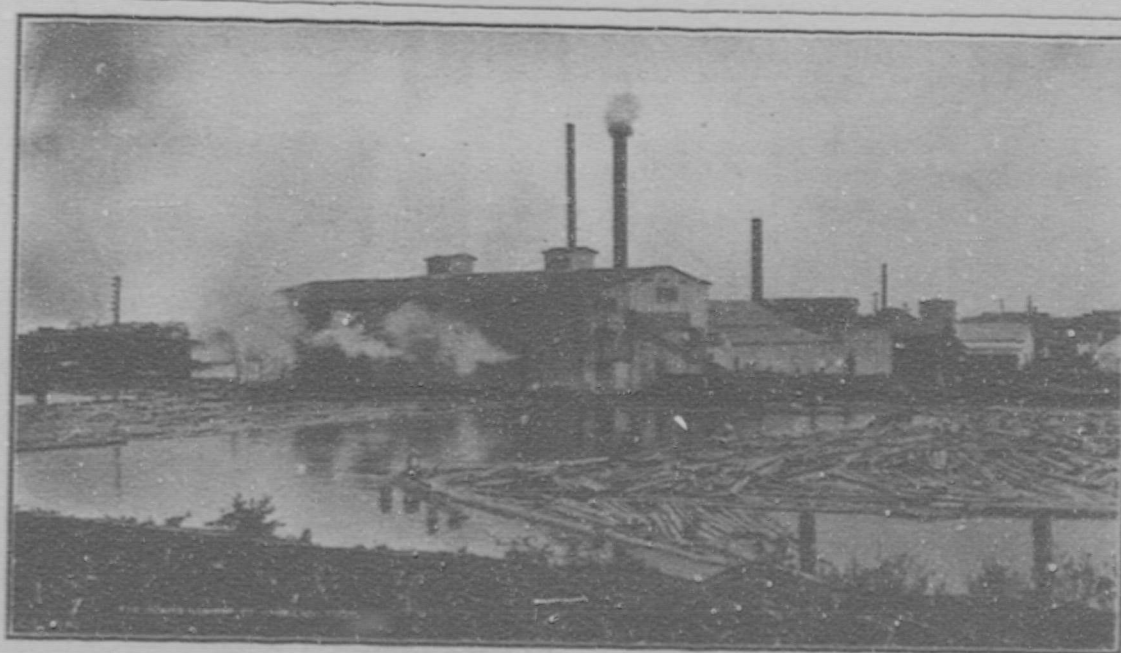
## Will Keep Abreast of Progress.

ALTHOUGH the Eau Claire Lumber Company do not anticipate making any very great extensions or additions to their plant at the present time, they intend to pursue the policy which has made them one of the most successful firms within the limits of the province. This policy may be summed up in a few words as keeping abreast of the progress which is taking place in the special line of business in which they are interested. Happy is the country that has no history, and for precisely the same reason the record of the Eau Claire Lumber Company is one which has been, and which continues to be, extremely satisfactory to the management, to the shareholders and to all who are in any way interested in the firm. A complete immunity from strikes, a steady and ever-increasing demand for the goods in which they deal, and a sufficiency of capital to make any improvements or alterations which shall be justified by the course of events. These are the three attributes which have caused the Eau Claire Lumber Company to be recognized as one of the soundest and one of the most influential and efficient firms between Winnipeg and Vancouver.

## Lumber Industry in Good Condition.

THE splendid crops and successful harvest in the three prairie provinces, combined with the good prices prevailing, was expected to bring about a very active demand for lumber, but such a result did not develop as fully as was looked for. Previous to the financial depression of two years ago lumber manufacturers in this province were carried away with the seemingly promising conditions, and when the break came as it did, it found the great majority of them carrying heavy credits, and quite unprepared for the shrinkage in business. They have emerged from the struggle, however, not very much impaired, but with a more conservative conception of such factors as credits, time settlements, etc.

The rising value of logs, following the enhanced value placed upon stumps, will be a permanent factor in forcing up the price of lumber. A considerable improvement in the tone of the foreign demand has developed, and the railway and canal construction projected in both China and Japan is having a distinct bearing upon the situation as regards mills operating on the salt water.



The end of the log drive on the Bow River—From the mountain forests

# Calgary's Carnegie Library

Such a building with suitable equipment will greatly add to the desirability of Calgary

By THE REV. J. A. CLARK



THE first definite steps towards securing a free Public Library for the city of Calgary were taken in the latter part of the year 1907. The need for such an institution had long been recognized, especially by the many citizens who had been privileged to use the public libraries in eastern and old country cities.

Alderman A. J. Samis got into correspondence with Mr. Andrew Carnegie, and having learned on what terms Mr. Carnegie furnishes the money for the erection of a library building, Mr. Samis brought the entire matter to the attention of the City Council. When the Council had guaranteed to fulfill the conditions required in case of a gift, Mr. Carnegie generously promised the city \$50,000 towards a library building.

The first Library Board was appointed in the summer of 1908. The members were Rev. J. A. Clark (chairman), Mr. E. L. Hill (secretary), Mayor Cameron, Alderman Samis, and Mr. R. B. Bennett.

The Board spent considerable time in looking into the matter of library buildings. The result was that it was decided on October 30th, 1908, to accept the plans of Messrs. McLean & Wright, architects, of Boston, Mass., and the building now under way is from their plans. It will be found to be a very handsome and suitable building for the purpose, there being included within it many advantages and conveniences, which are only to be found in very recent libraries.

The contract for its erection was given to Mr. R. A. Brocklebank, a well-known and very competent local building contractor, for the sum of \$67,650. A number of unforeseen hindrances delayed the work during the year 1909, and only the foundation was completed by the beginning of last winter. However, since the early spring of the present year, the work has been progressing most satisfactorily, and the building will be completed and ready for occupation about the end of this year.

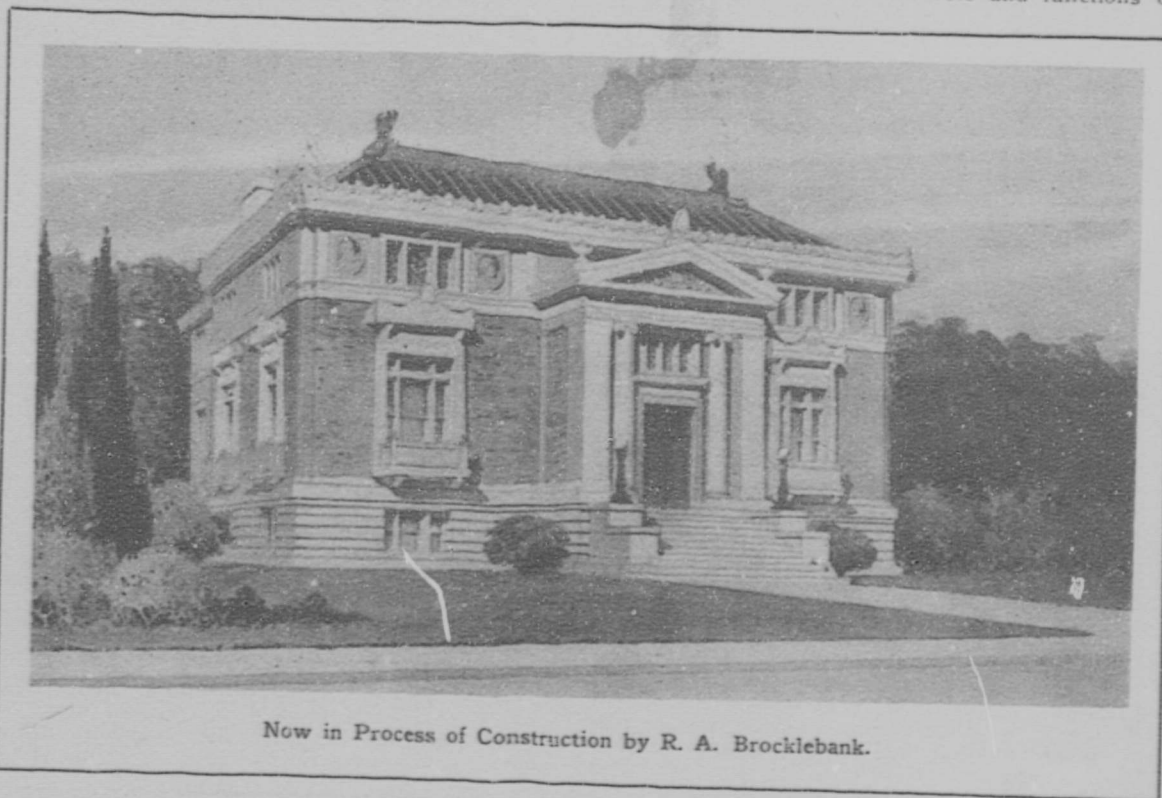
The question as to the most suitable site for the Library occasioned some difference of opinion at first. Finally four possible sites were submitted for choice to the vote of the ratepayers, and by an unquestioned majority a portion of Central Park, which lies between Twelfth and Thirteenth avenues, and Second and Fourth streets west, was selected as the site.

The presence of so beautiful and useful a library building, well supplied with books, and with com-

modious reading rooms and other suitable equipment, will very greatly add to the desirability of Calgary as a place of residence in the eyes of best people. Its absence has been very much felt by many, and there is no question that as soon as it is completed and at the service of the public, it will be made use of by a very large number of persons.

minds the thoughts of great writers of the present and the past.

The establishment of a public library into our midst is another indication, if such were needed, of the fact that the City of Calgary has passed through the early and insecure stages of its development, and has now assumed the full role and functions of



Now in Process of Construction by R. A. Brocklebank.

The Board for the present year is: Rev. J. A. Clark (chairman), Mr. R. B. Bennett (secretary), Mayor Jamieson, Alderman Hornby, and Mr. A. J. Samis.

Such is the story, in brief, of Calgary Public Library, which cannot help but give tone to the city, providing, as it will, stimulus to the intellectual development of its citizens by introducing into their

metropolitanism. Around a public library are centered many of the best experiences of mankind, in its almost dramatic aloofness from the ephemeral cares and concerns of life. It should always be built substantially and present, even on its exterior, some of the stoic reserve of changelessness, such as is generally associated with the study of the classics.

## A Fifty Pound Oat

The First Prize Oat at the Alberta Provincial Seed Fair, 1909, weighed 50 pounds to the Bushel says Deputy Minister of Agriculture

By W. A. ROTHWELL

THE first prize oats at the Provincial Seed Fair for 1909, as well as at quite a number of other seed fairs held throughout the Province of Alberta, weighed 50 pounds to the bushel, and large quantities weighed from 46 pounds upwards. First prize seed oats at any of the Provincial Seed Fairs held in Alberta have never gone below 48 pounds to the bushel.

"GEO. HARCOURT,  
Deputy Minister of Agriculture,  
Province of Alberta, Canada."

Scotland, the Land o' Cakes, until a few years ago was the recognized home of oats unrivalled for their milling qualities, and to this day the product of the Scottish oatmeal mills is admitted to be the standard of the world, but the above statement has forced the haughty Scot to acknowledge that while he still leads the world as an oatmeal miller, he has to yield the palm as a grower of oats to farmers of Alberta—the banner province of the Canadian West. It was only a few years ago that a small shipment of Alberta oats found its way into Scotland. The Scottish millers became so enthusiastic regarding their milling qualities that each succeeding year they have increased their demands for the Alberta grown cereal.

The Alberta oat meets with a similar reception wherever it ventures. It was only a few years ago that the first shipment was made to Eastern Canada. Seedmen secured the consignment, which was of such a high standard that they sold every bushel for seed, to be used on the farms of Eastern Canada. These seedmen, realizing the demand that oats of such a high quality would create, invaded the west and contracted for the entire crop of a number of farmers living in the vicinity of Calgary. Then,

again, the fame of these heavy oats reached the Eastern millers, with the result that in February last, shipments of Alberta oats, for milling purposes, were sent east, and now orders come tumbling into Calgary with such rapidity that they can scarcely be filled.

The New England States, for a portion of the last decade, secured all seed oats from Ontario, but a grain dealer of that province who, a number of years ago, shipped oats into these States, came west to Calgary, and seeing the possibility of wresting from Ontario its profitable task of supplying seed oats to the descendants of those who landed in the Mayflower, shipped a sample of Alberta oats to Boston. The wires were scarce fast enough to bring back demands for carloads—"as per sample." Later devices were to the effect that Alberta oats would henceforth be used as seed in the New England States and to the utter exclusion of the Ontario grown grain. A few years ago the Philippines asked for a small shipment, and each succeeding year have been doubling and trebling their orders. The same statement applies to Mexico. The Pacific Coast States found Alberta oats so superior for seed that during a number of years they imported large quantities. British Columbia demands oats of a high standard, and after various tests found the Alberta oat the most suitable for their purposes. All this goes to show that there is a demand for the Alberta grown cereal. Demand, however, is not everything, and the question may well be asked, even with all these markets, does the Alberta farmer find it profitable to raise oats? The answer comes in the annually increasing acreage sown to this crop, for, like the pudding—the proof of which comes in the eating—the proof of the profit producing ability of any crop comes in its continued growing.

The following record, showing the ever increasing population of the oat among the Alberta farmers, speaks for itself. The record of acreage, total and average yields of oats in Alberta during the past twelve years is as follows:—

Year.	Crop area in acres.	Total yields in bushels.	Average yield per acre.	Average yield 12 years.
1898	38,964	1,734,197	44.50	
1899	51,924	2,189,441	42.16	
1900	77,616	2,625,581	33.82	
1901	104,533	4,253,284	40.68	
1902	118,997	3,776,976	31.74	
1903	162,314	5,187,511	31.95	36.42
1904	180,698	5,609,496	31.04	
1905	242,801	9,514,180	39.18	
1906	335,728	13,159,915	39.12	
1907	307,093	9,247,914	30.11	
1908	431,145	15,922,974	36.93	
1909	693,901	24,818,661	35.76	

Taking individual yields and profits, possibly one of the most striking records is that of Mr. W. D. Trego, a former American, who is now located near Gleichen, Alberta. Last year, this gentleman made a sworn declaration that from 100 acres of oats, he secured 94 bushels per acre, netting a profit of \$30.00 per acre upon land, the original purchase price of which was only \$25.00 per acre. In speaking of this crop, Mr. Trego said: "The net return of \$30.00 per acre from my oats is very conservative, as at 45c per bushel, the price I am now receiving, this allows me \$12.50 per acre for seeding, harvesting and all expenses connected with the raising of the crop. This is probably 50 per cent. higher than what the work actually cost." It may be well to mention that Mr. Trego sold his oats for seed purposes to new settlers arriving from the States.

# The Calgary Turf Club

The Matinee Races put on Weekly by the Turf Club afford harmless relaxation to a large number of business men who have not yet been converted to the auto



ISTS of horses in training this year at Victoria Park, and owned by members of the Calgary Turf Club, are of good quality, fast and thoroughly representative of the trotting and pacing classes. This year, too, several racing men from Eastern Canada have brought horses to Calgary to train, and these new animals will, no doubt, be seen to full advantage before the termination of the season. Amongst these is a stallion, Rampart II., owned by Dr. Saunders, and brought here from Nova Scotia. This handsome horse has taken five firsts in its class, and, in fact, has never been beaten in its class. Several others, owned by the following, have also been seen on the track: Sam Rose, J. R. Sutherland, Dr. Sharpe, Charles Bell, G. Dunn, John and Norman Weir, and Jack Darling.

The stables of George Haag, the well-known local sportsman, have this year contained the following: General H., 2:09 $\frac{1}{4}$ ; Indian, 2:09 $\frac{1}{2}$ ; Flossie Wilkes, 2:17 $\frac{1}{2}$ ; Kootenai, Lamona, and four of F. C. Lowes' green pacers, as well as the handsome three-year-old colt, Game Regal, and the two-year-old colt, M. S. McCarthy. In Frank Moodie's stable, trained by Fred Brownell, were found Monie Musk, 2:19 $\frac{1}{4}$ ; Superba, 2:19 $\frac{1}{4}$ ; Don M., 2:29 $\frac{1}{4}$ ; and fifteen green horses suited to racing and driving purposes. T. D. Chapman has also had a few fast ones in his stable, including the following: Bushnell Korg, 2:19 $\frac{1}{4}$ ; Dr. Ullman, 2:29 $\frac{1}{4}$ ; Edith D., 2:14 $\frac{1}{4}$ ; Olman J. Trial, 2:11 $\frac{1}{2}$ ; and Al. Proctor's horses include Texas Rooker, 2:05 $\frac{1}{4}$ , and Alex Storey has one with a mark of 2:14 $\frac{1}{4}$ .

With added enthusiasm the Calgary Turf Club started and carried out their season, it being evident from the first that they intended to make the races of this year successful in every way.

A strong working committee was formed, containing such well-known and influential names as I. G. Ruttle, president; Wm. McRae, vice-president;



Sir Jain, ch., 6 years, 15.2 $\frac{1}{2}$ . Owned by Archie McKillop, Calgary.

States to locate in the now noted northwestern province, but, unlike the host of others who emigrated there from the States to raise wheat, had in mind the advantages the new country would afford

them equally well. After locating in Calgary he brought from the "States" the bay stallion General H., by Combineer, son of Commoner, by Electioneer; dam, Lizzie Wallace, by Midvale Prince 2:25, by Red Wilkes, who, as "The General" had been raced by his father, the late Theodore Haag, and taken a record of 2:78 $\frac{1}{4}$  over a half-mile track. In 1908 General H. campaigned in Canada and on the Pacific coast, and while he did not have to reduce his record he engaged in twelve races, being a contender in all of them, and showing such good form that Haag advised his owner to enter him in the Great Western and Grand Circuits in the States and send him back across the border to race in 1909.

We are wont to look upon the Alberta country as a land of ice and snow, but this impression is erroneous, as Mr. Haag attests. The "Chinook winds" from the Pacific temper the climate and make it an ideal early spring training section. The truth of this statement is to be found in the fact that Haag had his horses ready to race this year in May, at which time our northern trainers were still cursing the weather.

On May 24 General H. made his initial start at Calgary, winning in straight heats. He then won successively at Edmonton, again at Calgary and then at Winnipeg, where, racing against pacers, he met with one of the few defeats administered to him in 1909. Fargo, N.D., was the next winning stop, and thence Haag shipped to his former home, Red Oak, Ia., where he kept up his winning streak. Then he journeyed to Illinois, winning at Bushnell in straight heats. His next engagements were in Missouri, where he raced three times against fields of half-mile track stars which had gathered to battle in the stake events. At Monroe City he was against seven cracks, but despite the intense heat and the high-class field he won in five heats, taking the fourth in 2:16 $\frac{1}{2}$ .



Kootenai and Lamona, Owned and driven by I. G. Ruttle.

Fred Johnson, treasurer; with J. Hamilton, Archie McKillop, W. J. Stokes, H. B. Summerville, Geo. Haag and Joe Alfred as directors, who appointed a further strong committee to endeavor to form a provincial circuit and enlarge the scope of the club's activities.

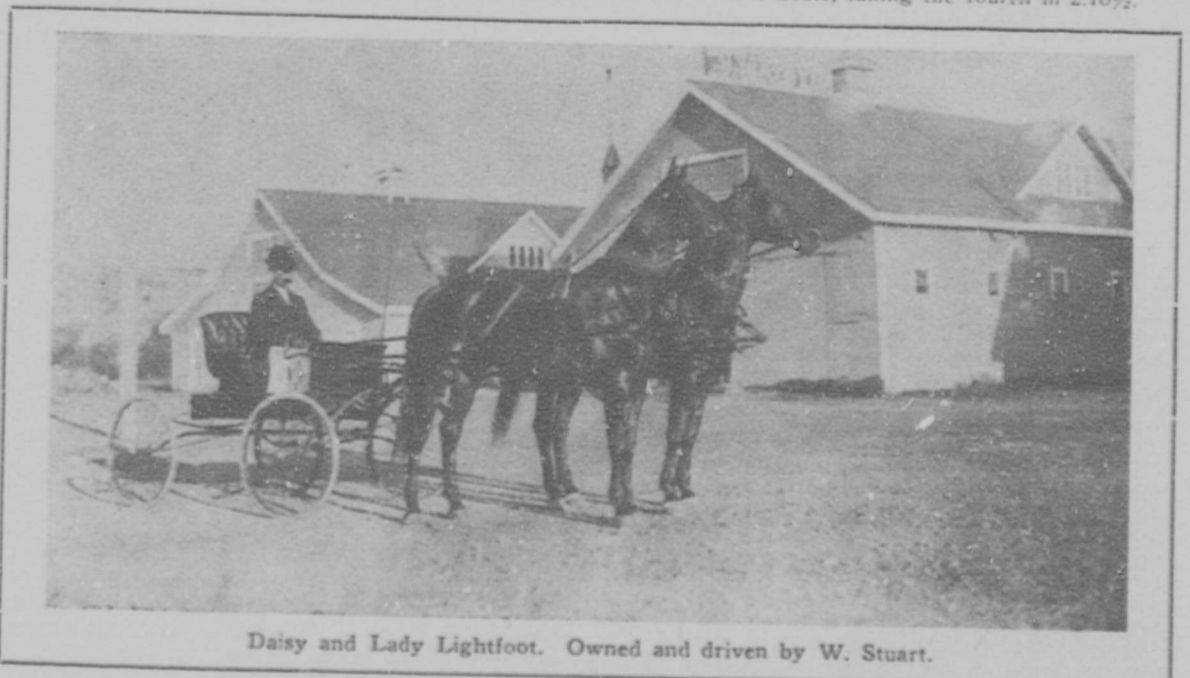
It was further decided, on account of the increased number of horses that the prize money for the race meetings should be substantially increased. This intention the club was happily enabled to carry out.

Probably no city in the Dominion is more interested in the racing game than Calgary. The foregoing list of horses in training will amply demonstrate this fact, and to this list should be added the green trotter, Sir Jain, owned by Archie McKillop, as one of the string in the hands of George Haag. As well as the fact that General H. is being fitted here for a tour through the Canadian racing circuit, and in the fall this celebrated horse will be taken to Hartford, Conn., where he will make his grand circuit debut in the famous Chartered Oak stake for 2:09 trotters for a purse of \$20,000. From thence he will go to Syracuse, N.Y., Columbia, Ohio, and Lexington, Ky.

General H. 2:09 $\frac{1}{4}$ .

(From the American Horseman.)

CALGARY, Alberta, that growing Canadian city, has been prominently on the harness-horse map in 1909, thanks to trainer George Haag and the trotting stallion General H., 2:09 $\frac{1}{4}$ . Mr. Haag is one of the expatriates who left the United



Daisy and Lady Lightfoot. Owned and driven by W. Stuart.

# Alberta Provincial Fair

For 1910 a Record Breaker in Attendance, Exhibits and General Interest



THE Alberta Provincial Exhibition for this year was inaugurated with every sign of success on the morning of Friday, July the first.

At a little after two o'clock the Navassar band struck up a lively tune and three open carriages entered the enclosure in front of the grand stand. In the first carriage were Hon. F. G. Haultain, Senator Lougheed, Premier Sifton and President Van Wart, of the Exhibition Company. As soon as the crowd recognized the cortege they commenced cheering, and it was some time before Mr. Van Wart could obtain a hearing. However, he finally managed to get the applause quietened and in a few words he introduced Mr. Haultain. Before doing this, however, he expressed the pleasure it gave him to welcome all the people to the exhibition, and he referred to the many improvements and new exhibits and attractions that were to be found this year.

Mr. Haultain, who followed Mr. Van Wart, was very heartily cheered. He commenced by expressing his appreciation at the honor done him by the directors of the exhibition in asking him to open the exhibition this year, and then went on to tell of the wonderful improvements he had noted in Calgary on his present visit.

"It is five years ago today since I had the pleasure of being in Calgary," he said, "and I feel like Rip Van Winkle when I see the wonderful improvements in the exhibition, its remarkable growth, and the equally remarkable growth of the city and province generally. Although I am an old timer I will not take the old timers' privilege and grow garrulous or reminiscent, but, nevertheless, I will say this, that I am an old timer enough to be glad to see some of the same old faces that I saw here in the early days."

"As an old timer I am glad to know that the old timers did it, and that the old timers are working at it today with unabated vigor. You people of Calgary ought to be proud of your exhibition. Not only proud on account of the amusements or of the large number of exhibits, but on account of the new ideas it gives you all. I never saw more new ideas that can be used by everybody, and this exhibition is going to be worth a great deal to the province generally. It is not only great in the number of exhibits and attractions, but great in the number of suggestions for future development of the province that it contains."

Mr. Haultain then again expressed his appreciation at being present and declared the exhibition open. The party, consisting of Hon. F. G. Haultain, Hon. A. J. McLean, Hon. C. H. Mitchell, Premier Sifton, Senator Lougheed, M. S. McCarthy, M.P., Mayor Jamieson, Lieut.-Colonel Walker, R. B. Bennett, M.L.A., President Van Wart and Vice-President Marker, then took up reserved seats in the grand stand, the Navassar band struck up a selection, the first race was called and the fun commenced.

James K. Cornwall, M.L.A. for Peace River; Deputy Minister of Agriculture Harcourt, Poultry Superintendent A. W. Foley, and Live Stock Commissioner W. F. Stevens were also present.



I. S. G. Van Wart, President of the Alberta Provincial Fair Association.

Manager Richardson said: "I am more than satisfied with the success of the exhibition so far, and in every department it has more than exceeded my most sanguine expectations. I knew that there were a large number of entries in every department, but it was not until I visited the live stock and agricultural exhibits that I realized the magnitude of it."

President Van Wart was also very enthusiastic over its success, and said that it would eclipse in every way the very successful Dominion Fair of 1908.

The Fair was visited by His Honor Lieutenant Governor Bulyea, who expressed his astonishment at the size to which the fair had grown, and his pleasure at seeing such a large crowd present and such a fine class of exhibits.

The industrial building was one of the great successes of the fair. Every year this central structure, about which are arranged the various other buildings, becomes better and better. Space has been at a premium, in fact industrial institutions were prohibited from exhibiting because there was not room for them even with the additional space provided.

Long before the time of opening the show every available space had been taken up, and for days past the various exhibitors have been busy decorating and arranging their booths in order that they might take full advantage of the space allotted to them.

Many outside firms are represented there, and almost all the commodities of life and a great many of the luxuries are displayed. Although this portion of the exhibition is not attractive from a competitive standpoint, it is replete in things of interest to persons in all walks of life, presenting, as it does, the most approved and newest of products in the great industries of the land, and giving a splendid idea of Canada's wonderful prosperity, industrially.

One of the most interesting features of a Western fair is a squaw race. When the race is announced several half-starved, gaunt-looking steeds mounted by young Indian nitchies pull off in front of the stand.

"Cree," the gray that won the Indian races at the fairs for years, had a rider with russet cheeks clinging to its flanks with a pair of boots handed down by "Big Chief Me," and when the ponies dashed off at the start, she urged the brute to a breakneck pace. A chestnut took the pole for the first turn, but the gray seemed to stretch itself forward and on the second turn pulled to the lead. On the third turn a squaw, who was clinging to a few hairs on the horse's back, which was holding third place, lost her hold and fell to the track while the animal was at full speed. Indians from every quarter of the grounds ran to her assistance, but the wild career of the remaining ponies was unchecked and they finished with "Cree" taking first money, and a saggy haired beast with ribs showing like barrel-hoops was second. Another horse, which we will term "Lucky Lad," was third. The squaw who fell from her horse was not injured to any great extent and was able to walk off the track shortly after the accident.

Each day's proceedings wound up with a spectacular pageant of the signing of the Blackfeet Treaty in the year 1877. The reproduction of the Blackfeet Indian Treaty possesses, if it possesses nothing else, the attribute of singularity. None knew quite what to expect, and when the representation was over nobody was quite certain what they had seen. Properly considered the reproduction of the treaty of 1877 is an historical event which should be remembered by every child in the Dominion. The date should be a household word in the mouths of everybody. Apart from the historical side of the reproduction, the constituents of the events which were represented contained within themselves an archaic mediaevalism, an atmosphere of romance and an infinite depth of pathos.

As one gazed upon that huge half circle of towering tepees, half lit by the light of their own fires and half lost in the shadow of the night, as the eye swept over the irregular outline of the amphitheatre of the hills to the south, surmounted by the bare, rude cross of Christ in the middle distance, as one picked out the great huddled groups of the great Indian chiefs as they glided over the prairie in the semi-darkness, the sense of the passing of a nation fell upon the mind of everybody in whose composition is contained one iota of romantic sentiment or one scintilla of imagination.

The very simplicity of the ceremony of the signing of the treaty added to its dignity and to its impressiveness. The coming of the commissioner and his escort through the gloom, the gathering together of the little band of "great ones," gorgeous in their blankets and their panoply, the tall, gaunt flagstaff with the Union Jack flapping at its peak; all these things spoke of empire, of conquest and of progression. The inevitable progress of civilization, destroying as it goes.



Industrial Building and Lawns at Exhibition Grounds, Calgary.

# The Unbiased Opinions of

*Journalists who are Specialists in Agriculture look  
ful Fecundity and*

By PHILIP EASTMAN



**I**N Southern Alberta is found what is probably the last new country which is destined to become a great dairy field. Gradually, but steadily, the dairy industry has moved westward from the New England States and the Eastern Canadian provinces, and now the great prairies of the Missouri Valley and the country west to the Rocky Mountains has become a wonderful dairy belt. The largest creamery in the world is located in the Missouri Valley, and it was made possible by the conditions so favorable to the development of this great industry. In the rolling prairie States, the rich native grasses and the immense fields of alfalfa have been the principal elements in the development of dairying on the western farms. One of the chief factors in successful dairying is alfalfa, and as the Bow Valley of Southern Alberta will grow three luxuriant crops of alfalfa under irrigation, one of the most important factors is provided. But there are other reasons, equally important, which more surely foreshadow the future of dairying in the district to which reference is made.

Time was when Denmark bought the feed for her dairy cattle in America and shipped it six or seven thousand miles to feed her dairy herds, and even then, with that expense, sold dairy products on the London market cheaper than the butter of America could be sold there, and the dairymen of little Denmark grew rich.

Think of Alberta with its immense pastures and the thousands of acres suitable to the growing of alfalfa, and of its sheep lands, and compare the possibilities for profit with those of Denmark.

The influence of dairying on intensified agriculture in the western prairie states of the United States has been a most important link in the chain of development. The success of the farmers in older prairie states in bringing from their farms the returns and the profits which were waiting for them has been accomplished to a degree of thoroughness by inten-

sified agriculture and dairying has filled the gap between a promise of what the land will provide and a complete fulfilment of the possibilities.

With dairying comes the organization of the farm on the same basis as a larger commercial enterprise, where the fixed charges and the waste are carefully compared, the fixed charges being made

alfalfa raised so plentifully in Alberta, pork production is destined to be carried on in a most economical manner. The hand separator on the farm has solved the problem of handling milk. It reduces the bulk to be sent to the creameries to about one-eighth of the whole and leaves the warm, fresh skim milk ready for feeding on the farm.

With the Provincial Co-operative Creameries the oft-times troublesome question of manufacture is settled. In Alberta the government fosters the development of the dairying industry by taking active interest and lending the necessary aid to start the creameries, but these institutions are absolutely under the control of the patrons, and the immediate management falls on a board of directors chosen by the patrons. At the creameries the tests of cream are made, and at the end of the month the patron is credited with the equivalent in butter, and is paid ten cents per pound in cash. Within sixty days a check for the balance is sent him from the Department of Agriculture. A charge of four cents per pound is deducted for making the butter, and one cent per pound is placed to the credit of a sinking fund for the purchase of the creamery plant. Therefore, each patron becomes a part owner of the creamery in proportion to the amount contributed, and he shares in the profits on that basis. This assures the farmer in the Province of Alberta a steady income from his milk cows. No better market for dairy products can be found anywhere than in Western Canada. The Yukon and British Columbia trade is sufficient to use the supply, but, in addition, the government is developing markets for Alberta butter in Japan and China.

Diversified or intensified farming means that the soil is made to produce up to one hundred per cent. of its capacity, that no waste spaces are permitted, and that there is no leakage. Farming cannot be intensified to the fullest degree without dairying as a part of the scheme. And it cannot be fully diversified without live stock, and dairying means that beef, pork and poultry will be found high up in the list.



Philip Eastman, of Topeka, Kansas, one of the Editors of the Capper Publications, which comprise the Nebraska Farm Journal, Missouri Valley Farmer, Farmers' Mail and Breeze, and the Topeka Capital.

to produce all revenue possible, and the waste converted into dollars. The same in diversified farming. There are the fixed charges of farm maintenance, whether a crop of milk is produced or not, and there is the "waste"—only in dairying it is not waste—of the skim milk after the butter fat is sold, which means the best of pork. There is no food for hogs superior to skim milk, and with wheat, barley and



The two things that give value to land are, first, the ability of the land to produce, and secondly, settlement. Very few who look at the above picture will doubt the ability of the soil of Alberta to produce.

# Popular American Editors

over the Province and Write Frankly of its Wonder-  
Great Opportunities

By JOHN ARTHUR DIXON



**S**HEEP raising in Southern Alberta, and the territory tributary to it, should become an important industry. The conditions that exist within this district are favorable to a marked degree; there is still a wide range on either side of the valley which affords excellent summer feeding grounds, and no better feed for finishing, and for the winter period can be found anywhere than that raised on irrigated land. Alfalfa is the prize feed of all, and it will be grown abundantly on the expansive watered slopes of the Bow Valley. Then, too, here is a good home market for the produce that will probably always continue to bring high prices, because it is doubtful if the supply will ever equal the home demand.

Properly handled, sheep will pay better than any other farm product. This has been shown time and again in Idaho and Montana, where conditions are somewhat similar to those in Southern Alberta, and also in Ohio, where sheep are handled by the small farmer.

The sheep industry of the Northwest is undergoing a great change. The farmer is driving out the ranchman. The range is passing away rapidly before the march of the man with the plow. On the non-irrigated land the grain grower and the advocate of mixed farming are taking advantage of the cheap prices. On the irrigated tracts intensive farming will, of course, be the rule.

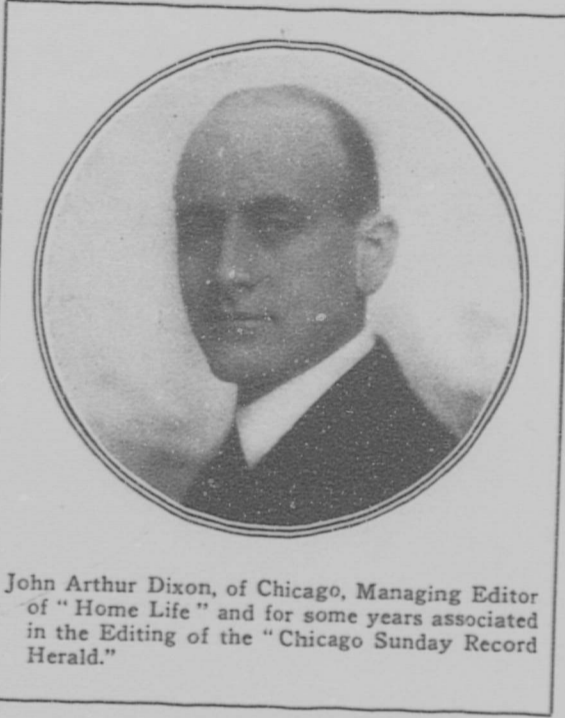
The range must give way to the pasture and feeding pen. In Alberta the farmers will probably be able to take advantage of range feeding in the summer for some time to come, finishing the sheep on alfalfa during the winter.

Where an irrigation farmer has 80 to 160 acres, even though he has no opportunity to use range land, he should not fail to have a flock of sheep. It is not meant by this that he should have sheep and no other kind of stock. But just as he has some

cattle, some horses, some hogs and some poultry, he should have sheep.

Few realize the value and importance of sheep on a farm. The small labor cost and the large value of the manure make sheep especially desirable.

No farm animal utilizes as much coarse feed of low value with as little attendant labor as does the



John Arthur Dixon, of Chicago, Managing Editor of "Home Life" and for some years associated in the Editing of the "Chicago Sunday Record Herald."

sheep. Even in winter, when they must be fed, a proportionately larger number can be taken care of in less time than of other stock. In summer the cows must be milked, the horses cleaned, and the hogs fed but the sheep picks its living, raises a lamb and grows a fleece while the farmer is tending to the rest of the stock. And wherever the sheep go they enrich the land.

Farmers in this district should look to the future in selecting their sheep or making changes in present flocks, and if they make a careful selection there is no reason why Alberta should not win a distinctive name and fame of its own for its sheep. The farmers should co-operate and form clubs for the purpose of keeping up the standard of the sheep raised. Pure-bred rams should be used exclusively.

The Bow Valley has an advantage over the purely range country in the growing of sheep. By raising alfalfa on the irrigated lands for finishing, much is gained. It is said that alfalfa adds two or three pounds of wool to a fleece and has the virtue of making the wool much finer than that of the range sheep. It is unsurpassed in putting on mutton.

The farmer who raises sheep in this district has bright prospects. Sunshine and a dry climate are what make sheep thrive, and Southern Alberta has these. By using proper fencing and reasonable shelter sheds for winter the farmer need have no trouble with this class of stock and will get a good increase and good profits.

The American who comes to Alberta usually enters through the Portal gateway, which means that he has come through the State of North Dakota. Through Portal he enters into the Province of Saskatchewan and the Dominion of Canada.

In Saskatchewan he finds much the same kind of land and farm-houses as he did in North Dakota and encounters much the same kind of people—people speaking his own tongue and doing things much as he has been accustomed to seeing them done back home in the States.

As he penetrates into Canada he will find that these conditions continue; that the railroads are operated upon the American plan, cities governed and public utilities conducted much as he has been accustomed to seeing them. He will find all the churches represented here, and that the schools are the same as they are back in the States.



A corner of the Range of shade trees, splendid pasture and running water.

# Merely a Question of Arithmetic

An American Settler very concisely and accurately sums up the Advantages presented by Canadian Settlement

By ERNEST PERRY, CENTREVILLE, MARYLAND, U.S.A.

The following manuscript was handed us in the usual way for publication, without any thought, at that time, of its being incorporated in our supplement "Why Go To Canada." Upon reading it over, we discovered it was probably the closest, and most complete arithmetical analysis of the farming conditions in the State of Maryland and of Alberta that has yet been made, and we decided that it was one of the most valuable contributions to these pages. We have published it just as it was received, that it may lose none of the directness of its appeal.—Editor.



HERE I figure for the best of farmers on their best of land, the possibilities of dollars invested in farm lands of Maryland and Alberta, and allowing Maryland a yield of 24 bushels per acre. But Maryland will not average a yearly yield of 20 bushels per acre.

\$15.00 will purchase one acre of Alberta land. That one acre will produce the amount of dollars in wheat @ 75 cents per bushel....	\$22.50
\$60.00 will purchase one acre of Maryland land. That one acre will possibly produce the amount in dollars @ 75 cents per bushel....	18.00
\$60.00 will purchase 4 acres of Alberta land. That 4 acres will produce in wheat @ 75 cents .....	90.00
\$60.00 will purchase one acre of Maryland land. That one acre will possibly produce in wheat @ 75 cents .....	18.00
\$60.00 invested in Alberta land will increase in amount of yield over Maryland.....	\$72.00
\$1.00 invested in Alberta land will produce the amount in dollars, wheat at 75 cents.....	1.50
\$1.00 invested in Maryland land will possibly produce the amount in dollars .....	.30

On every dollar invested in Alberta land there is more wheat produced to the amount of... \$1.20

These figures are based on an average of five years.

Much of this high quality of land can still be had at \$15.00 an acre, possibly as low as \$10.00 an acre, north and north-east of Calgary.

Here I figure on the average of farmers on the average condition of lands of Maryland:

Here I figure on the cost of 25 acres, under headings as follows: 1st, Preparing the Land, 2nd, Fertilizers; 3rd, Seeding; 4th, Harvesting; 5th, Threshing and Delivering the grain to R.R. cars. I am allowing Maryland her normal yearly yield of about 17 bushels per acre, and labor wages at \$1.00 a day. I shall include the cost of horse power at 50 cents a day, but the actual cost I think would amount to more.

1 Man plowing, 10 days @ \$1 .....	\$10.00
3 Horses plowing, @ 50 cents .....	15.00
1 Man harrowing 4 times .....	4.00
4 Horses harrowing at 50 cents, plus 4 times .....	8.00
1 Man rolling, 3/4 day .....	.75
2 Horses rolling, 3/4 day .....	.75
25A.	38.50

Cost of preparing one acre of land for seeding \$1.54

#### Fertilizer and Mixing.

At the rate of 350 lbs. per acre 25 acres equals 4.375 tons of fertilizer @ \$15 .....	\$65.620.00
Hauling fertilizer to farm, say 2 1/2 miles.....	5.00
Mixing the potash and delivering to drill.....	2.00
25A.	72.62

Cost of fertilizer per acre .....

#### Drilling the Wheat and Fertilizer.

1 Man driving the drill .....	\$1.00
1 Man following the drill .....	1.00
3 Horses to drill @ 50 cents .....	1.50
25A.	3.50

Cost of drilling the seed and fertilizer per acre \$0.14

#### MARYLAND.

#### Binder, Harvesting and Stooking.

1 Man driving the binder @ \$1.50 .....	\$1.50
4 Horses to 7ft. binder @ 50 cents .....	2.00
3 men stooking and capping the stooks.....	3.00
25A.	6.50

Binder twine about .....	\$0.26
Cost of harvesting per acre .....	\$0.46

#### Threshing and Delivering.

The cost of threshing wheat and delivering 2 1/2 miles to R.R. station is about 7 cents a bushel; 17 bus. an acre delivered @ 7 cents per acre .....	\$1.19
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#### Summary of Costs.

Cost of threshing and delivering 1 acre of 17 bushels @ 7 cents (see above) .....	\$1.19
Cost of harvesting per acre (see above)....	.46
Cost of drilling per acre .....	.14
Cost of fertilizer and mixing per acre.....	2.90
Cost of preparing 1 acre of land for seeding..	1.54

Entire cost of Maryland wheat crop, seeded harvested, threshed and delivered to R.R. station, per acre .....	\$6.23
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#### ALBERTA.

Cost of wheat, say on 25 acres, under headings as follow: 1st, Preparing the Land; 2nd, Seeding; 3rd, Harvesting; 4th, Threshing and Delivering the Wheat to Elevator. Allowing Alberta an average yield for five years of 22.47 bushels of wheat per acre, although I believe 30 bushels is nearer the average, and labor wages at \$2.50 a day, as I did of Maryland I will include also the cost and value of horse power at 50 cents a day, but the actual cost I think is more.

#### Preparing the Land.

1 Man gang plowing 5 days @ \$2.50 .....	\$12.50
4 Horses gang plowing @ 50 cents, plus 5 days .....	10.00
1 Man driving 1 1/4 days, plus 4 times .....	12.50
4 Horses driving 1 1/4 days @ 50 cents, plus 4 times .....	10.00
1 man dragging 3/4 day, plus 2 times .....	3.75
4 Horses @ 50 cents, plus 3/4 day, plus twice .....	3.00
1 Man packing (very heavy cast-iron roller) .....	2.50
4 Horses packing @ 50 cents .....	2.00
25A.	56.25

Cost of preparing one acre of Alberta land.. \$2.25

#### Drilling the Wheat.

1 Man drilling 3/4 day (drills are extra wide) .....	\$1.88
4 Horses to drill, 3/4 day @ 50 cents, plus 3/4 .....	1.50
25A.	3.38

Cost of drilling in the seed wheat per acre... \$0.14

#### Binder Harvesting.

1 Man driving the binder, \$3.00 .....	\$3.00
2 Men stooking up the wheat .....	5.00
(No capping is needed in Alberta)	
4 Horses @ 50 cents .....	2.00
25A.	10.00

Cost of time per acre about .....

Cost of harvesting per acre .....

#### Threshing and Delivering.

The cost of threshing wheat and delivering 2 1/2 miles to elevator is about 8 cents a bus. Alberta average yield of 22.47 bushels @ 8 cents, cost per acre .....	\$1.80
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#### Summary of Costs.

Cost of preparing one acre of Alberta land for seeding .....	\$2.25
Cost of drilling one acre of Alberta land....	.14
Cost of binder harvesting (see above) .....	.75
Cost of threshing and delivering one acre of 22.47 bushels @ 8 cents (see above) .....	1.80

Entire cost of Alberta wheat on an acre delivered to elevator .....

#### PROFIT OF ALBERTA AND MARYLAND WHEAT.

#### Maryland Profit on an Average of Five Years.

Crop average, 17 bushels per acre @ 75 cents .....	\$12.75
Entire cost of wheat crop delivered to R.R. station .....	\$6.23
Interest on land at \$60 @ 6% .....	3.60
Taxes, state and county, per acre, about .....	.65
25A.	10.48
Maryland profit clear of all expenses .....	\$2.27

#### Alberta Profit on Average of Five Years.

Crop average, 22.47 bushels an acre @ 75 cents .....	\$16.85
Entire cost of wheat crop delivered to elevator .....	\$4.94
Interest on land at \$15 an acre @ 8 per cent .....	1.20
Taxes, land, school and road, per acre, about .....	.16 1/2
25A.	6.31
Alberta profit, clear of all expenses .....	\$10.54

#### Comparison.

Alberta profit per acre is .....	\$10.54
Maryland profit per acre is .....	2.27
Profit of Alberta increase over Maryland per acre .....	\$8.27

#### Or—

Alberta profit on 100 acres is .....	\$1054.00
Maryland profit on 100 acres is only .....	227.00
On 100 acres, Alberta profit increase over Maryland .....	\$827.00

You will notice that I allowed on Maryland best average land a yearly average of 24 bushels of wheat an acre. This, I believe, is above her yearly average yield. At the same time I allowed on Alberta best average land a yearly average of 30 bushels of wheat an acre. This I conscientiously do believe is below her possible average. However, my sole object and hope in this letter is that while the American farmers may and do doubt the stories of the unprecedented yields of 40, 50 and 67 1/2 bushels of wheat per acre, is to let them have full sway and doubt all that they have heard, if they feel so inclined, and accept the official five years average of 22.47 bushels per acre if they will do so, although I do conscientiously believe that the average of good farmers on the average of best Alberta land can do even better than 20, and average nearly 35 bushels. Indeed, I have pondered several hours on these figures of mine, and, with regard to accuracy, I have figured Alberta a shade low and Maryland a shade high on the average crop. And I could only figure for Maryland a clear profit of \$2.27 an acre, and for Alberta a profit of \$10.54 clear an acre. Or—

On Alberta 100 acres of wheat there is a profit of .....	\$1054.00
On Maryland 100 acres of wheat there is a profit of .....	227.00

An extra over Maryland in Alberta's favor of \$827.00

But I believe this extra profit of \$827.00 is even short of the average possibility. Even as great a difference as \$1200.00 can be attained yearly. The winter climate I find very charming and delightful. I spent the whole of December in Calgary; January, February and part of March in Milwaukee, Wisconsin, and then back to Calgary, and I was surprised at the difference of climate. While it was sunny and comparatively temperate in Alberta during most of the days of those months, it was cloudy and biting cold at Milwaukee; and while there were over 18 inches of dry cold snow at Milwaukee during January and February, I was again surprised to learn that there hadn't been as much as four inches laid, but that the everlasting sunshine was the prevailing weather during all that time in Alberta.

#### AMERICA'S GREATEST NEED

THE greatest need of the United States in another generation or two will be the providing of homes for its people and producing sufficient for them. You may take the population growth of this country for the last generation, and if you assume that the ratio is going to be kept up you will see that we are going to have a mighty big population in this country before long. The days of our prominence as a wheat exporting country are gone. Canada is to be the great wheat country. More and more from now on we will have to think about housing and feeding our own people and not sending our produce to feed Europe."

Those who have been quoted may fairly be regarded as experts, qualified to speak with authority of this land of promise, into which Americans are swarming at the rate of 2,000 a week, or about 285 for every day in the year. Some of the reasons why it is a land peculiarly blessed are ably summarized by the Rev. Dr. Newell Dwight Hillis, who has made a careful study of the Canadian wheat belt.

"The causes that have led to this farmers' exodus," said he, "are not far to seek. The simple fact is that the South was made for cotton, Illinois and Iowa for corn, Minnesota and Dakota partly for corn and partly for wheat, while in Saskatchewan climate and soil seem to have been expressly created for wheat. The deep frost in the earth constitutes a natural system of irrigation. When the early April sun has thawed out the tough soil the wheat is sown on this underlying reservoir of water and frost, and not until the last of July does the last of the frost go out. The government records show abundance of rain for wheat raising—eighteen inches—most of it falling between April and October, but Angus Mackay, superintendent of the Canadian Government experimental farm at Indian Head, tells me that by reason of this natural irrigation of the roots a field of wheat will produce twenty bushels of grain to the acre without any rain whatsoever



# Mainly About People

Some who have deserved well of the Province of their adoption

## John Breckenridge.

**D**URING the past six years which have witnessed such a development in our city and in our district, a great change has come over the fortunes of many of the old-timers among us, who, from mere affluence, have sprung into great wealth, and whose wealth still continues to increase in these stirring times by leaps and bounds. But although nearly every old-timer who has stayed with the city through good report and ill, through fair and through foul fortune, has reached pleasing prosperity, the old-timers have not secured to themselves the monopoly of financial success by any manner of means. Every business man who has operated in the city of Calgary during the past few years, using capital, brains, acumen, intelligence and industry in the pursuit of his business, has achieved success, and no small degree of success either. A case in point, and an exceedingly good instance of a successful business man who owes his success to his energy and his uprightness, his labor and his tenacity, is to be found in the person of one of our best known citizens, Mr. John Breckenridge. Like many another potential millionaire in this western country, Mr. Breckenridge is a Scotchman. He was born some forty-seven years ago in the town of Mauchland, in the county of Ayrshire, but it was not long before he left his native land to travel hither over the sea. He was only six years old when, in company with his parents, he proceeded to make the town of Peterboro, Ont., his home, where he remained until he had reached his eighteenth year. But the quiet staidness of the east did not appeal to the rising ambitions of the young man. Leaving home, he struck out for himself, and his wanderings extended over a great portion of the American continent. Crossing the American line to the south, he visited nearly all the border states, and spent also a considerable portion of his time on Lake Superior and the other Great Lakes. Ever working westward, he eventually found his way into British Columbia, where he flourished exceedingly in the business which he had taken up of railway construction in all its branches. Indeed, railway construction has been his work, ever since the time that he was old enough to do anything for himself, and Mr. Breckenridge may be safely regarded as one of the most experienced, most skilful and most prosperous gentlemen engaged in the work of railway construction throughout the entire expanse of this wide Dominion.

By the time that he had settled down for a season in British Columbia, Mr. Breckenridge was not far from the city of Calgary, where he was finally to make his home, and where he was to reap, in their greatest fullness, the sweets of long continued success. After operating along the Crow's Nest line for some time, and running several logging camps in the mountains, he migrated to Alberta in 1904, with headquarters at Calgary, and since that date he has made no further move, nor does it seem at all probable that he will make any. Throwing himself into the life of the city in which he made his home with his characteristic energy, with which he approaches all his undertakings, and which is responsible to a great measure for his distinguished success along the lines that he has chosen, he immediately became connected with the irrigation work of the Canadian Pacific Railway Company, and in that capacity he has been responsible for a great part of the wonderful irrigation construction which has been done to the east and to the south of the city. For three years he worked exclusively for the Canadian Pacific Railway Company, but in 1908 he came to the conclusion that he could do better for himself by entering into the construction business on his own. Quitting his connection with the C.P.R., he set out to accept contracts from all and sundry, although he still continued to receive a large measure of support from the influential company with which he had been so recently and so closely connected. In connection with his construction work on the prairies, Mr. Breckenridge had always maintained his logging camps in the mountains. At the present time he has a large logging camp, from whence he draws material for the New Michel Sawmills Company. While in addition to these important enterprises, he is responsible for a great portion of the building of the British Columbia Highway, now being constructed from a point in British Columbia to the Alberta boundary.

In addition to the enterprises which have been mentioned in this brief sketch, Mr. Breckenridge possesses considerable real estate interests in the city, and is also the owner of an extensive ranch, situated about five miles to the east of the city.

## W. H. Lee.

**T**HAT perseverance in one line of business, combined with ability and hard work, produce lasting prosperity, is proved by the example of W. H. Lee, one of the most affluent and influential of Calgary's old-timers. Mr.

Lee can be counted among the few very old-timers of the city who can point to thirty years' residence in the west. W. H. Lee was born and brought up in the town of Renfrew, Ont., but when his activities reached that stage when they could be safely applied without outside interference or guidance, Mr. Lee broke away from his eastern home and made his way to the city of Moose Jaw, then in its infancy. There he opened out into the undertaking which has been at once the occupation and the successful undertaking of his life, namely, the carriage business. After experimenting a little in the tiny towns of Regina and Moose Jaw, he determined to give himself a real chance in a real town, and, selling out in the Province of Saskatchewan, he established himself in Calgary. From this date until the present time, Mr. Lee's business thrived exceedingly, and it is confidently stated by those who are in a position to know that Mr. Lee's financial status ranks as high as the financial status of any other citizen of the city. The stock which he keeps in his emporium of 10th Avenue is one of the most complete, most varied and most valuable throughout the length and breadth of the entire west. The name of W. H. Lee is synonymous with good workmanship, reliable goods and moderate prices.



E. S. Woolley.  
Advertising Manager, Calgary Milling Company.

## Thomas Underwood.

**A**MONG the enterprising progressive spirits who have figured in the making of this last, best west, or, better, in the development of the unexcelled resources of this land of wonderful promise, there is none who has done his share more faithfully than has Thomas Underwood, manager of the Diamond Coal Company's mines, and financial factotum of a large number of other successful enterprises.

Although the name of Thomas Underwood has been more intimately connected with Diamond coal than with anything else during the past few years, the marketing of this excellent fuel has been merely one of the successes remunerating him for a life of great activity and business integrity.

Thomas Underwood came to Calgary 25 years ago, after spending two years in Manitoba. He originally came to Canada from England. He is a contractor by profession, and since coming to Calgary has had the building of a great many of the best edifices that grace this prospering city.

In municipal affairs he has always evinced a keen interest and has figured actively in civic government, having been a member of the City Council for eight years, and for two years Calgary's mayor.

The stress of business, however, became so great that he was compelled to forsake the active service of the municipality and devote his entire energies to the cause of industry.

Like so many other prominent westerners, he has been the moving power in the creation of one of Calgary's little sister cities, Diamond City. Diamond City, a town with a magnificent future, assured by its natural wealth and advantageous location, takes its name from the Diamond Mines.

The origin of one was the commencement of the other, the difficulties, the set backs, the struggles, and finally the success of both, have been identical.

Prior to the year 1908 the immense and practically inexhaustible wealth of coal underlying the present holdings of the company, though probably known in an indefinite way through geologists and mining experts, were by no means appreciated at their true value. It remained for Rev. Mr. Pady, of Lethbridge, to sense its possibilities and put them in the way of development. In 1906 a company was organized by him with a capital of \$100,000, and a small quantity of coal was taken out as a test. The quality of this coal was so exceptional and the prospects opened up so immense that the promoters were fairly staggered, and it was seen that a much larger capital was essential to its development. Accordingly, in 1907, a new company, with a capital of \$1,500,000 was organized, with the Hon. G. H. V. Bulyea as president. Thomas Underwood became secretary, treasurer and manager. To the indomitable will, the unflinching courage of one man, belongs the credit of the accomplishment of a truly Herculean task.

## Byron Harmon.

**F**OR the photos from which the half-tones were made, in the mountain section of this supplement, the Herald is indebted to the courtesy of Mr. Byron Harmon, the well-known photographer of Banff, Alberta, who was kind enough to supply them.

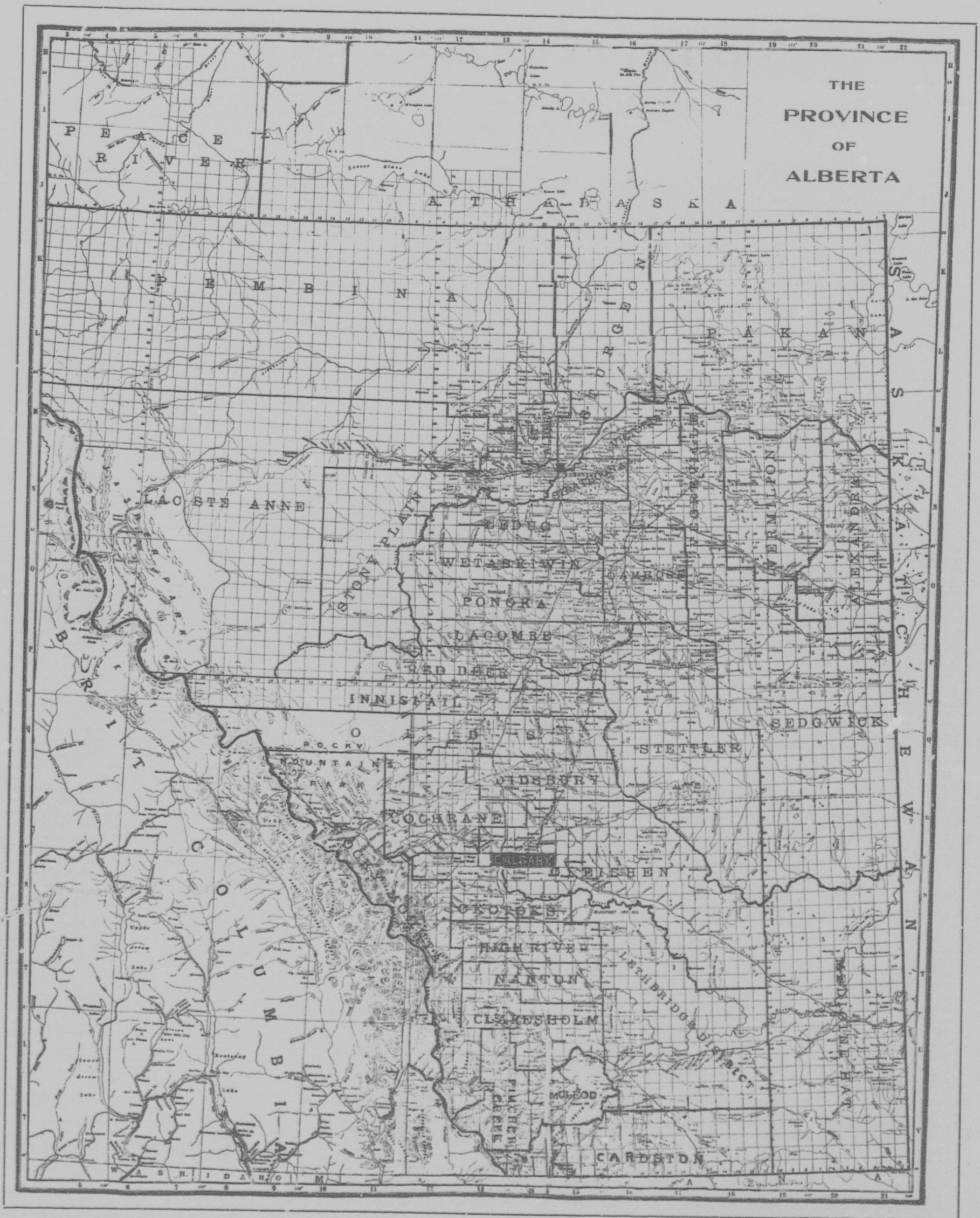
The members of the Alpine Club particularly, and the general public in a measure, are no doubt already acquainted with the artistic treatment and care that Mr. Harmon has lavished upon the photography of the mountains. In fact, he might almost be called the photographer of the mountains, so satisfying are the results he has achieved in making known to the world at large the splendid scenic effects that lie between Canmore and Revelstoke, as well as the unexplored regions that lie off the beaten track of the tourist.

## W. J. Stokes.

**Y**ET one more among the ever increasing multitude of business men from the various parts of the Dominion who have sought and found success in our city is William J. Stokes, President of the Empire Hotel Co., controlling the Empire Hotel, Calgary; the Dominion Hotel, Calgary; and the Park Hotel, Banff. "Billy" Stokes, as he is generally known, was born in the province of Ontario some forty years ago. As soon as he started to work he became a telegraph operator, and in this capacity he was employed with the G.T.P., the C.P.R., and the Detroit River and Lake Erie Railway. By steady work and the same indefatigable attention to business which he exhibits in his undertakings to-day, he rose gradually from the post of operator to the important position of station agent, and in the little town of Wheatly, Ont., he was president of a gas company and at the same time station agent of the town. He started out west in real earnest some six years ago, when he quickly decided that Calgary was the city for him. Having made this wise and sensible resolution he opened up a wholesale grocery store in the east end of the city. After carrying on business in a wholesale manner for a short time, he changed his establishment into a retail business, and although trade continued to improve steadily, he decided to abandon the grocery business and embark in life as a hotelkeeper. With this object in view he purchased the Empire Hotel and made many needed improvements in that hostelry, increasing its popularity and increasing its business very considerably. Two or three years later the Empire Hotel Co. was formed, and Mr. Stokes was placed in charge of the three houses, which are mentioned above.

## A CARD OF THANKS AND A LAST WORD.

**T**HE Herald wishes to thank most heartily all those who have in any way contributed to the production of this supplement. Its appearance has been slightly delayed, but in the production of a work of this kind many obstacles have to be overcome, and of these delays our modesty forbids us to refer to in any detail. We have attempted to show, in this supplement, that the west, over and above its unique opportunities and splendid and reassuring outlook, possesses both the time and the taste for sport and social functions, and that the idea prevailing in many quarters that the west is a place of wild and woolly adventure, is but a figment of the mind, which like other figments is an unconsciousable time in dying. Much of the picturesque of the west happily still remains, and this we would lose with regret—namely, the spirit of a greater and wider tolerance than is possible in the congested east.



**CALGARY**, on C.P.R. main line, 840 miles west of Winnipeg; branches to Edmonton, Macleod and Crow's Nest Pass. Dom. Ex. Tel. C.P.R. Hotels, Alberta, Yale, \$2.50 to \$3; Queen's, Dominion, Empire, Grand Union, Victoria, from \$2; Grand Central, Imperial, and many others at reasonable rates. Fifteen churches. Schools: 12 public, 1 normal, 1 high, 1 separate, 1 convent, 2 colleges. Industries include biscuit, boxes, breakfast foods, bricks, beds, building materials, confectionery, cigars, cement, cements, blocks, ground coffee and spice, electric light and power, flour, gas, harness, iron and metal works, lumber, leather goods, mattresses, macaroni, meat products, rolled oats, soap, show cases, saddlery, tents, wagons, aerated waters, beer, etc. In all, 40

industrial plants, 100 wholesale firms, 350 commercial travellers have headquarters here. Trading centre of immense agricultural and stock raising district. Chief supply station of mining district in the Rockies. A milling centre. Home of large, pure-bred cattle auction sale (250 to 500 pure-bred bulls sold annually). Station of Northwest Mounted Police. Divisional point of C.P.R., with annual payroll of \$1,000,000. In neighborhood are extensive coal beds (lignite and anthracite), lime, brick clay and building stone. The Calgary Power and Transmission Co. are developing 8,000 h.p. on the Bow River, west of the city. Natural gas has been discovered at a depth of 2,960 ft. with flow over 500,100,000 cub. ft. per day; price 25c. per M cub. ft.

for lighting, and 15c. for power. The latter averages from \$12 to \$14 per h.p. per annum. Founded 1882, incorporated a city 1894. Calgary has electric street railway, 16 miles in length; gravity water system, 14 miles from city; complete sewerage system. It is certain that in 1910 the Canadian Northern, Great Northern, Canadian Western and Grand Trunk Pacific now under construction will reach the city. Altitude, 3,410. Population, 35,000.

**POPULATION**.—Estimated population of the Dominion of Canada by provinces, on 31st March, 1909, was: Alberta, 273,859; British Columbia, 289,516; Manitoba, 466,268; Maritime Provinces, 1,037,112; Ontario, 2,619,025; Quebec, 2,088,461; Saskatchewan, 341,521; Unorganized Territories, 58,309.

# Riding and Driving Classes at Calgary Horse Show

IF the future of horse breeding as applied to the various kinds of heavy horses which are raised in the province is hopeful and encouraging, the same and even more can be said with reference to the future which attends on the raising of driving and riding horses. But the cause which has brought about such a happy state of things in the one case is the same cause which has contributed to the success in the other. When a country is young, when the land is sparsely settled, when men are occupied solely and entirely with the great problem of daily existence, they have neither the time nor the inclination to indulge in luxuries in the way of horseflesh, even if, by so doing, they would reap much good. To use a colloquialism, "any old horse would do," as far as the means of transmission and transportation were concerned. Time was not so valuable in those days, and if the old pony did take two hours to cover ten miles, nobody objected as long as they got there without serious mishap. But with the advent of prosperity, a different feeling arose in the matter. People began to take a proper pride in their possessions. Farmers, professional men, and all those who are obliged to use horses in their business, commenced to criticize one another, and little by little, almost imperceptibly at first, a higher standard was set. Travellers were no longer content to be seen driving into the city with worn-out plugs of horses; the comrades of the man with bob-tailed nags reviled him with quiet irony, suggesting financial embarrassment as the reason why he was not up to date. And so the change was made. A demand was created for riders and drivers of the best class, and the demand, as is ever the case, was promptly met by the supply. And about this time, other causes sprung up, which did much to improve the breed of riders and drivers in our province. People commenced to find time to do other things in addition to spending all their time upon business, or to the avocation by which they made their daily bread. Formerly they had been compelled to drive from necessity, now they commenced to drive for pleasure. They began to indulge in riding as a form of healthful exercise, rather than a means of getting from one point to another, when occasion made such an undertaking imperative. Here, again, came the grateful and much-needed impetus of the Horse Shows. It is not so much the amount of money which any individual exhibitor obtains from showing his animals at a Horse Show, for in most cases the amount so obtained is trifling in the extreme, but it is the pleasant publicity which is a part of the proceeding, and the fact that showing a good horse obtains for that horse an advertisement which cannot be secured in any other way. And again, the price of riding and driving horses commenced to rise, and again horse breeders became energetic and careful in the breeding and raising of stock. Once again the breeders of light horses within the province rose to the occasion, and today there are to be found in the stables of the gentlemen who are mentioned below, some of the finest riding and driving horses on the continent:—

D. P. Woodruff, W. B. Edwards, A. J. B. Dewdney (Calgary), D. P. Macdonald (Cochrane), W. B. Thorn (Aldersyde), D. A. Campbell, R. W. Meiklejohn (Cochrane), N. K. Moodie, W. M. Parslow, P. J. Morrow, Mrs. J. F. Moodie, G. E. Goddard, R. F. Bevan, George Haag, I. G. Ruttle, F. C. Lowes, Dr. McKay, Count de Roaldes, Count de Charnac, Charles Riddock, M. Dumas, W. J. Watson, P. Burns, W. E. Butler (Ingersoll), M. J. Carr, W. & T. Stewart, G. B. Bruce, G. Delbeck (Calgary), L. T. Mewburn, Miss E. Hutchinson, R. W. Newbolt, George Shortt, M. T. Millar (Millarville), Mrs. J. W. Cox, W. S. Newton, George Tull, G. G. Membury, G. H. Hutton, Mrs. P. Burns, Wm. Stuart & Co., S. A. Proctor, Lester Richards, E. Auld, Mrs. J. A. Turner, G. Gardner and Louis Durand.

Out of all these horse owners, the majority of whom were prize winners, we find that the brothers Lowes, or rather the Lowes family, produced by far the greatest number of winning horses. Indeed, it would be no exaggeration to say the animals

## For Style, Blood Manners and Speed, these Horses are Hard to Beat

which belong to this family practically swept the board. In some classes, notably in the class for single drivers, the Lowes family had it all their own way, and in the face of these facts, it may not be inopportune to include a short account of the Lowes horses:—

"Canada is now coming to the front, with the western horsemen at the lead, and the Yankee is taking a great interest in what they manipulate. Fred Lowes has shipped into Calgary a few of the higher standard of riding and driving horses. Only on their merits do we quote them. The mares of the first mating have been properly chosen and properly mated. Every horse in the stable of Fred Lowes is an additional model on the list of show horses for Western Canada. High stepping horses, of exceptional merit, is a glory to the average horseman, as it is upon this foundation, therefore, in this as well as in other enterprises, that good judgment, common sense and practical knowledge must be utilized."

We do not intend to deal lengthily with the breeding of these horses. Conformation is always a point, however, with every animal, and this includes the build of the horse in detail. It includes the build of the horse, the shape of the head, neck, forehead and bovel, crop, thighs, hocks, and, in fact, every part of the horse. Few, if any, of the Canadian carriage horses are able to surpass the horses which Fred Lowes owns. Such an exceptional quartette of excellent horseflesh is a credit to the Canadian West.

"Going Some" and "So Am I" are a pair of Standardbred trotters. They are very high goers and very fast. Their speed and action are exceptional.

"Cadet" is a three-quarter Thoroughbred saddle horse. He is a phenomenal goer for action and speed. He possesses fine qualities in style and form, and is a horse that has passed through the American continent and never had to take a second. He is a chestnut gelding, 15.2 hands, and is one-quarter Hackney bred.

And yet the saddle horses of Alberta, good as they are, are not equally excellent in every department and in every class. There seems to be a lack of light saddle horses of the best breed. And here again, we find Mr. Hoadley speaking words of wisdom:—

"I deplore the lack of light horses available for saddle work or general utility on the farm," he said, "and as an illustration of this scarcity I could place a carload of fifteen horses and get \$200 apiece for them, if I could find horses about 15 hands or 15.1, that had been ridden a few times, and which are not over five years old. I want them, and could sell them," he concluded, "but I have not got them, and I do not know anybody who has got them."

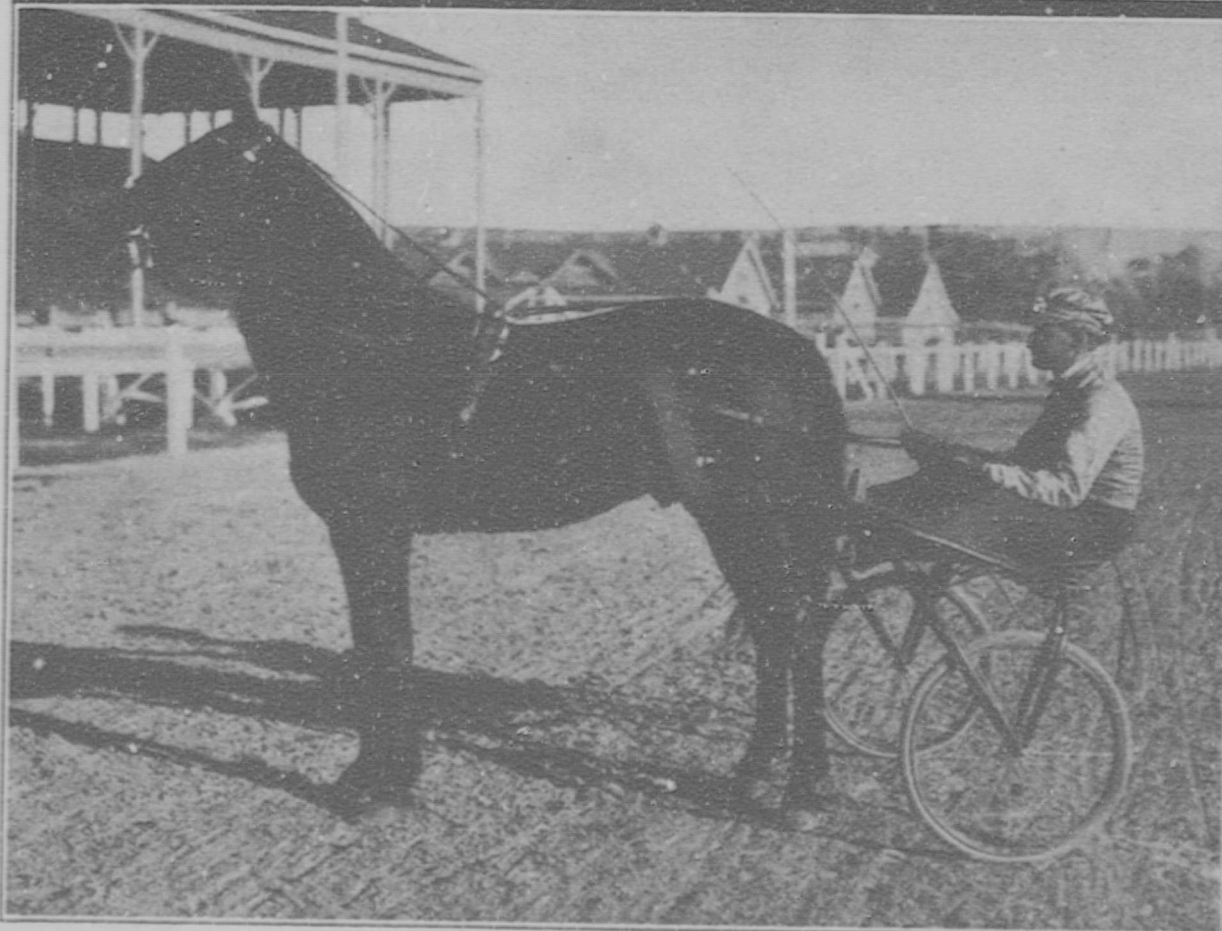
Pursuing the thought which was put forward at the commencement of this article, namely, that as a country progresses and advances, people turn their minds from the merely utilitarian aspect of things to those pursuits which attract and delight them, we find it strongly exemplified in the steps which have been taken by horse owners in Alberta during the past few years. The majority of the best saddle horses in the province are tended today with the utmost care and receive expert grooming, a thing which did not prevail until but a very short time ago

in any portion of the prairie provinces. Also the number of trained jumpers among them is very large, although it can hardly be argued that such an accomplishment for horses here in the west possesses any great usefulness. But these efforts at superlative excellence of accomplishment bring with them their own reward, and do much, both directly and indirectly, to improve the breed of horses within the radius wherein they are practised. For instance, since these accomplishments have been cultivated, the Hunter's Improvement Association and other kindred bodies, which have for their ultimate object the improvement of horseflesh in the matter of breeding and in other respects, have taken an active interest in our produce, and have thus assisted to herald our fame to the outside world and to widen our markets and to increase the prices which it is possible to obtain for the very best animals. And throughout Alberta, nothing is acceptable unless it is the very best. An instance of the manner in which the highest standard obtainable is eagerly sought after is found in the suggestion which has been put forward that the use of grade stallions be entirely abolished throughout the province. It is by such firm steps as these that the ideals are secured.

The breeding and raising of riding and driving horses is a pursuit which appeals to a wider circle of people than the breeding and raising of heavy horses. Men, in the majority of cases, do not enter into the breeding and raising of heavy horses unless they do it on a fairly large scale, and unless they have a reasonable anticipation of reaping some financial benefit out of it, sooner or later. But the case is by no means the same where riders and drivers are concerned. Private persons, who have no connection with the horse business, taking it as a commercial pursuit, naturally have little or no interest in heavy horses. But the light horse is an adjunct to the home. A valuable horse is an acquisition which remains with the original owner, of which he is proud. A man, that is to say, a prosperous man, would no sooner own a poorly-bred horse, than he would live in a cheap and poorly built house. The horse becomes a part of his household goods, and, as such, is properly appreciated and valued. And, therefore, the reason that Alberta today contains finer riding and driving horses than she has ever done previously, is because she is richer, more prosperous, and, of necessity, more homelike, than she ever was before. At the risk of repeating what has been already said to some extent, the cause of horse breeding, as far as it affects light horses for driving and riding purposes, has been assisted to an immense extent by the importation of the Lowes horses from the States. Undoubtedly they were of a better class than any of the other horses, and a little envy was aroused in the hearts and in the souls of some of the other exhibitors when they realized that the native products could not vie with them in excellence. But what New York does today, Alberta will do tomorrow, and now that the very best has been brought to the country, the horse breeders of Alberta will not rest until they have produced it. And it will not take them long.

### Permanent Horse Show Building.

TO the horsemen of the province and the citizens of Calgary the show of this year proved conclusively that the accommodation both in the judging ring and the seating capacity at the Auditorium where the show was held, was too small. A meeting of representatives of the Provincial Exhibition, the Horse Breeders' Association and the two curling clubs, held shortly after the show, has resulted in the City Council granting these organizations permission to place a by-law before the citizens of Calgary for \$50,000, to build and equip a special horse show building at Victoria Park. This building will be used as a judging pavilion at the summer fair, horse show building in the spring, a curling rink with twelve to sixteen sheets of ice in the winter, and can also be used for a horticultural show, meetings and conventions at other times of the year.



CRISPAIN. brown gelding, 15.3 hands  
Owned by F. C. Lowes

BARON TOLL 40355, chestnut, 6 years; sire Bob Fitzsimmons 30511;  
dam Kentucky Violet. Owned by Archie McKillop, Calgary

GOING SOME, chestnut mare, 15 hands. Driven by Miss Kate Lowes  
GENERAL H. Time: 2.09 1-4  
George Haag—up

E. L. RICHARDSON  
Secretary Calgary Horse Show

34



The James Findlay Residential Block.



The Samis Block—Business and Residential.



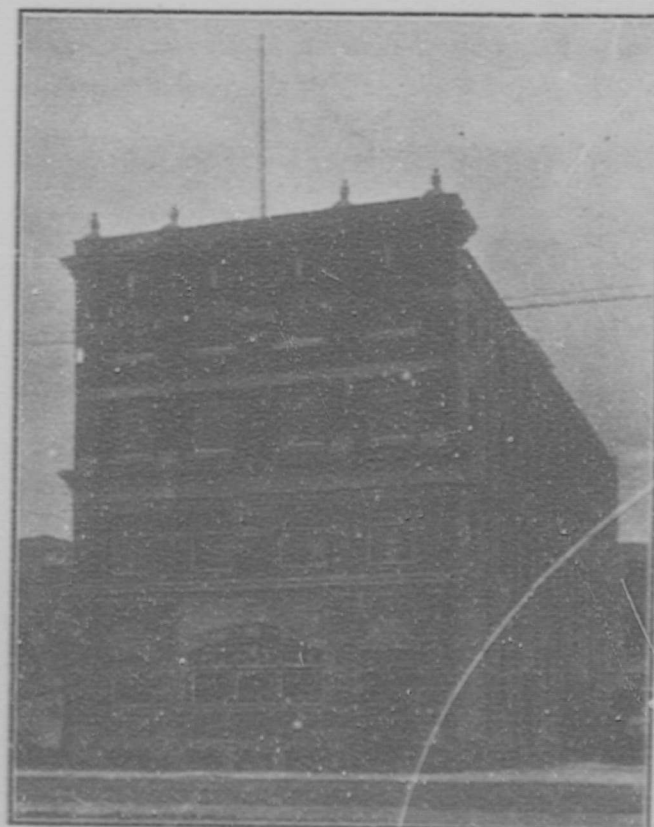
The R. C. Thomas Business Block.



The McDougall Block.



International Harvester Company's Calgary Branch.



Georgeson & Co.'s Wholesale Warehouse.



An Avenue of Fine Lawns and Boulevards.



Residence of P. Burns.



Residence of W. R. Hull.

## The City's Wealth Artistic

### The Home Life of the Salient Features of



OT alone is Calgary the premier city of the far west in volume of business, industrial and commercial progress and in almost everything that goes to assure a future of metropolitan greatness; she is a city of beautiful homes.

Nowhere in the Canadian West do more people own their own homes than in Calgary, and nowhere do the citizens as a whole take greater pride in the beautifying of their residences and all that pertains to them. Nature has been kinder to Calgary than to many of her sister cities of the plains. Calgary lies in the rolling foothill country, and thus has variety of locations comprising sites that meet the desires of the most finicky in the matter of surroundings.

There are splendid high bench lands surrounding the city, from the windows of a residence on which the mighty Rockies with all their ever-changing glory of coloring and their giant snow-peaked tops may be seen. Also, far outstretching on every hand, the vast undulating fertile foothills as they roll right to the base of the giant mountains and lose themselves in their virgin fastnesses.

Then within easy reach of Calgary are vast natural resources, in which Alberta abounds, such as the very best of building sandstone, the ingredients of concrete, timber and almost everything used in building operations.

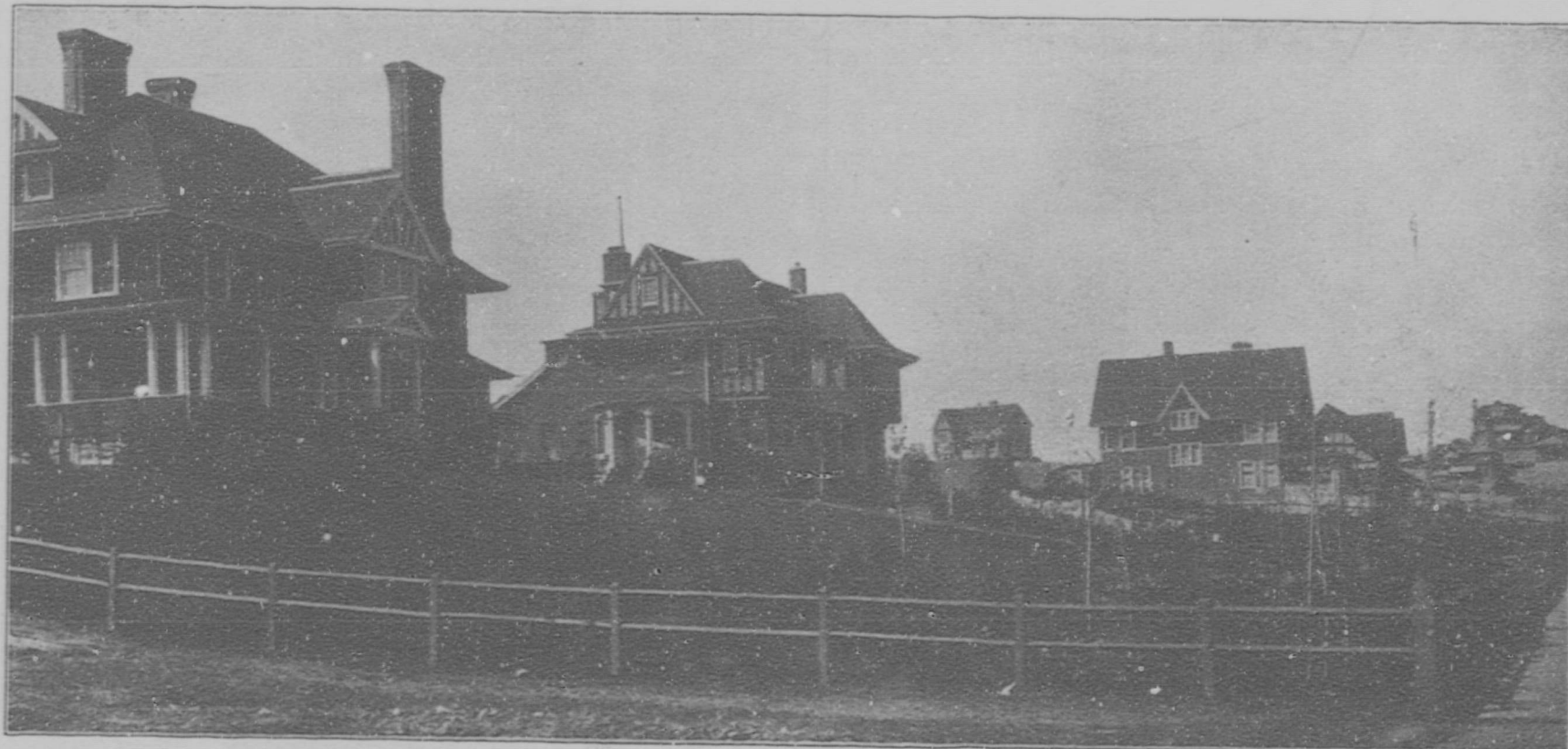
In the matter of foundation, there is none better. There is gravel down for hundreds of feet from beneath an alluvial surface soil, and thus perfect dryness is insured.

Still more important than any of these in the establishing of good homes is prosperity, for it takes money to build. Prosperity blesses almost everybody in Calgary these days.

A drive through the residential districts of the city will serve to convince even the least observant that in good taste and artistic eye many Calgarians are connoisseurs and will accept nothing but the very best. On any of the residential streets are to be seen homes which with their surroundings are simply delightful.

It is not a few beautiful homes that make a city beautiful, but it is in the great number of such palatial residences. The average is exceedingly good in Calgary. Of course there are some magnificent ones that would be striking anywhere and would do justice to the finest residential sections of any city in America.

A house itself cannot appear exceedingly handsome unless its surroundings lend themselves to the harmony of design. This has not been forgotten by Calgarians, for seldom is a house to be found without appropriately beautified grounds. Especially in the hill sections are to be seen lawns beautifully terraced and designed with luxuriant shade trees, splendid pathways and portaires, flowers in abundance and in every way magnificent.



Commanding Fine Views of the Bow Valley.

## Expressed In Its Residences

*Province is one of the the New North West*

Tree and shrub culture has been a potent factor in the rendering of Calgary a city of homes beautiful. Several of the best varieties of shade trees can be grown very successfully, and so can the various ornamental shrubs and a few vines enabling the residence owner to utilize them as desired.

Internally, Calgary's homes are luxuriantly appointed. A feature which strikes a new comer is the beauty of the rich fir finish of all the woodwork. This fir is, when varnished and polished, equal in appearance to oak and has qualities of durability which render it particularly desirable.

It may seem to an easterner, to a Pacific Coaster, or to almost anyone who has not lived in the delightful fresh, dry air of the prairies that climatic conditions couldn't very well have any particular power either to mar or to make, so far as residences are concerned. 'Tis true climatic conditions cannot change the style of architecture or the quality of the material used in building, but climate certainly figures largely in the length of life of buildings and durability of their external decorations. All that is needed to convince anyone is that the external painting of houses, the color of the brick or stone work, are cleaner and more vivid and fresh looking here than in almost any of the older cities in older countries, even in Eastern Canada.

There is a reason for it. It is the clearness of the air and the lack of moisture that are chiefly responsible for the almost new appearance of the older buildings of the city. Paint lasts here for years and remains bright and clean looking. Firstly, the clear, dry air does not become smoke burdened and besmurch everything with which it comes in contact with a grimy coating of soot, as is the case in some places. Of course it may be said that this will not be the case when Calgary becomes a great industrial centre and her thousands of smokestacks belch forth dense volumes of pungent black smoke day and night—and Calgarians all believe the day is coming. All things are possible, but there is one thing sure—with such magnificently clear, dry air, and such an abundance of sunshine, it will take an immense volume of smoke to render Calgary a smoky city. The advent of myriads of chimneys has not as yet made a noticeable difference, and Calgary's houses continue to appear beautifully clean, from external view, at least.

Calgary, although it has drafted the greater portion of its population from the older lands, and from the east and the south and the south-east, has many features that are distinctly western and others that are borrowed from the Pacific Coast, and this is particularly true of the architecture of her residences. She has those elegant, cosy little bungalows so common on the Pacific Coast, and than which there is nothing, in the line of a small residence, any prettier.

Then she has the Grecian and Roman and Gothic and hundreds of other classic styles of design typical of the older civilizations.



Residence of I. S. G. Van Wart.



Residence of D. W. Marsh.



Residence of John Breckenridge.



Residence of O. S. Chapin.



Residence of W. H. Lee.



Residence of Bert. A. Stringer.



Residence of J. A. McKenzie.

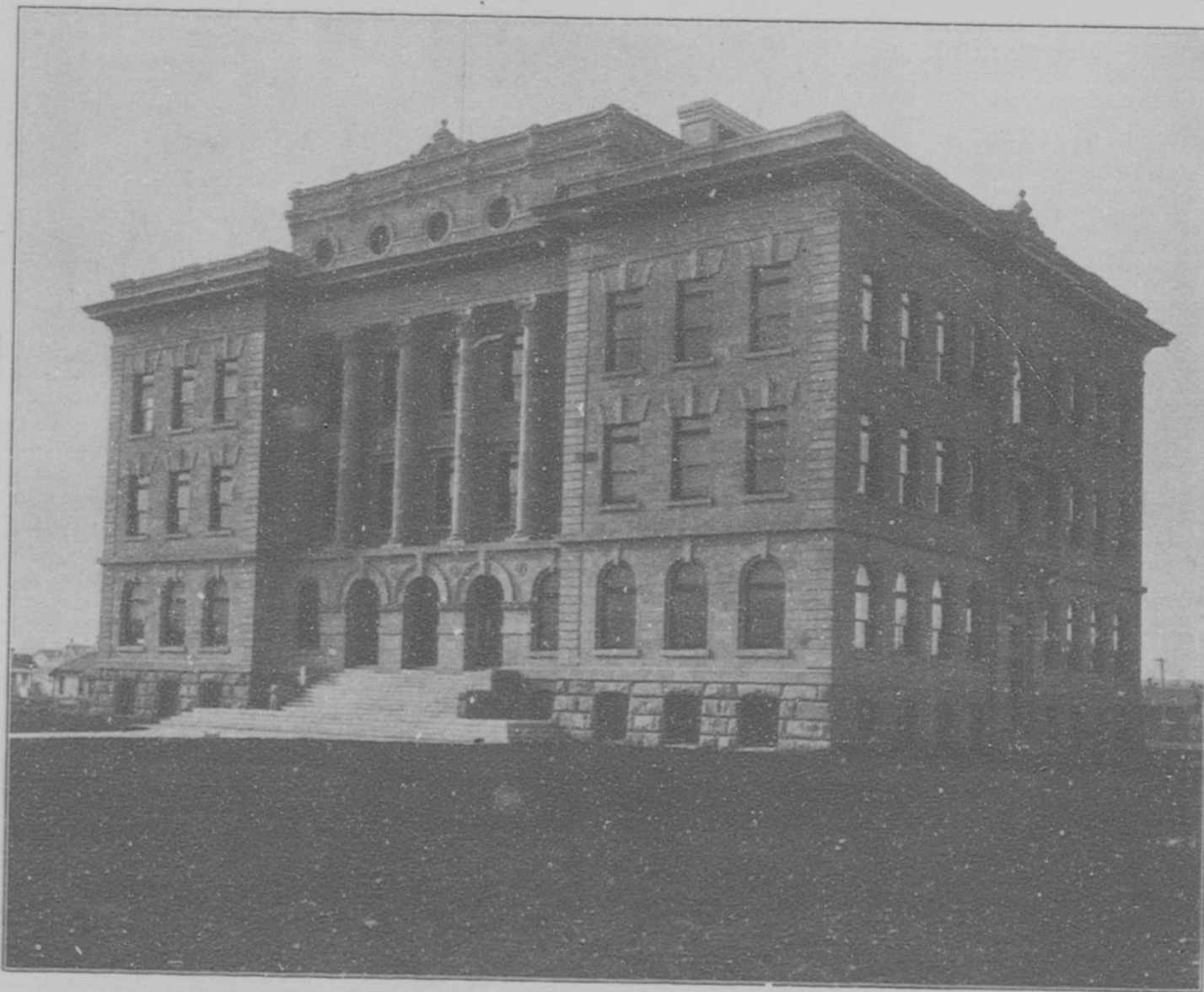


Residence of Thos. Underwood.



# GOOD SCHOOLS CALGARY'S FIRST CONSIDERATION

*They are splendidly built of Calgary Freestone, are Sanitary and are situated on Fine Open Spaces*



THE NORMAL SCHOOL—THE FINEST PUBLIC SCHOOL IN THE PROVINCE.



WHEN a man, more especially the man with a family, who, the students of social economics tell us, is the only true man—and the idea sounds reasonable—makes up his mind to move his local habitation, either into a far country or into some distant point in the land in which he lives, he invariably expends much time and diligence on the effort to discover all about the place whither he intends to migrate. There are many things that he wants to know; in fact, he wants to know everything that it is possible to ascertain concerning his future home, and who shall blame him for his laudable thirst after knowledge in this affair. But while general information is readily sought after and assimilated by him, there are some matters upon which he is most anxious to obtain reliable information, and upon the type of information which he receives hangs his decision. When he has ascertained what he desires to know, then, and then only, does he decide whither he will move his tent and pitch it for all time.

Our prospective inhabitant and resident in our city is, then, a family man, on the principle that Calgary never fails to choose the best thing which is offered to her. The inquiries which this kind of settler will undoubtedly make will be in reference to matters which concern his children, for upon his children the hopes of his life are, or should be, centred. He makes the most searching inquiries concerning the educational facilities which are to be found in the city of his choice; he will busy himself in discovering what standard of religious life prevails throughout the city and district; he will desire to be informed what Christian communities have established places of worship in this part of the province, and he strives to satisfy himself that all is as it should be with reference to the education which is so essential for his children, and for the religious

training without which even the best secular training fails of its full purpose. These things being so, no apology is required for the inclusion of short articles dealing with the churches and schools of the city in a publication such as the present.

## The Churches of Calgary.

TORONTO has been described by visitors to it, as the city of churches, but, allowing for the difference in size, age and population, it seems probable that Calgary may put forward claims to the same proud title before many years have passed over our heads. While the Catholic, Anglican, Methodist, Presbyterian and Baptist communities have been in possession of places of worship ever since the city attained the status of a village far back in the earliest days of its inception, we find that many other Christian denominations are represented today in the greatest city of the Last West. The Congregational section of the Christian church have established two, if not three churches, the Unitarians are rapidly making their influence felt among the Christian people, while the less extensive branches of Christian thought, such as Christian Scientists, the Church of Christ, and the Preachers of the Gospel, are also represented.

## Catholics Came First.

AS is frequently the case where pioneering becomes necessary in religious matters, the Roman Catholics were first on the field, and long before even the smallest shack was erected within the city limits, Father Lacombe, in company with two other priests, trekked from Winnipeg, and the little party homesteaded upon the part of the city where the Church of St. Mary's, the Convent, the Holy Cross Hospital, and other Catholic buildings stand today. The remainder of the three-

quarters of a section which the church thus obtained was sold to private owners as time went by, or held until prices became higher with the growth and development of the city, and, even now, the Catholic community retain an interest in the greater part of the best residential portion of the city, in fifteenth, sixteenth, seventeenth and eighteenth avenues, and in the region adjoining to it. Since the city of Calgary first commenced to grow on the eastern side of the Elbow River, it was only natural that the first Roman Catholic services should be held in that part of the town, though, as a matter of fact, the first tiny log structure which did duty as a church in those early days was situated on the western side of the same river. Unaffected by the various periods of stagnation which overtook the growing city at different times, the Catholic community continued to grow steadily, and the church building kept pace with the increase of the congregations. A small church was subsequently erected on the plot of land where St. Mary's Church—the mother church of the Catholic community in Calgary—stands to-day, and from time to time this structure was added to until the present church became a self-evident fact, although it will not be long before it will be either pulled down altogether or considerably enlarged. Other Catholic churches have been erected in different parts of the city, one at the east end, one in the far west, one over at Hillhurst, and several buildings which are used for religious services on the various Indian reservations which lie near to the city.

## Growth of Methodist Community.

THE growth of the Methodist community within the limits of the city was also steady, gradual and continuous. After services had been held in the old I. G. Baker store, on the east side of the Elbow, which was utilized by all branches

of the Christian community at that time, Rev. John McDougall erected a tiny church on this side of the river in 1875. In 1876 it appeared as if Calgary was about to collapse altogether and never to become a city of any size, so, owing to the lack of people and the consequent lack of worshippers in this building, Mr. McDougall was compelled to sell it for what it would fetch. Fortunately this gloomy condition of affairs did not continue for very long, and shortly afterwards when things improved a new church was erected at the corner of Seventh Avenue and First Street East, which was pulled down only the other day, after having been utilized for secular purposes for many years. From there the Methodist congregation moved to the site of the present Arlington Hotel, where they erected a building which is practically the hotel of today. At the present time there are five Methodist places of worship, The Central Methodist Church, Trinity Church, Wesley Church, Bridgeland and Riverside Methodist Church, and the Victoria Methodist Church. Needless to say, everyone of these buildings is crowded to the doors whenever a Sunday comes round, and numerous improvements and additions are contemplated in the near future.

### Presbyterian Churches.

**T**HE establishment of Presbyterian churches in the city was practically contemporaneous with the erection of other places of worship connected with the various denominations, and today this branch of the church is as well equipped with buildings and with pastors as is any other. The main or central church is situated at the corner of Centre Street and Seventh Avenue, and is known by the title of Knox Church. It is a fine stone structure, capable of holding about sixteen hundred people, and is furnished with one of the best organs in the city. The Grace Presbyterian Church looks after the needs of the Presbyterians of the most western portion of the city, while services are held in the east end, at Crescent Heights, and in other parts of Calgary.

### The Baptist Churches.

**A** FINE brick building, which has just been sold by the authorities of the Baptist Church, owing to the fact that it proved to be too small for the congregations which thronged it, has been used as the First Baptist Church for some years, and a larger and more commodious building will be erected shortly in some other part of the city. Heath Baptist Church and other buildings provide for the spiritual needs of the outlying portions of the city.

### Other Denominations.

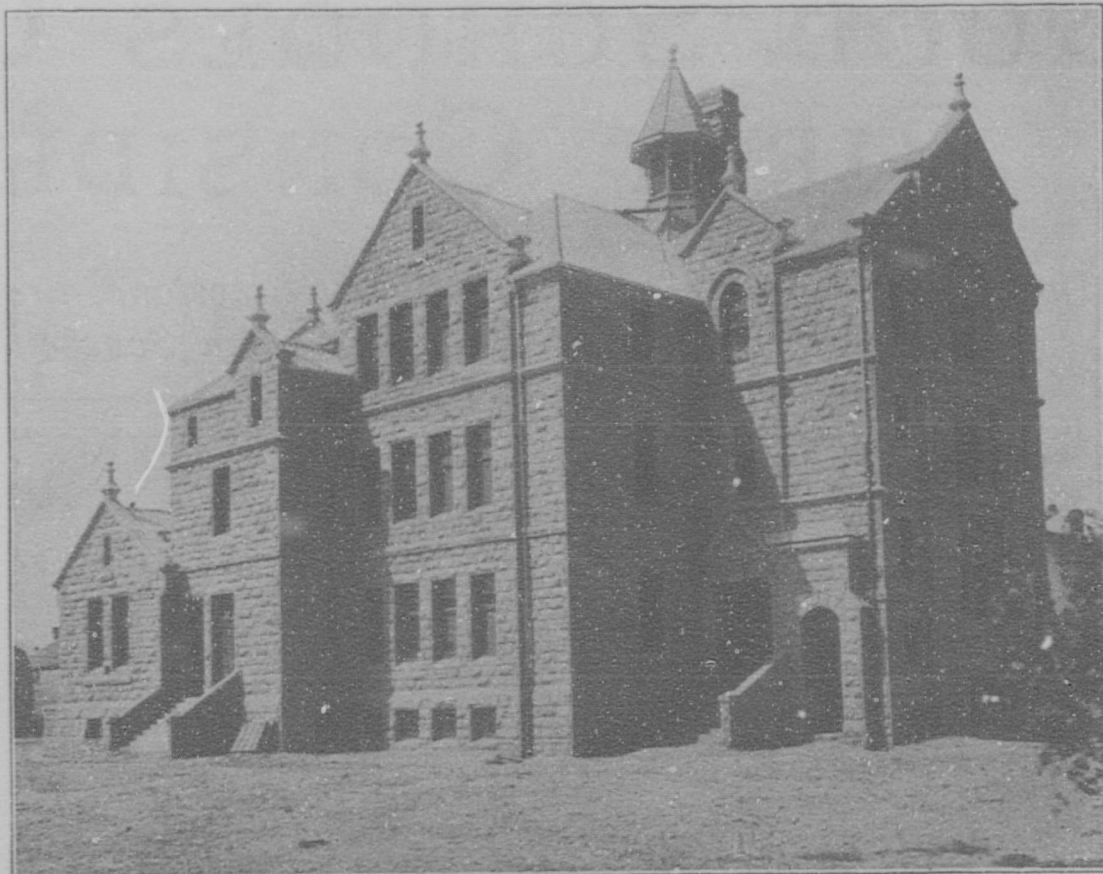
**T**HE followers of the Unitarian, Church of Christ, Christian Science and Congregational forms of faith are, at the date of writing, accommodated in secular buildings all over the city, but it will be a very short time only before they will all possess churches of their own.

### The Schools of the City.

**H**AVING, let us hope, provided our prospective citizen with some reliable information concerning the religious facilities which exist in our city, we will pass from the consideration of the religious life and the accommodations which are available for the enjoyment of it, to the equally important matter of education. The school system of the Dominion of Canada is renowned throughout the world, and the school system which is enjoyed by the western provinces, which look after these matters for themselves, is equally good. While the school buildings throughout the length and breadth of the provinces are among the best built, most spacious and most convenient of all the public buildings in the province, the structures which have been erected in Calgary are conspicuous by their special excellence. The Normal School, which was built a short time ago, was described by Premier Rutherford as the finest building in the province, and although there may be some people who will begrudge this title to it, there can be no doubt that it is one of the most splendid public edifices which have been erected in Alberta. Incidentally, the fact that the Normal School has been built in Calgary, constitutes that city as the centre of education for the province. The new High School, which is also located in the western part of the city, is another educational building, which is almost as commodious and almost as well equipped for the work which is being carried on in it, as is the Normal School. Both edifices are constructed of the grey sandstone, of which nearly all the important buildings in Calgary and the adjoining district are built. The Victoria School, on the south side of the track, is also a commodious and well proportioned building, which fulfils efficiently the purpose for which it was constructed. Fully modern school buildings are also to be found in every quarter of the city and in adjoining suburbs.

### Excellent School Teachers.

**I**T is the intention of those who conduct the educational affairs of the Province of Alberta, to provide the schools with the best of everything that it is possible to obtain in the way of educational advantages, and it is the general opinion of those



SOUTH WARD PUBLIC SCHOOL.

who are in the position to judge, that this intention has been carried out in the very fullest manner. The ideal that they have set before them is that the girls and boys of Calgary shall have opportunities unsurpassed anywhere for the cultivation of their powers and for the development of all the faculties with which they have been endowed.

In order to bring about this very desirable result, the schools of the city have been split up into two divisions. There are the public schools and the high school, which is the same in every particular as other high schools, with the one exception that the course of study is shorter by one year than is the case in the majority of cities. The public school course is divided into five standards, and in these standards are embodied all the subjects which are taken up in the American course, which consists of no less than eight standards, while the fifth standard touches upon the province of High School work, except where languages are concerned.

Manual training, paper, metal and leather work, elementary drawing, are all included in the course of teaching. Music is also taught in all standards.

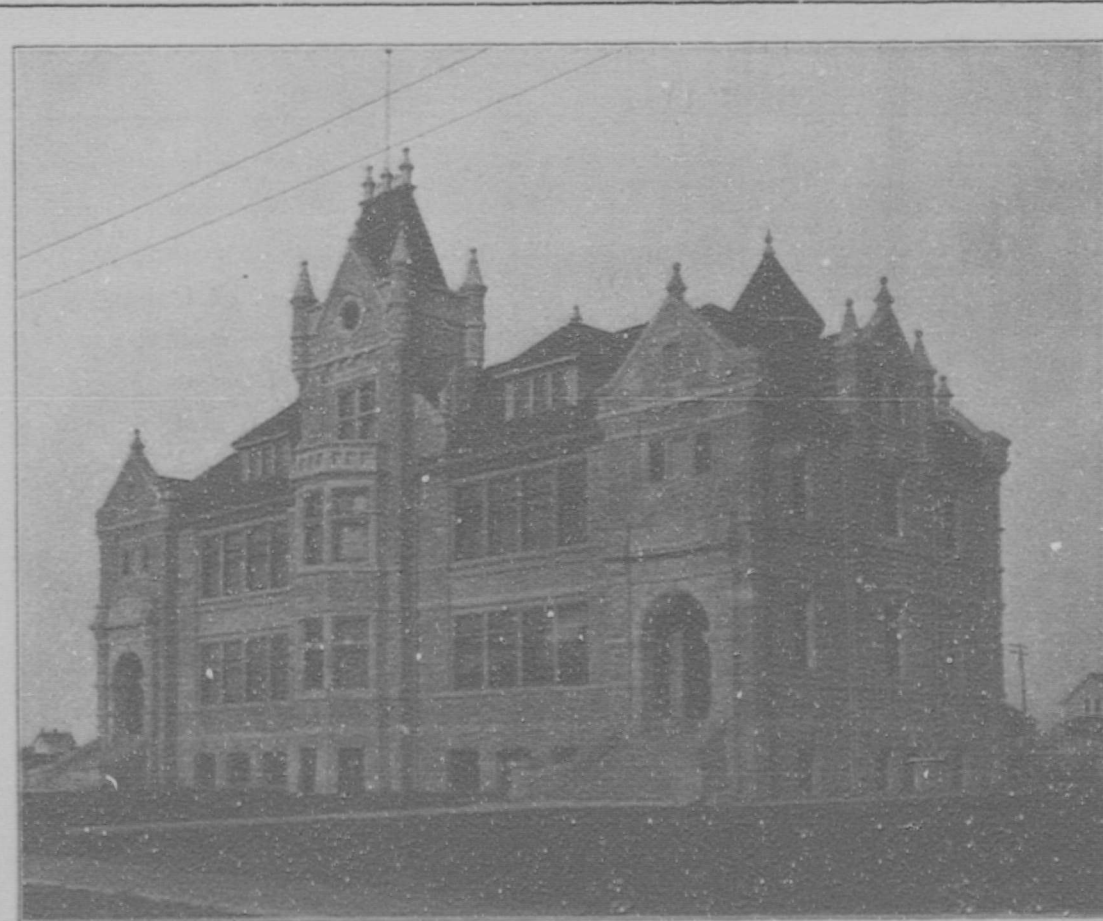
No less than fifty-three teachers are engaged in the public schools throughout the city. These teachers attend to the educational needs of about 2,200 pupils.

### In the High School.

**A**T this school are employed five teachers, who are specialists in classics and history, English and modern, mathematics, science, and the commercial subjects, including drawing, respectively, with classes for university matriculation, for first and second class teacher's standing, and for the commercial course, and with laboratory equipment.

### Normal and Other Schools.

**T**HE Normal School contains 350 pupils, and in addition to the government schools which have been mentioned, Calgary also contains the Western Canada College, the St. Hilda's College, and the Calgary University, which is, as yet, in its embryo stage.



THE HIGH SCHOOL.

# Types of the Dairy Cattle of Alberta

*The Breed that has Helped to Make the Province Famous*

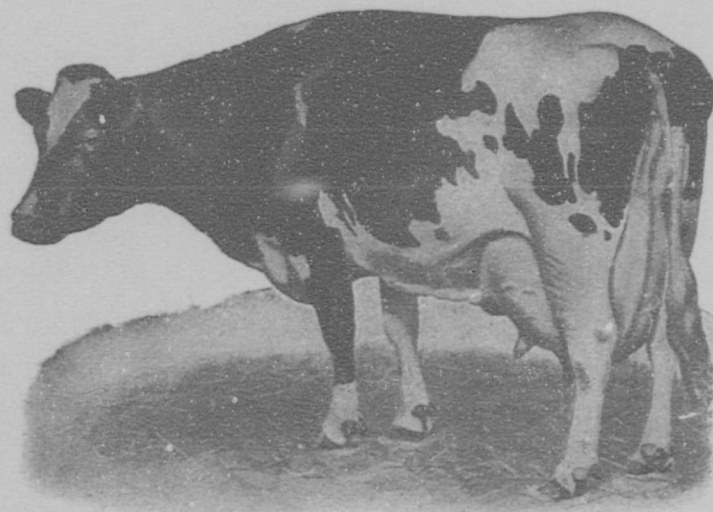
By W. J. TREGILLUS



ALBERTA is eminently suitable for dairying, and this industry is rapidly increasing, not only near large centres where there is a demand for city milk supply, but in the outlying districts, where the milk is either taken to a cheese factory; separated at home, and butter made; or cream taken to a creamery. During the past season eleven cheese factories and fifty-four creameries were operated in this province, twenty-one of the latter by the Provincial Department of Agriculture, under the fostering care of Dairy Commissioner C. P. Marker, than whom there is no more capable and interested official in the department, and the success of these, what are known as Government Creameries, is due to his ability and business acumen. The output of the cheese factories in 1909 realized \$28,000, a slight increase over the previous year. The total butter production was 2,550,000 lbs., representing a value of \$600,000, as against the output of fifty-one creameries the previous year, worth \$526,000, and the output of forty-five creameries for the year 1907, worth \$350,000. In other words, the butter output of the Alberta creameries increased seventy per cent. in two years. The largest creamery is at Innisfail, and its output for 1909 was 204,000 lbs. of butter, worth \$50,000.

The demand for dairy produce is increasing faster than the supply, and there is in this industry the greatest opening for profitable, safe and continuous farming for any number of settlers, and when one thinks of those dairymen in the Old Country working on highly rented lands which are heavily taxed, realizing less for their products than the Alberta dairymen, one wonders why they do not come to this land of promise, where one can find every favorable condition for dairying.

Little has been done so far in winter dairying except by those catering for city milk supplies, but in my experience winter dairying



For beauty no cattle look more picturesque on green pasture.

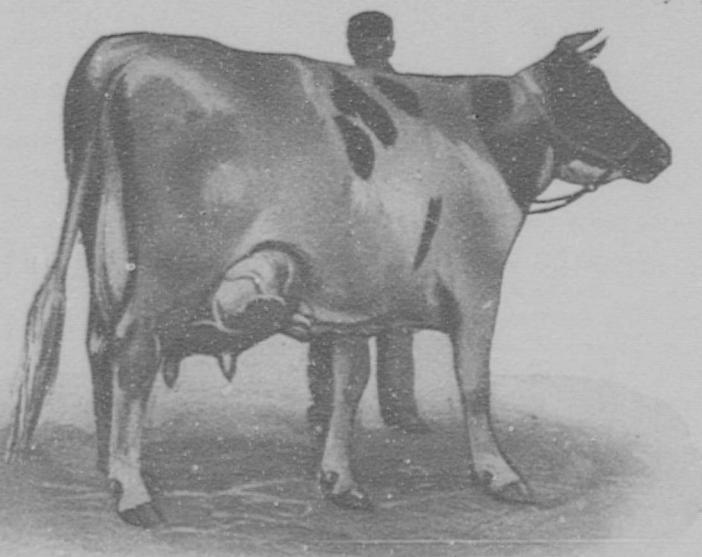
sire of the beef breeds, as was generally the case formerly.

For those who are not in close proximity to large cities, and have no market for their whole milk, there is no better system than making butter, or sending their cream to a creamery—if one is near enough—and using the separated milk for the production of pork and raising poultry. These industries are handmaidens of the dairy business: they not only provide a profitable outlet for this by-product, but prevent any of the fertilizing elements from leaving the farm, as very little is removed in butter alone.

The swine industry of Alberta has suffered in the past from violent fluctuations in prices, but the establishment of a government pork packing plant on co-operative lines, as recommended by the Pork Commission, will provide a staple market and give the much-needed impetus to this form of meat production. The production of pork cannot fail to occupy a conspicuous place in Alberta agriculture, as the market is waiting for the supply, both here and in the adjoining province of British Columbia, at remunerative prices.

As soon as the government takes this matter up, as they have promised to do, we can safely expect the farmers in all parts of the province to extensively and profitably engage in this branch of farming, which offers such great possibilities. We have a favorable climate, and can grow suitable grains. Brood sows can be run on pasture for six months, and in open enclosures with sheds for shelter, or a straw stack, the remainder of the year (until near farrowing), with alfalfa hay and a little whole grain scattered. Course grains are cheap, and the hog can be induced to tuck a lot of otherwise unmarketable grain and much otherwise valueless material under his hide, and convert it into a valuable and marketable commodity.

Poultry, in connection with cows and hogs, forms a strong com-



Broad loins, wide rumps and deep capacious udders.

is the most profitable, and in some districts enough is done to keep the creameries in operation the whole year, instead of in the summer season only.

The ease with which green fodder can be produced, to supplement the pastures in late summer and fall, and provide for winter feeding, makes all-the-year-round dairying very easy, but up to the present time land has been so cheap, and the settlers have made their money so easily, that there has been little need for much work in the winter, but closer settlement and the higher prices obtainable for dairy products will alter these conditions. Alberta's suitable climate, rich grasses, superior soil, and its ever expanding markets, warrant a much more rapid growth than we are now experiencing. Those interested, however, are improving their methods and their stock, and we have in the province quite a number of pure-bred herds of three dairy breeds: Holsteins, Ayrshires and Jerseys, while most dairymen now head their herds with a sire of one of the dairy breeds, instead of a



The physical appearance of the Holstein breed is well known, but to an admirer there is never-ending delight in their striking black and white colors, their large symmetrical forms showing highly specialized ability. The health and strength of the Holstein is marvellous. The breed is possessed of great constitutional vigor or vital force, and to this is due its great productive power, hardiness, adaptability to varying climates or conditions and its unvarying reproduction.

bination, but, possibly of the three, the poultry business offers the greatest attraction to those who want to farm on a small scale, and do not want to undertake heavy work, and for this business the climate is unsurpassed, if equalled, in any part of the world; the dry, clear, sunny atmosphere is ideal, and I have never seen such amazing growth as can be obtained in Alberta. Chickens, turkeys, geese and ducks all do well and require little care or attention after they have been well started on the voyage of life, except to be protected from coyotes and hawks, in districts where they are found. Turkeys especially can be raised with exceedingly little trouble and with great profit. All poultry products are in great demand and at most remunerative prices, the demand gaining all the time on the supply, and large importations from the East at different parts of the year have to be made to meet it.

## Agriculture in Alberta.

**I**N writing of agriculture in Alberta, as one finds it, and of its great possibilities as one sees it, after eight years of practical experience, and with opportunities for observation in almost every part of it, one might easily be accused of exaggeration.

If one could exaggerate, it would be entirely unnecessary, for the truth alone is difficult enough to realize unless one has proved it. In this article on Agriculture in Alberta, nothing will be stated that cannot be verified, and no other attempt will be made than to describe this sun-kissed province, with its incomparable soil, its unequalled climate, in plain words, giving examples from actual facts.

Seven years ago an Eastern Canadian visited me; it was his first trip to the West, and was just at the approach of harvest. He went over the garden and through all the crops, and said: "If I go back and tell them what I have seen here they will not believe me," so he took some stalks of grain, some oats, six feet tall, some barley with magnificent heads just ripening, then dug some potatoes that weighed one pound and one pound and a half each, and specimens of the vegetable, and then said: "The only way I can hope to make those at home believe what I say is by showing them these things and telling them I gathered them myself from the ground in which they grew. The general idea in the East is, that this country is nearly always covered with snow."

Sunny Alberta is greatly diversified in its physical features and natural resources, also in its climate, and probably offers a wider opportunity for agricultural development than any other Canadian province, and has also made a more remarkable progress since it received provincial autonomy.

The people of Alberta have been gathered from every quarter of the globe, but mainly from Eastern Canada, Great Britain and the United States of America, and it would be safe to say that in no other part of Canada could a more sturdy, self-reliant, intelligent and enterprising people be found, possessing, as they do, the combined intelligence of the countries from which they hail.

Alberta's population at the end of the fiscal year, March 31 of last year, was 273,859, but it is considered well within the mark by those able to judge, that our population is now well over the 300,000. It is doubtful if in any other province of the Dominion the population is increasing so rapidly as here, and who can say how soon we shall reach the million mark; for, we may take it, we are now only seeing the beginning of the development of this glorious part of Canada. The most striking and convincing evidence of the excellence of our land and climate is the tremendous influx from the United States. Sentiment alone does not bring these keen, shrewd Americans over the line; indeed they are paying the most practical compliment to the opportunities and possibilities of Alberta by making their homes here. We have room for all that can come, room for a great nation, for in extent we are larger than Germany, and twice as large as Great Britain. Situated between the provinces of Saskatchewan on the east, and British Columbia on the west, Alberta extends about 700 miles north of the international boundary, and averages 280 miles in width, containing 162,265,600 acres, of which 1,510,400 acres are water. Allowing for from 50 to 60 million acres of poor land, hilly and otherwise unsuitable for cultivation (although fit for ranges, dairying, etc.), we have considerably over 100,000,000 acres of good cultivable land of every variety, from the deep black rich loam in the valleys to the lighter quick soils on our benches, so that every branch of diversified farming can be followed.

We have as yet less than one million acres under cultivation; in this great province, and last year (1909) the provincial government estimated the grain yield to be 30,861,950 bushels, besides roots, green fodder, vegetables, fruits, etc., valued at over twenty million dollars. In addition to this, Alberta stockmen realized another nine million dollars for cattle and horses exported. Mr. McMullen, live stock agent for the Canadian Pacific Railway, looks confidently

for a very large increase on this amount next year, as although the live stock industry has not so many large concerns operating, the number of small men is increasing so rapidly as to considerably offset the large cattle men who have been compelled to disband, owing to the rapid settlement constantly going on. There are a number of native grasses and forage plants natural to the different parts of the province. At the Ontario Agricultural College the highest yielding grass, in any experiment covering a period of five years, was the Western Rye grass, a native of Alberta. In many parts of the province the ground is overgrown with wild peas, wild vetches, and other plants which cure splendidly with the grasses in the sunny, dry autumn air, and make admirable feed for cattle and horses wintering in the open.

Alberta is now well known for its famous "Alberta Red" wheat, than which no better, if as good, is grown in the whole world. As far back as 1893, wheat grown at Fort Vermillion, four hundred miles north of Edmonton, took a prize at the World's Fair. The "Alberta Red" was first brought from Kansas, being known as Turkey Red, but it produced such a superior grade to the original seed (due to our better soil and climate) that it was re-christened "Alberta Red," and is now a recognized grade, and is being shipped back to Kansas in large quantities for seed.

A yield of over 60 bushels to the acre is very commonly met with, the highest authenticated yield being 67½ bushels. Barley finds its ideal soil in this province, and the very best qualities of malting and feeding barley can be grown, and yields varying



Farm roughage transmuted into gold without costly (concentrated) feed.

from 40 to 60 bushels can be depended on when proper cultivation is given. Oats have been frequently produced at the rate of from one hundred to one hundred and fifteen bushels per acre under right conditions, weighing as much as 50 pounds to the measured bushel, or 16 pounds over the standard weight. Rye and flax are also largely and successfully grown. Forage plants, such as vetches, rape, field peas, clovers, including alfalfa, can be grown in large profusion when suitable cultivation is provided, especially under irrigation. Corn has also been raised to perfection in several districts. The foregoing also holds good with regard to root crops, every kind being easily grown and thirty tons per acre easily raised. Southern Alberta seems to be peculiarly adapted to beet culture, the climate being so sunny and bright they possess a high percentage of saccharine. The sugar beet industry at Raymond last year manufactured nearly 4,000,000 pounds of sugar. Every kind of vegetable that can be grown in a temperate climate can be raised to perfection in this province, and the rapid growth gives a crispness and delicacy that cannot be surpassed. Cucumbers, melons, citrons, vegetable marrows and tomatoes can be produced out of doors if the plants are grown in greenhouses or frames and planted out at the end of May or the beginning of June. Fruits are as yet in the experimental stage, except small fruits, which are being produced on a commercial scale, especially strawberries, which have been a decided success, and grown on large areas. Apples and other large fruits have been grown in parts of Southern Alberta, and will doubtless be grown all over the province when suitable kinds

are selected and acclimatized. Northern Alberta, which may truly be called "The Last North-West," has agricultural possibilities which are at present little known, contains enormous tracts of land equal to any on the continent.

The great Peace River Valley is a stretch of country possessing the richest of land, and will in the future provide homes for millions of people who wish to take up mixed farming. Already there are a number of pioneers there with their cattle, and they are also demonstrating the possibility of wheat growing.

The Hudson's Bay Company is now operating a flour mill at Fort Vermillion (which is as before stated four hundred miles north of Edmonton) to supply their agents throughout the northern country; this mill is provided with its raw material by the local farmers. When this wonderful district is opened up by some improved methods of communication, it will be rapidly settled.

Some of Alberta's timber supply is also found in the north, but a more abundant supply is found on the eastern slopes of the Rocky Mountains. Coal is found in all parts of the province, and settlers frequently find out-croppings on their own farms which will supply them for all time free of charge.

Such, briefly is Alberta. If with one million acres of cultivable land, we can produce as above quoted, what may we expect when those of our farmers who are engaged in animal husbandry, understand the science of breeding, feeding and care of stock, and keep only suitable animals for the purpose; our dry farmers thoroughly understand scientific soil culture, and our irrigationists have mastered this great art?

Will it be one hundred fold more than last year's total? Yes, many times one hundred-fold! Last season Minnesota, the greatest wheat state in the Union, yielded 16.5 bushels per acre; our average (with indifferent cultivation in so many cases) was, for spring wheat 21.25, and for fall wheat 24.31. Speaking at the Board meeting of the Canadian Pacific Railway, held in London, England, last December, Sir Thomas Shaughnessy said: "As an example of what is being done in the West, I heard the other day of a man in Southern Alberta who bought 2,400 acres of land for \$33,000. The value of that man's crop this year was exactly \$66,000, or double the purchase price of his land. That means high grade farming, and superlatively high grade land. The land is there in abundance; it awaits only the industry of the farmer. I have just returned from a tour through the West, and was never so forcibly struck by the

wealth of opportunity which there awaits the men with brains and the men with muscle and industry."

This almost untouched storehouse of agricultural and mineral wealth, these limitless tracts of rich farming lands, afford the "wanted" opportunities to those now located in the overcrowded sections of Europe and America. The very fact that the opportunities are such as appeal only to men who are willing and ready to work, to bring from mother earth the reward that will be theirs, is a guarantee that the future citizenship of Alberta will be ideal.

The year 1910 has so far given every promise of being the very best Alberta has ever known. The spring opened up early, grain wintered well, and prospects within the province are all that heart could desire. Not in agricultural alone, but in every other line we see the greatest activity, the railway men are busy and more railway will be built in Alberta this year than in any two years in the history of the province. Manufacturing establishments are exceedingly active on all sides, and altogether Alberta is wonderfully busy.

Is it any wonder, then, that immigration to Western Canada is increasing so enormously and that we are being blessed with the best settlers that the wide world can produce? Is it any wonder our land offices are daily crowded beyond their capacities, and land office steps become camping grounds for the people, who brave the night, the dark, the damp, the wind and the weather to get some advantage in the rush for homesteads.

This is the Alberta era. The year 1910 is the Alberta year, but only gives a slight index to the better years that must inevitably follow.

# Why They Go To Canada



Reproduced from the Portland Oregonian of May 10, 1910.

## Facts Concerning American Immigration

520,000 Americans have emigrated to Western Canada since 1897.  
 25,000 more Americans have settled there than natives of Continental Europe in the past 13 years.  
 300,000 of these have settled there within the past six years.  
 60,000 of them crossed the border during the fiscal year 1907-08.  
 200,000 will do likewise in 1910.  
 \$150,000,000 in actual cash added to the wealth of Canada within the past two years.  
 \$200,000,000 more will be added to the national assets through this source this year.

Out of 300,000 American immigrants during the past six years 200,000 were practical farmers.  
 Of the 189,913 homesteads taken during the same period only 36%, or 68,408 have been located by Americans. The balance have bought lands.  
 12,000 of these were located last year, every state in the Union being represented among the entries.  
 The wealth to be taken to Canada by Americans this year would build a fleet of 20 Dreadnoughts, or a transcontinental railway.  
 Estimates of the wealth they have taken across the borders in previous years have been found to be 25% too low.



FIGURES like these command consideration! The history of the development of this movement since the advantages of Canada were first placed before the American people through the immigration policy conceived by the federal cabinet in 1896, is decidedly interesting. It had a vigorous inauguration, but the results at first were somewhat discouraging; nevertheless the work was prosecuted with a persistency born of faith in the country and assurance that its magnificent and varied though undeveloped resources would ultimately attract the men and the money desired. It was rapidly extended and developed until to-day

there are 3,000 agents actively employed by the department throughout the Republic.

At the inception it was largely a campaign of demonstration and education. The most ridiculous misconception regarding the climate and the character of the country had to be removed. Nothing could be accomplished until the minds of the American public had been disabused of the impression that Western Canada was inhabited only by fur-bearing animals and marauding Indians.

To illustrate this point one humorous incident which is accounted for is sufficient. It occurred many years ago. The agent in St. Paul had a British lion manufactured out of grains and grasses, etc., as a feature of the exhibit at the various fairs. It was a work of art, admirably executed. A manikin of a lion's body had been carefully thatched with wheat,

the mane and tail were of flax and the teeth were beans. Altogether it was an unique and attractive feature, and after the fairs were concluded it was placed on exhibition in his agency offices here. One day an old-timer came in looking for information about Canada. First he asked if Canada was really on a railroad and then how far it was from the nearest line. Then he had to be assured that the Indians were not ferocious and blood-thirsty scalp hunters like the Sioux in the pioneer days of Minnesota. Finally he inquired about this lion which had attracted his attention, and was informed that it was the national emblem of the country to which he was going. Then he went and purchased his ticket, but suddenly returned to the office and, pointing to the lion, he exclaimed, "have you many of them beasts up in Canada?"



The Celebrated Takakkaw Falls, the highest cataract on the Continent. It is eight times as high as Niagara, 1206 feet. It is situated in the Yoho Valley; the hills around are crowned with glaciers and the water melted from them seeks the shortest way to the valley, even at the cost of a plunge of hundreds of feet

# Our Mountain Heritage

By Arthur O. Wheeler



IN estimating the assets of Alberta, one important item is nearly always omitted — its mountain region. In Eastern Canada and in the United States the Canadian mountains are supposed to lie entirely within the confines of British Columbia. Let us look at the facts. The boundary between these two provinces is defined as the continental watershed. Crossing the main line of the Canadian Pacific Railway at Stephen, it takes a swing to the west, and places the largest portion of the Great Columbian ice field, said to contain an area of 200 square miles, within the province of Alberta. And so on to the north.

"What does it matter, anyway?" says the "practical" man who knows it all. "There is no mineral and no money in those mountains."

Certainly there is no money at present for anybody except the railway company with brains enough to exploit the mountain centres of beauty. Look at the little republic of Switzerland, which understands the value of mountains to a nation. In 1907, the latest date at which we have authoritative figures, the income to hotel keepers from tourists was over eighty million dollars, and this is steadily increasing. Now, hotel keepers are not the only ones who benefit. The hotels have to be supplied with food and necessaries; horses and carriages are in large demand, and even such a business as the curiosity and "notion" seller becomes important to a degree that is almost incomprehensible to us. The societies of guides, practically trades unions, are important corporations, handling large sums.

Canada possesses 200,000 square miles of high snow-clad ranges, unique in their scenic beauty and alpine attractions. "Twenty Switzerlands in one," is the oft-quoted remark of the celebrated mountaineer, Edward Whymper. But such comparisons, true as they may be, are really of little value. It is the difference that gives our mountains their charm, not their similarity to those of other countries. On the whole, the Alps have mountains of finer outline and of greater height. There are nowhere such lakes as Louise or O'Hara, or those in the region from whence flows the Great Saskatchewan. Again, inherent in healthy human nature, is the love of adventure, of exploring the wilderness. That is a pleasure our mountains afford, and will afford for many generations. Men can get away from their business cares, from themselves, and obtain real recreation.

But is not mountaineering very dangerous? We take greater risks every day in our crowded cities and think nothing of them, because they are commonplace. A great English schoolmaster of the end of the nineteenth century refused to recognize lawn tennis as a school game, because there was no danger connected with it, and therefore no discipline of character. This gives food for thought.

The exploitation of all high ranges, the world over, the Alps, the Himalaya, the Caucasus, the Andes, the high Alps of New Zealand, has in the first instance been carried out by members of Alpine Clubs. The earliest, the parent and most famous of them all, is the Alpine Club of England, organized in 1857. Its members are among some of the most distinguished men of Great Britain, and are given a prominent place wherever known.

Before the Alpine Club of Canada was started in 1906, there were practically no Canadian mountaineers. A few American citizens, a few English people passing through



Lake Louise, so subtle in change, so infinite in variety, that memory fails to recall its varying moods of color.



Mount Temple with lake, in Consolation Valley, fed by continuous avalanches from enormous heights behind.



Cascade Mountain, Banff, with drive leading to Lake Minnewanka and the Devil's Head River.

on their way from India or Australia, a few scientists; these made up the meagre roll. Now the Club is well in its sixth hundred. Started as a national organization, it has become international, with connections reaching to Great Britain, the United States, Australia, South Africa, Switzerland, Holland and Italy. Spread throughout the vast area of Canada, the Club keeps in constant touch with its members by means of local committees in Vancouver, Calgary, Winnipeg and Toronto. A local committee has also been formed in New York, and recently one in London, England, of which committee the President and Vice-President of England's Alpine Club are members.

The know-all sees no sense in a club for climbing mountains. It is surprising, however, how a little knowledge of real—not assumed—facts clears the air.

The Club has for its objects: (1) The promotion of scientific study and exploration of Canadian alpine and glacial regions. (2) The cultivation of art in relation to mountain scenery. (3) The education of Canadians to appreciation of their mountain heritage. (4) The encouragement of the mountain craft and the opening of new regions as national playgrounds. (5) The preservation of the natural beauties of the mountain places and of the fauna and flora in their habitat. (6) The interchange of literature with other alpine and geographical organizations.

How successful the Club has been in carrying out this programme, the newspapers and magazines of this and other countries bear witness. Every year a journal is published containing articles of serious interest from the scientific and mountaineering points of view, and illustrated after photographs of our Canadian scenery. This goes all over the world, even to far away India and Japan.

A camp is held each year in some mountain valley, where every advantage is afforded members to enable them to know their own country. These are always crowded to the limit of possible accommodation. Healthy, athletic young Canadians, men and women, scale the heights, explore the forests, and wander all the long day by mountain, meadow and stream. At night they gather round the altar of the Club—the camp-fire—and songs and stories of climbs in other countries, of lion hunts, real and fictitious, of exploding volcanoes, serve to charm neophyte and experienced worshipper alike.

A club house has been built at Banff, the capital of the Rocky Mountain Park, and is not the least of the attractions of that delightful Alberta town. There members pass their time, living the simple life, sleeping in tents, and taking as strenuous or as easy exercise as they wish. The beautiful assembly room with its fine fire-place, erected in memory of a well-known American lover of our Canadian mountains, and its piano, is the main centre of attraction. Upstairs are a smoking room and a library, which already contains many valuable and rare works relating to the Rocky and other great ranges of mountains. Members are much delighted with their home, and the casual tourist is apparently devoured with curiosity concerning the building and what it stands for.

Our people in the West are always, and rightly, clamoring that wider publicity should be given to their country. This Club, originating in and organized by private enthusiasm, has done great things for a neglected portion of the Dominion, and, duly supported by the people of Canada, will do more.

The only part of our mountain regions that is properly mapped is



The last stretch up Mount Habel.



Members of Alpine Club ascending Mount Huber.



On the Roof of the Continent, near Lake Louise.

that contiguous to the Canadian Pacific Railway. Now that other lines are penetrating the Rockies, it is to be hoped that the Dominion Government will see the advantage of attracting the rich tourist traffic, and will cause maps to be made in good time.

"Send me maps. I can do nothing without them," wrote Dr. Longstaff, the great Himalayan explorer the other day, and the Club sent what maps there were. At present the only map of the country—a very beautiful country—at the sources of the Great Saskatchewan, is the one published by Professor Norman Collie, in his book on the Rockies. For the rest of the northern country there are no maps at all that are of use to the traveller.

Let us learn from other nations. Let us make good use of the gifts with which we are so richly dowered. This west of ours is the country of hope, and here hope rapidly matures into acknowledged and stable success.

### The Spirit of the Mountains

ONE of the greatest and best points about Mother Nature is that she is never uniform."

At first this statement would seem to imply a kind of wild carelessness on the part of Nature, but if a little thought is expended upon it, it is easy to discover that this is not the meaning nor the lesson which it contains. The greatest beauty of Nature is that she deals in magnificent contrasts. Properly considered, there is nothing which is truly and absolutely natural which is not beautiful. There is nothing within the limits of the world which has not been soiled and touched and stained by the hand of man, which is not wonderful and picturesque. Which is, doubtless, the thought with which Bishop Heber wrote the hymn and laid down the axiom that—

"Every prospect pleases, and only man is vile."

Pursued a little further, the same thought leads us to discover that the beauties of Nature retain their glory for the longest period when they are situated in such a place that they are comparatively inaccessible to man, or, at any rate, when they are placed under such conditions and possessed of such a formation that it is practically impossible for man to change their appearance to any great extent. In the case of the sea, for instance, poets have raved and written and raved again—writing during their saner moments—over the ever-changing beauty of the sea, in all its curious moods and phases, for the very same reason.

"Encompassed by the inviolate sea," writes Tennyson.

And, carrying the idea still further, another poet becomes positively rude to humanity in general when he sets down the statement, the unquestionably true statement, that

"God made the country and man made the town."

Surely it is in the mountains that nature achieves the greatest degree of inaccessibility, and therefore preserves the greatest quantity of glory, grandeur and splendor. What epithets have these colossal masses of majesty not been honored with. "The eternal hills," "The everlasting hills," "The hills from whence cometh my help," "Secure in the mountain fastnesses." All these descriptions of nature's own particular section of beauty have been hurled at them by frenzied admirers in all ages.

No greater contrast is it possible for mortals to enjoy than from the city with its noisy tumult, dusty hot streets, prosy stores, where man and mammon reign, to the Canadian Rockies.





# Automobiling in Western Canada

Lake McArthur's,  
near Lake O'Hara.

## A Tour of the Heart of the Canadian Rockies



It has been said of a certain nation that they take their pleasures sadly, but this distinction—if it be a distinction, which is open to doubt—is not shared by the people of Alberta. In this happy land of ours, there is no sadness to speak of. We are busy during the greater part of the time, and when we are not busy, we are anxious and willing to enjoy ourselves, in the best, and, frequently in the most expensive way. The day has hardly yet arrived when automobiles may be said to be within the reach of all, but even now such a large proportion of the people use them that they are passing the stage in which they may be considered a luxury, and approaching that stage when they will be looked upon as a semi-necessity.

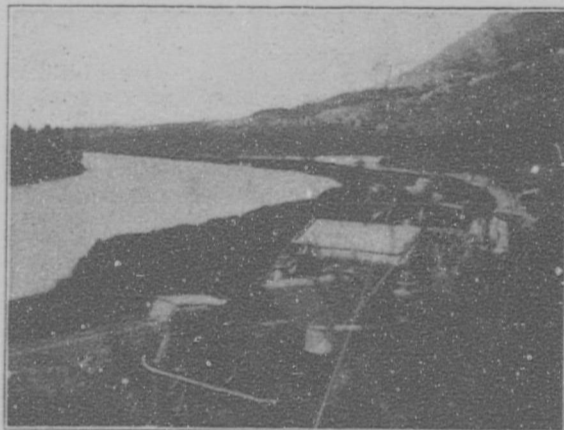
The pleasures of automobiling are well appreciated by all who have had the opportunity of participating in them, and within the limits of our province they are enjoyed to the full by all who have experienced them.

In order that any large section of country shall be considered suitable for automobiling for pleasure to any very great extent, there are three things which are absolutely essential. First of all, the province or the district must contain a sufficient quantity of beautiful and attractive scenery to make the tours interesting and pleasant to the eye, unless the person who is touring is pressed by business to fly through the land on the wings of wind, which may be, and doubtless is, exciting, but it is not pleasure as it is generally understood by the average soul. Nobody, except a blind man, would care to take an automobile tour for pleasure through the province of Manitoba, for instance, nor would the average sybarite be impelled to scale the barrel hills and toil through the alkaline plains of Montana. But in Alberta, all things are different. To the west we find all the majesty and glory of the most stupendous mountain range on the North American continent. To the south, again, stretch out tracts of fertile, wooded, well-watered country, infinitely pleasing and restful to the eye; while to the north extends the rolling pleasant country studded with tiny lakes, and dotted with verdant clumps of trees. Farther north lies the great timber country, dark, mysterious, with its never-ending expanse of spruce and fir. The uninitiated, and those who do not know our province, may raise the objection that progress and travel in automobiles is impossible, owing to the lack of roads which can be negotiated by machines of any size. But this condition of mind is the result of ignorance, and not warranted by facts. From Edmonton to the American boundary, from Calgary to within a few miles of the border of British Columbia, and from the west of Banff to the border of Saskatchewan, the roads are so good, so well laid out, and so free from steep grades, with the exception of the country to the extreme west of the province, that there is literally no place to which an automobile cannot go. For many years the automobilists of the city and the district were of the opinion that it was impossible to reach Banff with a machine. But a few weeks ago this fallacy was exploded, and a party of four people made the distance between the hours of nine a.m. and five thirty the same evening. The distance is not great, being only ninety-one and one-half miles, but the second or latter portion of the journey is through the first ranges of the Rocky Mountains, and although the old coach road which extends from Calgary to Banff is one of the oldest and best laid roads in the district, in parts it has suffered severely from want of attention, and there are several water-courses which present a certain amount of difficulty, and which will continue to do so until the new government bridges, which are in progress of erection, shall be completed.

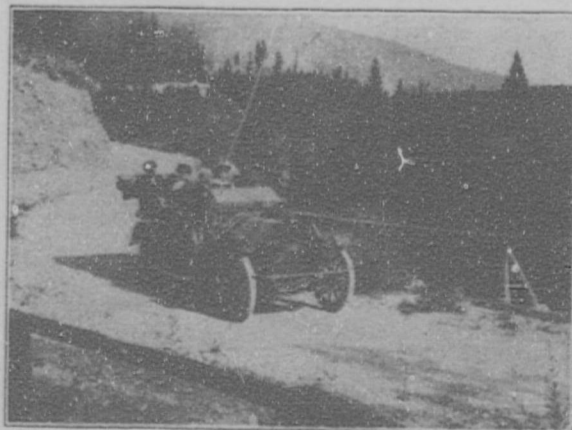
The trip was described to the writer by one of those who made the journey, as an ideal one.

"First of all," said this gentleman, "we made our way to Cochrane, a distance of some twenty-four miles, passing through the last of the farm lands, and gently ascending as we went until we found

A little way down the valley Nature smiles,  
not broadly but none the less sweetly;  
for here among the mosses are  
found forget-me-nots, wood  
anemones, the blue bells  
of the Scottish High-  
lands, ferns and the  
Alpine eidelweiss



It is impossible to paint the beautiful colors, the kaleidoscopic change.



An auto drive along excellent roads with new beauties unfolding on every side.



A perfect picture in the vast gallery of Nature's masterpieces.

ourselves in the heart of the foothills. Leaving the little town of Cochrane to the south, we proceeded along the north side of the Bow river to Morley, passing through the Stony Reserve, and working steadily into the heart of the high hills. From this point the view became sublime. High peaks, snow covered at their crests, overshadowed us. At our feet flowed the swift, rushing blue waters of the river, while along its banks we threaded our way through copses of green trees and through a mass of wild vegetation. Slowly rising, we followed the course of the road, which is cut into the side of the mountain, and at some points running along the deep cutbanks, which sheer away sharply to the bed of the river. Frequently the dense foliage of the trees hid the sky from view, and no sound was to be heard save the rush of the deep waters, now hundreds of feet beneath us. Then, again, we would emerge suddenly from the deep gloom, to glide into the glorious bright sunshine and to gaze upon the fleecy clouds which hovered over the peaks of the mountains. At Exshaw we were compelled to cross the river bed of the Ghost River, passing through about eighteen inches of water, but this was the only occasion upon which our tires became damp. A little further on we came to a short stretch of road, badly encumbered by short, sharp stumps, about six inches to a foot in height. At this point I was obliged to descend from the car and do a considerable amount of axe work before we could proceed in safety, but what has been once done will not have to be done again, and the parties who follow me will reap the benefit of my diligence. As we neared the boundary of the National Park, the road became more winding and more steep, but at no point did I find any grade which a well-equipped car of any considerable amount of horse-power could not easily negotiate. I said that the view during the earlier part of our trip through the mountains was sublime, and so it was, but unfortunately in using the word sublime, I left myself no epithet which can express my admiration of the view as we approached Banff. But the misfortune is not a great one, since the English language does not contain any expression which is sufficient or adequate to do justice to the wonderful panorama of the mountains through which we were travelling. The azure blue of the clear sky, the dark, sombre tints of the forests of pines and of spruce which covered the lower slopes, the deep ultramarine, almost, of the stream, picked out with the foaming whiteness of the small rapids, the grey-blue haze which fringed the horizon—all things combined to make up such a picture as would drive the painter to despair and the poet to frenzy. And so, through the herds of buffalo and other strange beasts which grazed quietly on the verdant banks of the river we passed, until we reached our destination, having made a trip, the glory and the beauty and the splendor of which we shall remember until the memory of all things earthly passes away."

And what has been realized and enjoyed by this pioneer can be also realized and enjoyed by any automobilist who has the desire and the opportunity to follow in his footsteps. In a few years, if not in a few months, an automobile trip from Calgary to Banff will be undertaken by most of the numerous tourists who pass through our country.

But if the trip to the west excels all other journeys which it is possible to make through the province in this manner, the other excursions through the province are replete with interests and pleasure. Indeed, the ideal manner in which to travel through a new country is by automobile. One's time is one's own, the limitations of the car windows of the train are not present to hamper the vision, and the opportunity for seeing the country at leisure at the very closest of quarters is unrivalled. And there is yet one more feature which will commend itself to all automobilists at once. It is essentially utilitarian, but a very necessary one. It is this. The towns and villages are scattered through the country at such short intervals that the traveller can always be certain of obtaining the requisite supply of gasoline which he requires.

# Polo in Alberta

*The Province has Provided Many Brilliant Exponents of this Prince of Sports*



OWHERE in the world are conditions more favorable for polo than in Alberta; nowhere in the world do they play better polo than in Alberta; nowhere in the world do they breed better polo ponies than in Alberta, and, altogether, polo flourishes in Alberta as well, if not just a little better than anywhere else.

To begin with, Alberta is a land of horsemen, and has produced some of the best riders that ever straddled a horse. It is not the case now, but in the early days, in the pre-barbed wire times, there were few lads but could sit a pony from the time they were big enough to sit in a stock saddle and look over the pommel. By the time such a lad reached maturity he was about fit to ride anything from the docile sawhorse to a giraffe, and when it came to polo, that was just as natural for him as for a duck to take to water.

And still there are riders being reared in Alberta, not the town-bred lads, of course, but the ranchers' sons, who are brought up on horseback to-day just as they were years ago, and each year there are more of these excellent riders devoting their energies to the splendid recreation, polo, and so the game grows in popularity.

To be a successful polo player, a man must be able to ride, and ride well, but that is not all; he must have a good pony, and there are no better polo ponies to be found than the sure-footed range-bred ponies of Alberta. Bred as they are in the open, feeding on the luxuriant buffalo grass of the prairie and racing hither and thither up steep hillsides and down precipitous slopes, over rough brush-grown lands, through treacherous sloughs, coulee bottoms, these hardy ponies become sure-footed and long-winded to a degree astounding.

All the credit due by virtue of the excellent showing made by Alberta's poloists, must not be confined to things native to the province; the importations, those who have come from the old country, have played a prominent part in perfecting the game as played here in so far as its scientific features go. It is to them that the Albertan players owe the finish of their playing.

Of all the games played in Western Canada, there is none more delightful nor more spectacular than polo. It is a fast clean game with a thrill every minute, and is interesting to watch even to those who are not horsemen or who understand not the finer points of the game. The exciting spectacle of several daring riders mounted on fiery steeds careering at break-neck speed about after a small white ball is in itself a show worth while.



The late J. Deane Freeman, one of the most brilliant players of Alberta, who was killed during a game at San Diego, California, March 15th, 1910.

In Alberta it is not necessary to be opulent or even very well off in order to indulge in this splendid sport. Ponies suitable for the game may be purchased at prices well within reach of all, and the field on which to practice may be found anywhere beyond the precincts of the cities, anywhere out on the prairie.

As a well-known polo player said quite recently, and it is very true: "Many a man could take a trip out here, spend the season playing polo, do

a little fishing and hunting on the side, and it would cost him no more than to merely exist in some places I've been in."

Of late years there has been an evolution in the game as played in Alberta, especially in the matter of the ponies used. At one time the best ponies for polo were considered to be about 14 hands in height, but now it is generally considered that the best suited for polo are those over 14.2 or 15 hands high. Formerly the ponies used were top cow ponies; now a good going cow horse.

There are, however, objections to the larger ponies. The grounds are generally so rough that too fast a horse is not desirable, and a larger horse is generally less clever and therefore more dangerous than the smaller one. It is, after all, probably because the export trade demands larger ponies that the size has increased.

It was in 1903 that the first Alberta team, made up of Hon. F. A. McNaughton, H. Middleton, A. Hone and R. Ross, made such a splendid showing that they opened the eyes of the polo world at large and ushered Alberta before the sporting world with a splendid start. Since her debut in the polo world, Alberta has continued to attract wider and wider attention in that realm.

Large numbers of ponies bred in this province are shipped to the old country and to all countries where polo is played, every year, and the price of a made pony has quite doubled since 1903, showing that the players are sharing Alberta's polo fame with the faithful little horses that have carried them to so many victories.

In 1908, H. Nodon, J. Deane Freeman, H. Robertson and G. Ross, formed a team which made another trip east, and that only once during their series of many games with the best teams of the land, were defeated.

A game that aroused perhaps wider interest in the west than any other was played at High River in 1909, between a Millarville team, then the champions of the province, and a team from Montreal. The Millarville aggregation was composed of E. Milladew, A. Barrett, J. Deane Freeman and W. Hunter, while the Montreallers were M. Sexmith, A. Shakerley, H. Robertson and Beaudre. The result of the play was 8 to 3 in favor of Millarville. A record crowd from almost all over the province was in attendance. In this game Freeman and Barrett made particularly brilliant showings.

So widely has polo spread in Alberta that there are now clubs stationed at all the important centres from Edmonton on the north to Standoff in the south, and it is purposed to hold a grand tournament at Fish Creek, Millarville and High River in July.



Frank McHugh.

E. C. Dickson

Capt. C. E. Amphlett

Inspector A. E. Shaw, R.N.W.M.P.

Winners of the cup donated by Messrs. L. P. Strong and Geo. Walsh for the B Teams in the year 1906. The finals were played between Pekisko and Calgary on the Exhibition Ground during the Dominion Fair of that year.

# The Ancient Game of Golf

The chief attraction of Golf is that it is a manly, athletic game of skill of the first order

By W. R. GILBERT



RANGING high into the aerial realms and spreading in wide but limited area, lies the Calgary golf links, bordering on the banks of the peaceful Elbow. A most picturesque situation, with its many hills penetrating the high atmosphere, while in the hollow is situated the club house, decked in greenish hue, while striped awnings unfold invitingly from its open front. The cooling breezes blow across the green and dotted here and there the observer will notice groups of energetic players, clothed in light apparel, at critical positions near the several holes. Nor are those persons in view all of the harder sex. Ladies are much in evidence, while the caddies run along beside the quartette or duet with the necessary assortment of sticks used on the course.

Over that green hilly expanse the golfers have enjoyed the game for some time, but this was not always the happy hunting grounds or open air abode of the club. Years ago, when Calgary was in its infancy, or in other words, when its limits were more confined to the precincts of its early heritage, several of the oldest in the game indulged in the pastime of long drives and careful "puts" over the fields where now stand buildings and evidences of modern architecture. Many a golf ball has found its way into the lurking gopher hole where now the cultivated lawn confronts the passerby and peaceful dainty teas were held upon the spot where now stands a handsome dwelling.

The officers in 1906, at the time of its incorporation, were:

President—Hon. John S. Hall.  
Vice-president—W. H. Hogg.  
Secretary—H. L. Downey.

In this year the club house was situated and the first tea was held where Swener's new building is erected and Superintendent McAuley's residence is situated. The links extended over that portion of the city now known as Mount Royal and American Hill.

Since that time the club membership has increased very rapidly, and at the present time there are in the vicinity of 150 members, 30 of whom joined during the present season. The officers for this year are as follows:

President—D. J. Young.  
Vice-president—F. McBeth.  
Secretary—A. M. McMahon.  
Treasurer—W. M. Butler.

The executive includes these officers, with D. S. Moffatt, C. W. Hague, D. J. Young and A. T. Payne.

The course now played upon is only

loaned to the club by the owners of Elbow park, but last fall the club purchased 110 acres, situated on the Elbow about three-quarters of a mile beyond the present course. When the new course is completed the club expects to have one of the finest links in western Canada. The new links will be opened next season.

It is the intention of the present golf club to reorganize under the name of "The Calgary Golf and Country Club," and application will be made at the next

western states. Last year he went to Seattle and entered the golf competitions there, in which he won a beautiful silver trophy and carried back with him several prizes for first honors. Mr. Hague was also a player in the eastern league.

There are several old country golfers among the club's membership. F. F. Forbes is a competent player, while E. E. H. Green, G. E. Govan are also excellent players and hail from the old land.

W. A. Ross has been successful in win-



C. W. Hague.  
G. Bingham.

A FOURSOME.

Miss Meyers.

W. A. Ross.  
Miss Jaynes.

sitting of the legislature for a charter. Next spring the club will endeavor to raise \$50,000 and erect a beautiful club house and lay out a course.

Calgary is very fortunate in having a number of extra good golf players as members of their club, among whom is G. P. Shaw, champion golf player of Alberta, who left for the east this week to take part in the Canadian championship golf tournament. Mr. Shaw is the only representative of western Canada who will compete.

C. W. Hague is another expert golf player. In 1908 Mr. Hague held the Alberta championship and has also won honors in the east, at Chicago, and in the

ring several local competitions and is considered a good player, while several others could be named if space allowed. D. J. Young has always been an active member of the club since he joined four years ago and is also a player of considerable ability. Mr. Young was vice-president last year and this year was appointed president. Mr. Young's genial nature and pleasant manner have won him many friends among the club, together with his wife's very acceptable hospitality. The club could not have selected a more suitable member of the club as its head official.

It is, no doubt, a truism to state that golf is a fascinating game. The existence today of hundreds of golf clubs all over

the world, boasting thousands of members, with luxurious clubhouses and more or less excellent links, on which large sums of money are annually spent—all these things, I say, are in themselves conclusive evidence of the fact. The name of these golf-links is legion, and presently new ones will cease to be established, not because the game of golf is becoming unpopular, nor because the supply of members to keep them going has run out—quite the contrary; but simply because all suitable and available land within easy distances of cities on which to make golf-links will have been already utilized for the purpose, and there is no room left for any more.

So much, then, for the fact. But the archaic philosopher, with an inquiring mind, may perhaps ask himself: "What is the reason for this fascination in the pursuit of a small white ball and the driving it, by means of a varied assortment of clubs, over bushes, bunkers and other obstacles from green to grassy green?"

Knowing nothing himself of the game, he may, perchance, have seen two portly old gentlemen in knickerbockers "toozling" sedately through the "green," knocking the ball in somewhat erratic fashion from tee to hole, and yet evidently intent on the pastime and playing with deliberate and earnest purpose. It may even have struck him—our imaginary philosopher—as a somewhat feeble performance, almost unworthy of dignified manhood.

Should this have been the case, he, the said philosopher, was of course entirely wrong, as every golfer, good, bad or indifferent, will know perfectly well. But the curious part of it is that this same ignorant view is occasionally taken—but not for long—by the able-bodied young athlete when, in the pride and insolence of his youthful strength, he first takes a club in his hand, and before he has experienced all the varied phases and features of the game.

An athletic friend of mine, a well-known sportsman and noted proficient in all out-door games of skill, confessed to me one day that he first took up golf under protest, so to speak, and in the beginning regarded it with a feeling akin to contempt, classing it, in fact, with such mild and occasionally flirtatious games as croquet, badminton and even skittles. He was then in the prime of his youthful manhood, facile princeps in all strenuous outdoor sports. But the day soon came, as it was bound to come, when his youthful insolence found out its mistake and the fascinations of the game laid hold upon him with full force and lasting effect.



Calgary Golf Club



From Iowa to the Alberta Prairie.

# A Record Load of Tractors

*One of the First Solid Trains of Engines ever Shipped in the World*



**A**LTHOUGH among the youngest business organizations which have been established in our city, the Chapin Company (President, O. S. Chapin; Sec. Treas., B. S. Chapin), which hails originally from Charles City, Iowa, by the enterprise and push of those who control the firm's activities, by the high class of the goods which the company places upon the market, by the excellent methods of sale which are employed by the same, has already of Calgary.

The Chapin Company, the head office of which is situated at 323 Eighth Avenue West, Calgary, which controls a branch at Lethbridge and which has local agents scattered in every city, town, village and hamlet throughout the province, deals in wholesale machinery of every kind, including Hart-Parr gasoline and kerosine plow engines, Parson's self-feeders, saw mills, Parson's Hawkeye self-feeders, hay pressers, Stover gasoline engines, Ruth self-feeders, safes and vault doors, Gilson gasoline engines, Pastime washing machines, complete stock of thresher's supplies, well drills, well casings and belts, hose, brasses, fittings, oil, etc.

This enterprising firm recently added to its catalogue the Overland automobiles. The Overland is not a new car. It has been built

in steadily improved models for the last few years. And yet, except among the comparatively few thousand enthusiastic owners and their friends, its name is not as well known as are a number of others. The reason for this is simply that the car has never been advertised. Up to last season our facilities were rather small. Our few agents, former Overland owners and their friends, have in past years taken every single car we could build. Not only that, but they have each season for the last five years asked for from two to three times as many cars as we could produce. Last year we built four thousand. We could easily have sold twelve thousand. We were literally snowed under with orders. The success of the 1909 models was so great that we were obliged to continue manufacturing and shipping them even after September first—at a time when other manufacturers were vigorously advertising and shipping their next season's models. We have been so short of cars at the factory that the officers of the company have never been able to secure cars for their own use. We have been making shipments day after day; as fast as the cars came through the factory they were applied on orders—some of which had been waiting for months. It has never been a question of selling Overland cars. The question has always been, Who will be lucky enough to get them? It is plain to see why Overland cars have never been advertised. There was a wonderful demand already. And the reason for that demand is sheer merit.

It is easy to see from this brief account of the Overland car that the Chapin Company, who say that they have secured the sole agency for one of the very best automobiles upon the market today, are right.

## A Trainload of Tractors.

**I**T is the habit of the Chapin Company to do things in a large way, and those who were acquainted with the methods of this firm were not surprised when they heard that this firm had constituted a record in the business life of the province of Alberta by the importation of a complete trainload of the Hart-Parr gasoline and kerosene plow engines. The train consisted of eighteen cars, and was the first solid train of engines ever shipped in the world. The engines were all bought for cash, and their value exceeded \$100,000.

Having established the innovation of importing goods by the trainload, it was not long before the Chapin Company repeated the operation. A short time ago, a second train entered the province, bringing with it a number of cars bearing engines consigned to their Lethbridge branch.

The very latest methods and the most modern machinery are used exclusively by this firm, and their factory at Charles City, Iowa.

# Climatic Conditions

*Latitude the same as Southern France and Italy*



**I**RULY, THIS IS GOD'S COUNTRY. The words were uttered in 1881 by the Marquis of Lorne, then Governor-General of Canada.

At a point in the twin valleys of the Bow and the Elbow rivers, the Marquis pitched camp, and his enthusiasm was the direct result of weather so glorious as to scarce permit of a comparison with that experienced by less favored sections of the world. The camp was near what is today one of Calgary's select residential sections.

At that time there was a persistent rumor to the effect that the Dominion Government was considering the advisability of abandoning Fort Calgary; but that which caused the Marquis to exclaim "This is God's country" determined the destiny of what is now the Greater Calgary, for, upon his return to Ottawa his influence was for maintaining the Fort in "God's Country" of the West. It therefore appears that from the very first, Calgary's glorious climate played no unimportant part in determining its future.

When the task of telling of the climate of Alberta in general and the Calgary district in particular was

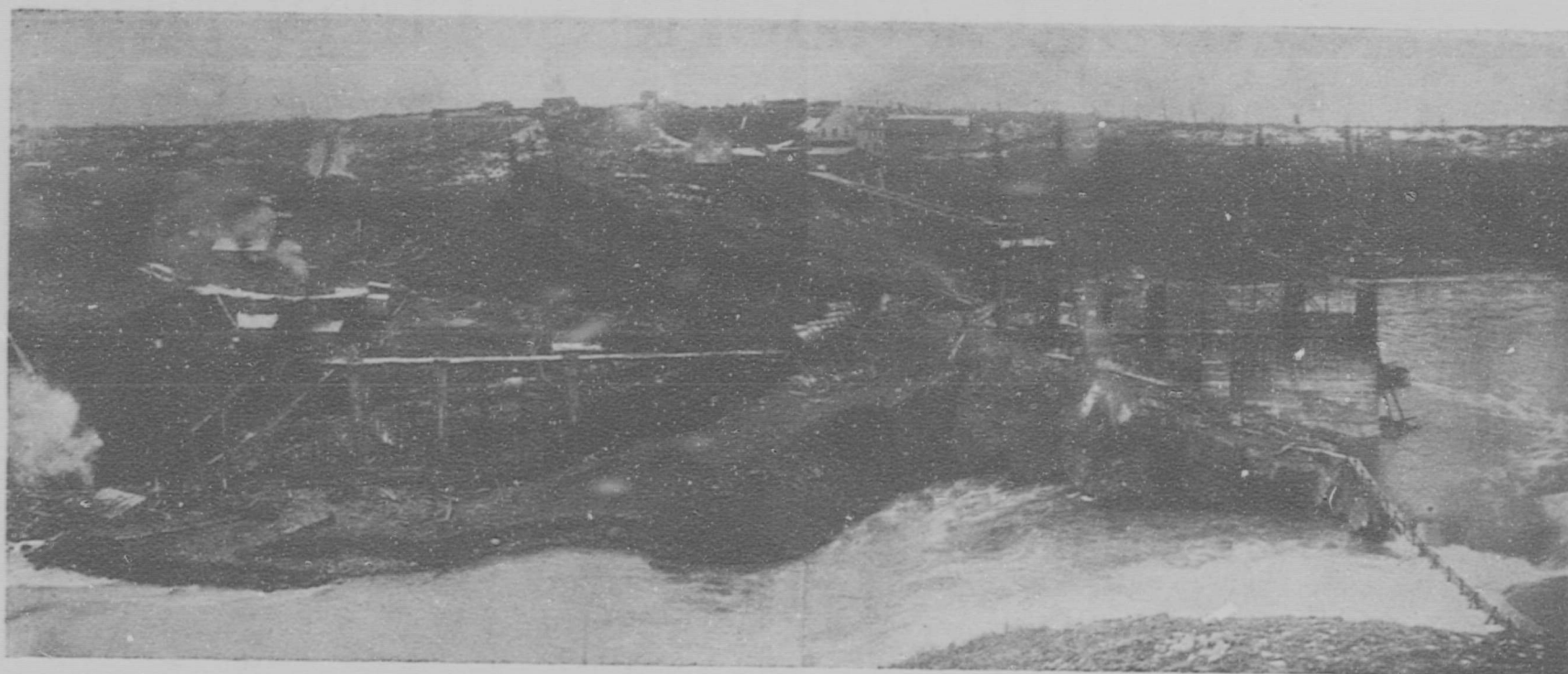
decided upon, those instrumental in giving the assignment stated that their desire was to secure an article that in a most vivid manner depicted the glories of that climate over which all enthuse.

Let us first, therefore, decide what it is that determines the degrees of heat or cold experienced by various countries or sections of countries. Spain, Portugal and Southern France, the home of the grape and other fruits almost tropical in their luxuriance, are situate the same number of degrees north of the equator as are Maine and Vermont, the cold coasts of which do not count their chief industry that of fruit culture. Many similar comparisons might be made, all having a like tendency to upset the old theory that, the farther north, the greater cold, and establishing a new axiom that countries within the same parallel of latitude do not, of necessity, enjoy equally beneficial climatic conditions.

The cause of this apparent discrimination of Dame Nature is not far to seek. Skirting the coast of Maine and Vermont is the Arctic current, the cold fresh breezes from which, while calling forth the best efforts of man and beast, are renowned for the cold scorn with which they treat any mistaken though courageous peach blossom. On the other

hand, however, or to be still more explicit, on the other coast, conditions are the reverse. There we have the Gulf Stream, which, warmed by the hot rays of the equator's sun, carries the heat so absorbed on a mission of mercy to the coasts of Spain, Portugal, Southern France and England, converting what would otherwise be a bleak coast into a veritable flower garden, producing fruits and flowers the like of which can scarce be equalled in any part of America. It, therefore, appears that ocean currents are the instruments by which those seeming vagaries of climate are effected.

Conditions are almost similar on the Pacific Ocean. There we find the Japan Current, which, like the Gulf Stream, is warmed by a tropical sun, carrying the heat so absorbed into the land of the cherry blossoms. Rather than have its warmth wasted on the reduction of giant icebergs in the Arctic, the Aleutian Archipelago throws itself across the northern end of the Pacific, forming a barrier so effectual that the Japan Current turns in its travels and skirts the west coast of the American continent, even warming the coast of Alaska, passing Vancouver Island and Puget Sound, the home of the "Big Red Apple."



Building Dam across River Gorge.

# Harnessing the Bow River

*Preparations are made for the Development of Calgary into a great Milling, Elevator and Manufacturing Centre*



THE Calgary Power Company, Limited, is the visible realization of several years' efforts on the part of various local and outside groups, and will at once place Calgary alongside Montreal, Toronto, Hamilton, Winnipeg and Vancouver in respect to a plentiful supply of electric power at low rates. The company owns ample water rights for the present and future, and will build to meet the demand.

It is at present investing in the neighborhood of \$1,500,000 by the construction of works at Horseshoe Falls on the Bow River, 45 miles west of the city, and as the construction has been under way since last August, and all the materials, equipment, etc., for present requirements are manufactured and practically all delivered at the works, the company confidently expects to deliver power in the city this autumn.

The scene of the works as depicted by the panorama above gives some idea of the extent of the construction, which has been considerably extended since the company took over the undertaking from the earlier Calgary Power & Transmission Company some months ago, and which contemplates supplying all the present and future requirements of the Calgary district, and also a supply of 3,000 h.p. to the Exshaw cement mill.

The general scheme of works is, briefly, as follows: A huge solid dam across the river gorge at a point where the foundation and other conditions are favorable, in which hydraulic operated steel sluice gates will control the head water level. The lake thus created will be 1½ miles long and 50 feet deep, and will extend up stream to the foot of the Kananaskis Falls.

The water will be received through steel racks to a head house, where it will enter steel penstocks, and the inlet to each penstock will be controlled by butterfly valves and stop-logs. These huge penstocks, two of 9ft. 6in. diameter, and two of 12ft. diameter, will lead the water to the power house located at the foot of the falls, a distance of 250 feet, where it will operate four generating units located in a concrete, brick and steel power house.

These units, with attending auxiliary exciters, governors, etc., will fill a building 118 feet x 56 feet, and are of the following capacity—two units each of 3,750 h.p., driving generators of 2,500 K.V.A. each, and two units each of 6,000 h.p., driving generators of 4,000 K.V.A. each, so that the total turbine generating capacity will be 19,500 h.p., no mean service for the growing city.

This electric current will be generated at a pressure of 12,000 volts, and will pass over a double circuit 12,000 volt line now built to Exshaw, where it will be transformed down to a pressure of 500 volts in a sub-station now built, located alongside

the cement mill, from whence the current will pass to the electric machinery operating the mill.

The major portion of the "juice" will, however, pass into a switching room, and thence to a bank of transformers, for raising the pressure to 55,000 volts for service to Calgary. These transformers will be four in number, each 3,000 K.V.A. three-phase, oil insulated water cooled, and from thence the current will pass again through a switching system out of the roof of the transformer station and by two high voltage transmission lines to a terminal station at East Calgary.

This terminal station is the local nerve centre, and from it the current will pass through four 3,000 K.V.A. three-phase transformers, and be lowered in pressure again to 12,000 volts, and be ready for distribution.

The Company by its large capacity for generating, transmitting and transforming, by its duplication of machines and lines, will have a splendidly safe supply, and its customers can rely on almost a perfect service.

The general scheme of distribution is not yet fixed, but the two largest customers will undoubtedly be the City of Calgary and the Canada Cement Company, who will consume 5,000 to 6,000 h.p. at the present time, and all signs point to the city becoming a milling, elevator and manufacturing centre.

## The Chinook Winds

*An Attempt to Describe this Elusive Phenomenon*



NATURE being especially kind and favoring residents of a district a thousand miles to the east of Vancouver with the magic touch of the Chinook winds.

The "Chinook" is so called because it blows over the mountains and valleys formerly inhabited by the Chinook Indians along the banks of the Lower Columbia.

A brief description of this most mysterious wind reads as follows: "This is usually a south-west wind, though its exact location varies through local circumstances or accidental causes. It blows in varying leagues of strength and is remarkable for its extreme warmth. If you are camped at the foot of a mountain range, you may notice when experiencing the 'Chinook,' the strange phenomena of either a heavy rain or snowfall in the mountains and possibly extending for a short distance down into the foothills, while a little to the eastward the prairie is bathed in the brightest of sunshine. The physical causes of the warmth of this wind may be explained as follows: 'In blowing from the west it absorbs warmth and moisture from the Japan Current, and passing over the lower mountain ranges in the central portion of Southern British Columbia,

it gives up a portion of its moisture in the form of rain, retaining very large quantities until it is forced to ascend the western slopes of the Rocky Mountains, where, at a lower temperature the moisture becomes visible in dense clouds, later to be precipitated upon the prairie in the form of rain or snow. The 'Chinook,' coupled with the warm influence of the Japan Current, resulting in the mild winters of Southern Alberta, which are the wonder of the newcomer and the joy of the old-timer. The winter season is one of bright, cloudless days, infrequent and scanty snowfall, broken by frequent and lengthy periods of warm weather. In fact, the merry jingle of the sleigh bell is seldom heard even in Calgary. The liveries buy buggies by the score, but sleighs in broken lots of ones and twos. The "bob-sleigh," an institution of the east, is seldom seen, the Southern Alberta farmer finding that the lumber wagon is sufficient for his needs 365 days in the year.

Some nine or ten years ago, Calgary had a population of perhaps three or four thousand souls. Three bands were doing all the business of Southern Alberta and a goodly portion of Northern Alberta. Since that time over one hundred new banks have been opened up in this territory and Calgary has grown into a city of some forty thousand inhabitants, the population increasing daily by leaps and bounds.

Thousands of elegant and valuable residences, worthy of the rich citizens of the east, have been erected, scores of flourishing industries are firmly established, giving employment to thousands of people; an enormous volume of civic improvements, aggregating millions of expenditure, have been completed, and Calgary now ranks as the foremost educational, commercial and financial centre between Winnipeg and the Pacific coast. Retired army officers and others, who have lived in every clime under the sun, have been attracted to Southern Alberta, and have settled there permanently in comfortable homes. Is it reasonable, therefore, to suppose that the climate of Southern Alberta is, on the whole, otherwise than agreeable, healthy and congenial to the average person, in view of these facts? "Is it likely that thousands upon thousands of rational human beings will create homes and found cities in a country where the climate is such that it constitutes a serious drawback?" A little reflection will convince anyone that the general question as to the merits or demerits of the climate is answered above. "Truly, this is God's Country." Seeing is believing. If you live in the east and have grown tired of plodding through snow banks, come to Calgary when those banks are deepest and be convinced.

# Facts About Alberta's Hinterland

Story of the great Rivers of the North; the Mineral Wealth and the Agricultural possibilities of the Country

By J. K. CORNWALL



In latitude 53 north, longitude 119 west, Nature has cut through the very heart of the Rockies a gash 9,000 feet deep. The cut is known as the "Yellow Head." In this Pass, high up in perpetual snow, the Athabasca, the most southerly of the rivers that go to make up the Mackenzie Basin, the second largest watershed in North America, has its source. From its head it flows easterly and northerly, collecting in its course the waters of the Baptiste, Macleod, Freeman, Pembina, Lesser Slave, The Twatnau, Calling, LaBiche, Pelican, Buffalo, Clearwater and Red Deer. Where it empties itself into the "Lake of the Hills," or Athabasca, it is one mile wide and eleven hundred miles from the trickling streams high up above the timber line of the Rockies, its source.

Out of Athabasca Lake, the Reservoir of the Southern North, the Rock River takes its source. Forty miles on its way it is joined by that famed river of the north, the Peace, an immense river formed by the junction of the Findlay and Parsnip, in the very centre of Northern British Columbia, one thousand miles to the west. This splendid stream has drained that immense region served by the Halfway, the North and South Pine, Clear Sky, Cut Bank, the Bear and Montana, the two Burnts (the North and South), the Big Smoky with its hundred odd tributaries, the White Mud, Cadott, the Battle Carcajou, the Keg and Paddle, the Owl and Elk Rivers.

A tremendous volume of water, in conjunction with the Athabasca, brought down by the Rock, forms the Great Slave River, three hundred miles in length, flowing into the Great Slave Lake, an immense inland sea in the centre of the North that washes the shore of the "Barren Land," so called because of the fact that, although it has as good a soil as the Western prairies, it is barren of trees.

Then on, still farther north, at the western end of the lake, the mighty Mackenzie has its starting point. This is one of the twelve largest rivers in the known world. In its course to its mouth in the Arctic Ocean, in Latitude 70, it is joined by the Laird River, that has flowed from beyond the Rockies, collecting the waters of the North Cassiar and Caribou and Southern Yukon countries.

Then on, by the forts of the Hudson's Bay Company and fur traders, missions and Indian camps, that occur at intervals of hundreds of miles, joined on its way at a point about latitude 65 by the Great Bear River, that brings down the waters from the lake of the same name, one of the largest fresh water lakes in the world—a lake that has on its easterly and southerly boundary the edge of the barren ground, with its bands of muskox and millions of northern caribou; the land that is the source of the copper mine and the great fish rivers; the country of the roving Esquimaux and the land of copper, the largest tract of unexplored land on this continent.

Then on, passing through a spur of the Rockies at the Ramparts, one of the beauty spots of the world. A day's drift or so further, and within two hours' paddle of the Arctic Circle, Fort Good Hope is reached, where the traveller can go ashore and get potatoes and vegetables. Farther on the Gravel, the Arctic, Red and Peel Rivers join their forces. At the junction of the Peel, the river widens and is divided by numerous islands, two of them being as large as the Province of Prince Edward Island. It finally makes the Arctic shore in Mackenzie Bay, 2,400 miles from the basin source in Central Alberta, draining one million one hundred thousand square miles of territory, three hundred thousand more square miles than drained by the Great Lakes and the St. Lawrence River.

## This is the Northland.

MUCH has been written about the Northland with regard to the revenues of fur, its picturesque people, tremendous distances, tales of hard and long winter trips performed by trappers and mail carriers, stories of privation, splendid achievement of certain travellers and explorers, records of disasters of others, and tales of hidden wealth that have sent many adventurous prospectors over life's last divide; all helpful in depicting this wonderful country to the general reading public, and incidentally attracting the attention of men looking for new fields to conquer in a developing and commercial way. This latter class want to know things—facts—what have you got here? What have you got there? And would indicate "here" and "there" by drawing a circle as big as the

continent of Europe on the map with their pencil. You must remember that the Northland is as big as two or three Europes.

To further enlighten this latter class in a small way is the object of this article. To fully inform them is impossible, as this day and generation is without information of thousands of miles of the country.

Casual travellers who travel for a season in the north, keeping to the main rivers and lakes that form that immense watershed, the highway of the north, bring back new light and information on the route made famous by the discoverers, Mackenzie and Heron, in the 18th century.

Back from the beaten path it is blank. The fur companies and traders who through their thousands of hunters and trappers roam this land, have some information. It is generally in the rough and without detail. Their business is with fur and its connections, pursued in the winter season when snow covers the whole land, hiding to a certain extent much that we wish to know of the character of the soil. However, as tree growth will give a very clear idea of the soil and its growing facilities, some information is given them of the whole country, and in the southern north (from the Athabasca to the 60th degree of latitude is meant by that) more detail is obtainable, as prospectors have gone over



Capt. Barber, of the N. T. Co., and old Jack Knife, once associated with Louis Riel.

that portion in the most general directions in the summer seasons, and the Geological and Survey Branches of the Government are today at work running lines, subdividing and getting information to assist and inform the settlers who will overrun this country when it is opened up by improved ways of getting in.

The transportation problem is the same here as it was in the earlier west, and will be treated later on in this article.

## Timber.

REGARDING the timber wealth of the Northland, it can be safely stated that practically all of the timber wealth in Alberta is contained in the north watershed. It is not dense in any particular place, and does not contain large square acreages, as timber is understood in eastern provinces. This timber is scattered over vast areas, and is principally tributary to the Smoky, the Red Deer and the Pine Rivers, with their branches and feeders emptying themselves into the Peace River, which contains in its watershed twenty million acres of forest land.

## Coal.

COAL is found on the Athabasca, the Simmonette, the Little and Big Smoky, the Red Deer, the Pine and the Peace Rivers. There is hardly a section of this vast country where coal is not found. It runs in seams all the way from 2½ to 8 and 10 feet. It is principally of a semi-bituminous nature. Some very good bituminous coal is found on the Upper Peace.

## Agricultural Land.

THE Peace River watershed, the largest feeder to the Greater Mackenzie watershed, drains roughly fifteen million acres of as good arable land as is found in British North America. This country extends from Grande Prairie on the south, west to the Caribou Hills, in latitude 59 north-east. Grain is grown and has been grown for twenty years in this section of the country, as above described.

The Grande Prairie country squares up about 90 miles, in which fall wheat has proven a success. At Vermillion, in latitude 59, 30,000 bushels of grain, grading No. 1 Northern, were threshed in the fall of 1908. These are the extreme northerly and southerly points at which any attempt at agriculture has been made in the north. At intervening places, Spirit River, Peace River Crossing and Keg River Prairie, the result has been the same, proving conclusively that the whole of this vast country, which is 6 degrees of latitude long, is a very excellent grain country.

Cattle and horses thrive to an extent in these latitudes that is hard to understand, except to those living in the country. The health and the general condition of horses and cattle raised in this section of the country cannot be excelled on the North American Continent.

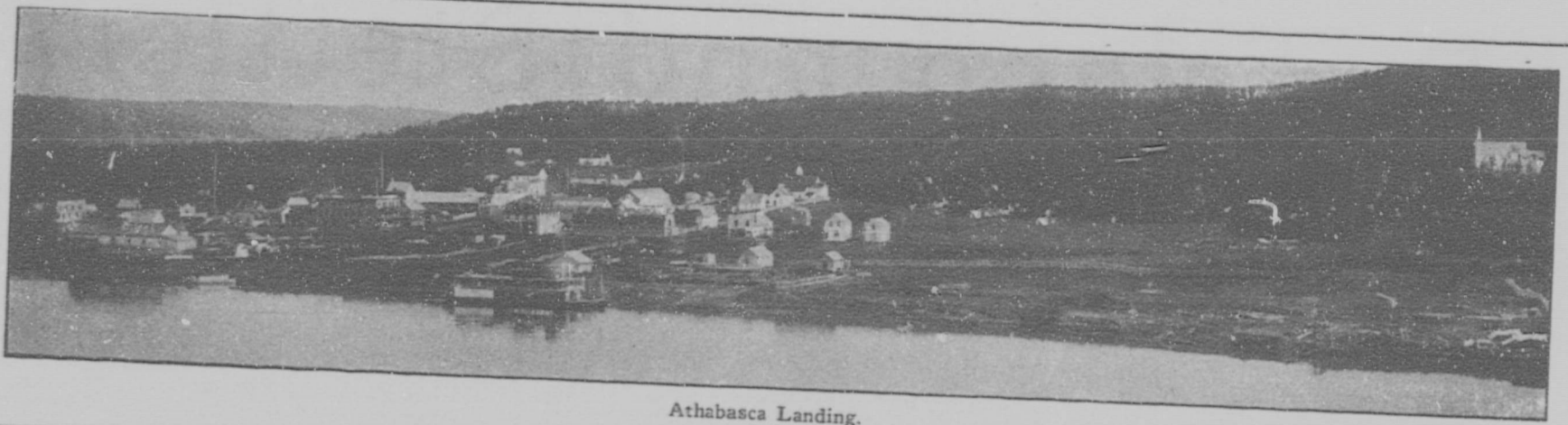
Vegetables mature much more quickly in these latitudes. This fact is largely caused by the length of hours of sunlight, which as you go north increases in the summer and becomes shorter in the winter. It is not an uncommon sight to see tomatoes and corn growing out of doors on the bench farms of the Peace River. It is a chinook and long grass country. Hay is generally put up to insure the success of cattle during the winter months. Three years out of five, on the average, dry stock and steers will winter out. Horses winter out altogether. No provision is necessary for feed for horses.

The Federal Government has established at Fort Vermillion an experimental station, where experiments in shrubs, grasses, grains and vegetables are being carried on with splendid success.

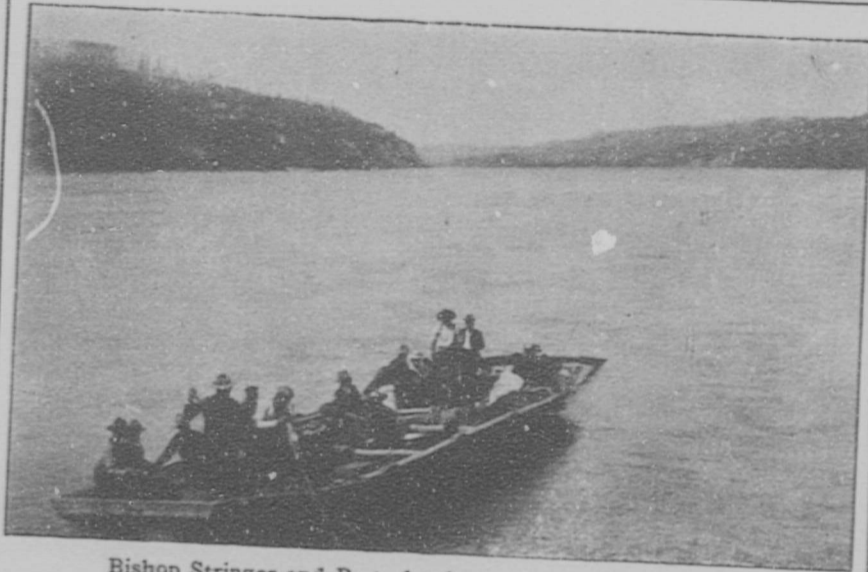
The rivers of the North contain some of the finest water powers in Canada, many of them ranking with the Chaudiere and the Niagara. No part of North America can furnish anything like the amount of pulp wood to be found in this country. The largest deposits of asphaltum in North America are found on the lower Athabasca. Gas wells and tar wells are to be found everywhere in the lower Peace and lower Athabasca watersheds. Its lakes are teeming with fish of the highest commercial value. There are the largest fresh fish lakes in Canada, that remain unfished, some of them ranking in size with the Great Lakes. Nowhere can there be found fish to excel those of the northern fish lakes in flavor and firmness of flesh.

Salt is found in immense quantities in the north. Galena, silver and copper prospect, can be found anywhere between Athabasca Lake and the Arctic Ocean. All the mountain streams carry flour gold. One million dollars annually in fur is brought out from the north. Its waterways are 3,500 miles in length, upon which steamers are plying today, engaged in the fur business and in carrying on the transportation of the country. A number of small settlements are already established throughout the country—Lesser Slave Lake, Peace River Crossing, Spirit River, Grande Prairie and Vermillion. A semi-monthly mail service is in operation. Lesser Slave Lake settlement is perhaps 1,000 souls; Peace River Crossing, 400; Spirit River and Grande Prairie, 600; and Vermillion, 600. These are the centres of population in these districts. Many outlying smaller trading posts are scattered throughout this country.

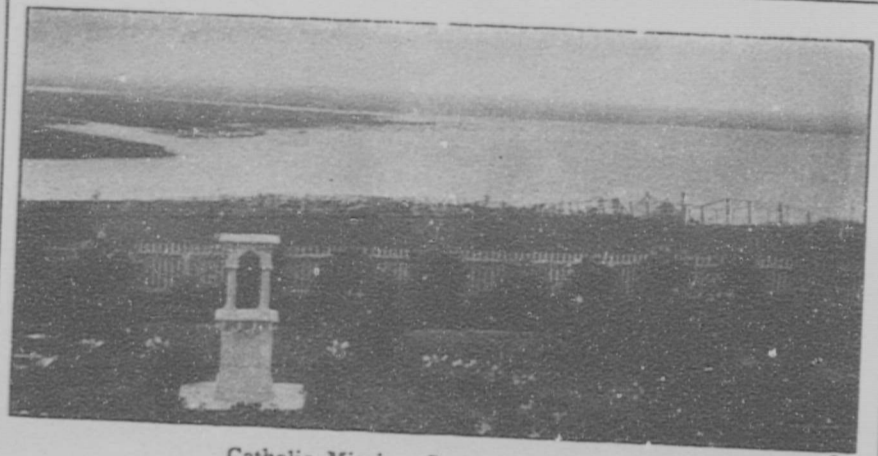
The future possibilities of industry in this country consist of fur trading, agriculture, lumbering, fishing and mining. There are four or five flour mills in this country, and six sawmills at various points in the district. The cattle industry is represented by about 3,000 head, and many more than that number of horses in the same territory.



Athabasca Landing.



Bishop Stringer and Party leaving the "Northland Sun."



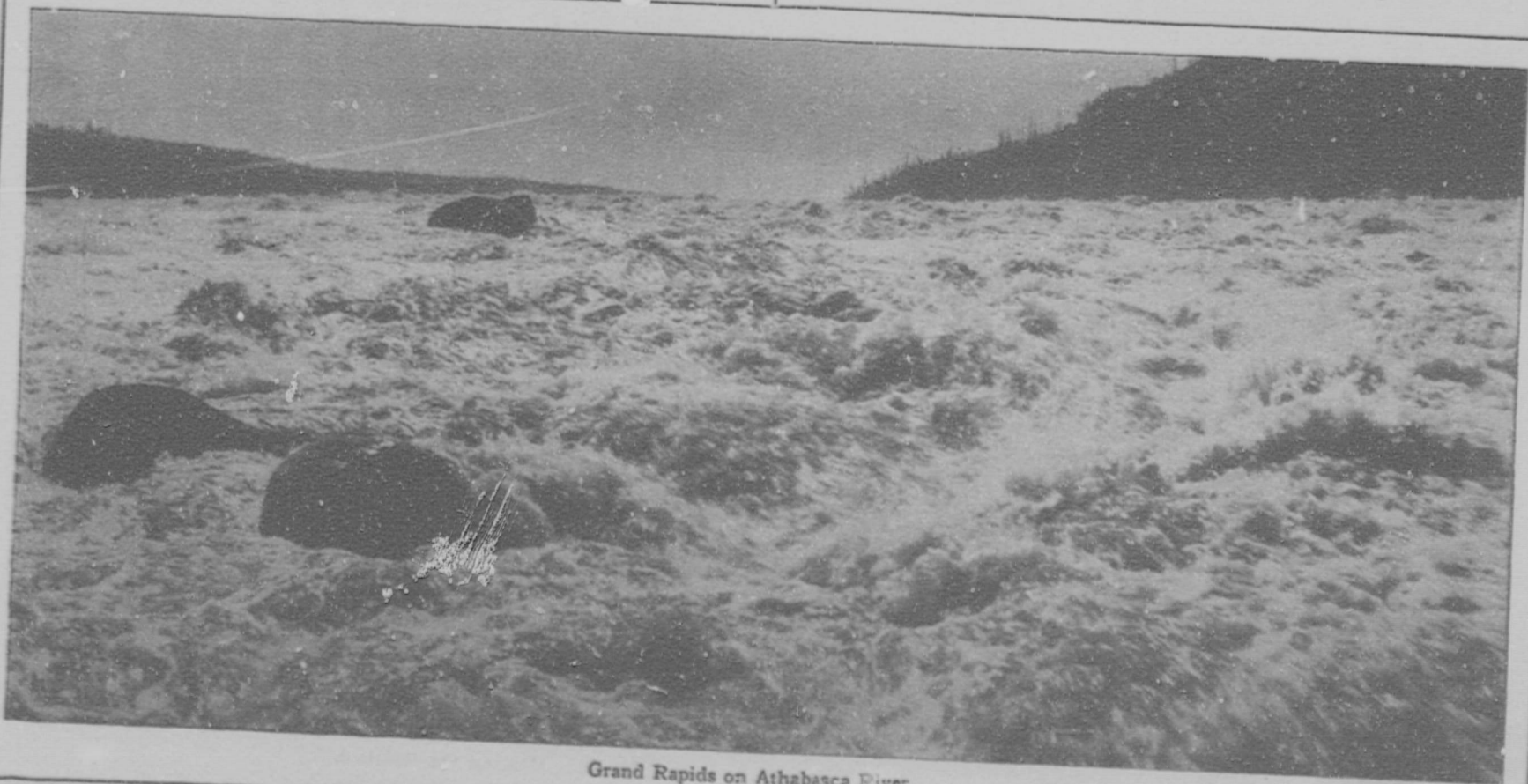
Catholic Mission, Lesser Slave Lake.



Steamer "Northland Sun" at Athabasca Landing.



Indian Boatmen with Freight entering Grand Rapids.



Grand Rapids on Athabasca River.

# Daysland and Stettler

The Blue Grass Country

A Bustling Town



Two of E. W. Day's Thoroughbreds.

## DAYSLAND

IT is no misnomer to call the town of Daysland by that name, for the town is to all intents and purposes made up of E. W. Day, who by a wise and comprehensive paternalism has made the place of his choice one of the most important and progressive towns in the great agricultural area between Calgary and Edmonton.

The first carload of lumber reached Daysland on October 2, 1905, which date can be regarded as the birthday of the town. The town was incorporated in April, 1907, and has made a steady advance since. The population is about 800.

Daysland has seventeen stores of various kinds, two licensed hotels, one wholesale liquor store, three livery barns, two lumber yards, one bank, a weekly newspaper, two doctors, two lawyers, a creamery, which turned out last year, although its first year of operation, 30,000 pounds of butter, and in 1910 everything points to a much larger output.

Daysland has a large school with high school grade, churches of various denominations, a \$40,000 four-storey brick hospital, modern in every detail; several well-established lodges of fraternal societies; a Canadian club, with a charter membership of over fifty.

The assessment of Daysland in 1909 was \$300,000, not including property to the value of \$100,000 exempted from taxation. Assessment is based on the single tax system.

Debtenture indebtedness is \$10,000, of which \$7,000 was expended on fire protection, \$2,000 on sidewalks and street improvements, and the balance in purchasing a cemetery.

Daysland has a mayor and six aldermen, two police, four magistrates, five school trustees; a first-class fire apparatus consisting of engine, chemicals, ladders and 1,500 feet of hose, with volunteer fire brigade; telephone exchange with seventy-two subscribers; an active board of trade.

Daysland has a sixty-acre park with a first-class half-mile race track; a curling rink and enthusiastic curling club; a hockey club, baseball, football, basketball and tennis clubs; one of the best brass bands and orchestras in the country.

Young people's societies in connection with the different churches add greatly to the pleasures of life in Daysland.

## Grain Shipments.

DAYSLAND has four elevators and two large grain warehouses, with a capacity of over 200,000 bushels.

In 1908 the shipments of grain was less than 100,000 bushels. In 1909 the shipments amounted to 264,000 bushels, and it is estimated that this year, 1910 crop, will reach nearly a million bushels.

Daysland district has an area of 400 square miles. Soil is black loam from eight to twenty-four inches deep.

About 12 per cent. of the land is under cultivation.

Sixty farmers patronized the Daysland creamery last year.

Daysland district is specially adapted to raising spring wheat.

Coal is found in abundance along the Battle River. Settlers are chiefly Canadians and Americans.

## STETTLER

STETTLER is the chief town of an electoral district bearing that name, having its own member in the provincial house.

A court house is to be built in Stettler this year and a judicial district created, when regular sessions of the Supreme Court will be held.

From its position Stettler is the logical and best distributing centre in Central Alberta.

Farmers and others are prosperous there, mainly because the rich prairie lands may be broken without the delay and expense of clearing brush or stone. Therefore, money from crops come quickly and easily.

Wooden business structures are giving place to brick blocks and handsome plate-glass fronts are replacing the old-time four-pane window.

People who now call Stettler "home," and who have travelled nearly all over the North American continent, affirm that the climate in the Stettler dis-

trict compares very favorably with the best on the continent.

A very wet or a very dry season is practically unknown, as crop records for the past six or seven years prove, there never having been a crop failure in the Stettler district.

Commercial travellers some years ago named Stettler "The Marvel of the West," for growth and business possibilities. It still maintains its record.

A knitting factory is to be established in Stettler this year, and there is every prospect of an oil mill and a starch factory being erected also.

It has a progressive board of trade, whose secretary will gladly answer all communications.

It has an agricultural society which conducts annual fairs, at one of which the Suffolk Punch stallion exhibit was the largest ever held this side of the Atlantic.

The soil is a rich black sandy loam varying in depth from eight inches to two feet, with a clay sub-soil.

A few homesteads are cancelled by diligent search, but they are becoming scarce, though a large patch of country is to be thrown open in the neighborhood in the near future, probably this year.

The C.P.K. lease land, Hudson's Bay Company and others have raw lands for sale which are procurable at from \$8 to \$15 per acre, but the price is raising each year. Improved farms can also be procured.

A railway passenger train service in and out of Stettler daily is in existence besides a daily freight each way and numerous extras.

The finest brick clay exists in large quantities within the two boundaries.

As many as sixty rigs full of land seekers have gone out of town in one day.

Seed grain grown in this district is frequently on sale that tested at the government laboratory 90 per cent. and 100 per cent.

Building stone of excellent quality is found in large quantities in the district.

One of the advantages of this district is that there is practically no brush, the land being open prairie as far as the eye can see, except in isolated patches.

Coal may be purchased at any of the many coal mines in the district for \$1.50 per ton at the pit mouth, and many farmers have abundance of it on their own farms.

By sinking a well from 30 to 100 feet, farmers throughout the district secure an abundant supply of good water.

Fire brigade and town band are amongst the public organizations.

The R.N.W.M. police have a station there.

The agricultural society have bought spacious grounds upon which they have built a race track, grand stand and other buildings, the whole being securely fenced.

Seven employees, besides the telegraph operators, are kept busy at the C.P.R. depot.

Eggs, butter and chickens are shipped in large quantities each season to British Columbia, where a ready market is found.

The enrolled school's attendance at the Stettler school in 1909 was 363, and 42 new names have been added since the New Year. The range of work covered in the school is from kindergarten to grade eight.

School houses are dotted at intervals all over the district and many more are to be built this summer.



Working Coal on the Rosebud.



# Macleod the Railway Town

*Wheat and Cattle Thrive with Enormous Success in Southern Alberta*



MACLEOD is one of the oldest towns in Alberta, having been founded by Colonel Macleod, after whom the town was named, in the early seventies. From this time on Macleod has been known and recognized as the centre of a great ranching and grain raising country.

For years the district around Macleod has been held under lease by ranchers, and their innumerable herds of cattle have ranged over the hills

per acre for the Macleod district was 36½ bushels, while that of oats was 57 bushels. The amount of wheat for the district was 1,000,000 bushels; 650,000 having been marketed, thus leaving in storage and in the hands of the farmers 350,000 bushels. The average price paid was 83 cents per bushel. Out of this amount 75,000 bushels has been milled by the Macleod Milling Co.

Quite a large amount of rye, barley and flax has been grown, but the farmers prefer wheat and oats, being always sure of crop and a ready market. The

of this district. Thirteen entries were made by as many farmers with good results, the judges saying that the grain exhibited from the Macleod district was the best that had ever been at any of their exhibitions.

## Railway Facilities.

IN railway matters Macleod has at the present time one of the best train services of any town in the West—three daily passenger trains both east and west, two daily passenger trains north and south.

During the present year a line will be built from Macleod south to the international boundary, thus making close connections with the Great Northern at Montana and tapping at the same time a large district from Macleod to the boundary, which is also one of the best wheat producing districts in the world.

The projected line of the C.N.R. contemplates making Macleod a divisional point in the near future.

The G.T.P. has its line surveyed into the town, and it is understood that the two latter will build a union yard and station and Macleod in the near future will be one of the largest railway centers in Western Canada.

In the year 1907, there were in Alberta 1,327 miles of railway. In 1908 and 1909 over 800 miles were built and preparations made for a great extension in 1910. The provincial government has guaranteed the bonds for 823 miles of railway, most of which will be built in the present year, in addition to which there will be at least 200 miles of railway, the bonds of which are not guaranteed, constructed during the year. This will bring the total mileage of railways in Alberta at the end of 1910, up to considerably more than 2,300 miles, placing the province in fifth place in the Dominion. A glance at the map will show the route of the different lines, constructed, under construction, arranged for, and projected.

Of the former, the C.P.R. as being the oldest, with its branches the C. & E. running north and south from Calgary to Strathcona and Macleod; the Crow's Nest Pass railway and several other branches partially constructed, has the greatest mileage. Its lines arranged for are principally extensions of the Langdon branch to Red Deer, extension of the Lethbridge to Aldersyde branch; a line east and west from the Langdon branch through the irrigation block. A branch line is also projected from Camrose to Strathcona, and one from Sedgewick to Strathcona.

Agriculture on scientific principles is being followed in the Macleod district, and the old time



Duck Shooting by Auto—Malcolm McKenzie and Party.

and valleys, situated at every point of the compass from the town. And some of the finest oats, wheat, barley, timothy, potatoes and other roots have been raised in its vicinity.

Messrs. Maunsell Brothers, the well-known cattle kings, have for many years carried on an extensive business in this district and have given Macleod some valuable publicity in breeding only the very best beef and dairy cattle obtainable.

Malcolm McKenzie, M.P.P. for the Claresholm Division, is also one of the prominent citizens of Macleod and has done much to develop and bring his home town to the fore in all matters appertaining to its commercial advancement. Mr. C. Grier, who has farmed in the Macleod district for the last twenty-five years, is very enthusiastic about the locality, and says that in an unusually dry year he has never known wheat to run below eighteen bushels to the acre.

Although the agricultural wealth of the country is that on which the people will always depend, water and fuel are also essentials in the life of the farmer. Water exists throughout the Macleod district in abundance as surface water in the form of lakes, rivers and creeks, and for domestic purposes water can be obtained at any place by sinking wells to a depth of from fifteen to forty feet. The district is situated right in the center of a vast coal area. The outcroppings of the coal can be seen along the banks of nearly every stream and coal is so cheap that it is less expensive for the farmers to dig it out than to go to the foothills for wood. There are also a number of immense deposits of building stone at different places in the district. A good deal of stone is being taken from the quarries in the Porcupine Hills and from those at Rocky Coulee, fourteen miles east of the town of Macleod.

## Record for 1909.

THE year 1909 for Macleod and district was the best in its history in all lines. The acreage in crop was one-third more than in 1908, which was considered a good year. The farmers are taking more interest in the working of the soil, the selection of their seed and the proper planting of the same, thus giving a larger yield per acre than in previous years. The average of wheat

ground broken and prepared for the spring of 1910 will be more than one-third of an increase over that of 1909, thus giving Macleod district the name to which it is entitled, "The Granary of the West."

The seed fair held at Billings, Montana, during the fall of 1909 was well represented by this district, carrying off two-thirds of the prizes given for grain, among which may be mentioned the first prize for No. 1 Alberta Red and the best collection of grains.

This was in competition with all Western Canada and the United States.

The Corn Exchange exposition, held at Omaha in December, was also well patronized by the farmers



Dipping Cattle near Macleod.



Wealth in Wool and Mutton.

practice of simply scratching the bosom of mother nature being abandoned long since, the result being that we now enjoy the reputation of raising the finest wheat in the world, our exhibits in that line taking the lead wherever shown. On the earlier maps much of this section was shown to be "unfit for agriculture." It seems strange that a country which grew such a profusion of grasses should have received such a bad name. Where good grass will grow, grain will also grow.

The new comers knew this, and the land rapidly came under the dominion of the plow, and in time the big cattle concerns were crowded out. My present farm was one of the spots marked as "unfit for agriculture," but since being brought under cultivation I have raised as high as 40 bushels of wheat to the acre, my lowest yield being 28 bushels to the acre, one year, but this one yield I attribute to poor seed and an insufficient quantity sown. My wheat has always graded No. 1 Northern and I have always been given the highest market price for it. I have also grown remarkably fine oats but possess no record of yield of same. All classes of vegetables do well here, and sugar beets of good size have been grown. I have never artificially watered my land, the rains during the season being sufficient to insure splendid yields. I have experimented with nearly all the different varieties of small fruits and have had remarkable success. I am now trying the larger fruits, but it is too early to report on same, but the young trees stand the climate well when sheltered and appear to be making a good growth.

Owing to the extreme mildness of the winters, cattle and horses remain out all winter long, very seldom requiring any attention from their owners. This portion of Southern Alberta holds out alluring inducements to intending settlers. The soil is extremely fertile, purest water can be obtained almost everywhere at a comparatively shallow depth. The winters are mild and of short duration.

Altogether I consider the advantages this great province of Alberta offers to the young man with small means or no means at all, equal even, or better, than anything ever offered in a new country in the world. The chances for middle-aged men of moderate means are also splendid. Farms with improvements can be bought here within easy reach of schools, churches, post offices and towns, for \$15 to \$30 per acre, and it will only be a few years till these farms are worth double that amount.

### The Western Canada Collieries.

**R**IVALLING the International Company in the extent of present-day operations is the West Canadian Collieries, Ltd. This company has its headquarters at Blairmore and operates mines at Blairmore, Bellevue and Lille. Taking into account all its mines it was the largest shipper for the year. From all its properties the company shipped during the year approximately 420,000 tons and afforded employment to an average of 700 men.

In the matter of progress for the year, this company exceeded that of all others by its achievements, having installed a complete new handling plant at Bellevue at an expense of \$250,000 and opened a new mine at Bellevue and another at Blairmore.

At Lille the company's property had been completely equipped prior to 1909 with an efficient power plant, air haulage, compressed air plant, a modern tippie, a washing plant and a battery of fifty Belgian coke ovens, the only ones of this type as yet in use

in Canada. The company did much prospecting work at Bear Valley and Pheasant Hill and opened two new seams, the coal being of fine quality and low in ash.

The company operates its own railroad, known as the Frank and Grassy Mountain, between the Lille collieries and the C. P. R. at Frank.



Main Street, Macleod.

At Bellevue, as yet the company's largest property, up to 1909, horse haulage had been employed and the coal hauled over a temporary tippie. During the year these were replaced by air haulage and a most modern and complete handling plant, entailing an



Harvesting in Southern Alberta.

expenditure of \$250,000. The work comprised the construction of a steel tippie of 2,500 tons capacity in an eight-hours shift, a complete power plant with stone buildings to house it, the installation of a new Sirrocco fan of 100,000 cubic feet of air per minute



Steam Plow Tearing Up Prairie.

capacity, and the grading and construction of 8,000 feet of railroad track to afford greater yardage facilities.

By way of development the company opened No. 2 seam, giving a new mine, the entry of which is now in 1,000 feet and the coal from which will be drawn

to the main entry and handled over the new tippie. The company also widened the main entry of the mine to accommodate two tracks and built eighteen new cottages for miners.

At Blairmore the company recorded a notable achievement. It started in August the driving of a prospecting tunnel to find the coal on its property at that place. This was driven 300 feet to find the coal and the permanent working tunnel was then started. In the intervening time this tunnel had been driven 3,500 feet, and already the mine has an output of between 400 and 500 tons daily. The company also opened No. 4 seam on the same property, finding excellent coal and sufficient work has been done to enable small shipments to be made. The company built a spur of 3,000 feet to connect the mine with the C. P. R., built its yards at the mine and constructed a temporary handling plant to serve until the permanent plant can be installed. Considerable development work has also been done on the north side of the valley which the company owns, and most excellent coal has been shown up. The company intends opening up here in the very near future, and will produce a fuel which will be unexcelled in America. Altogether the company expended during the year \$300,000 in improvements.

From its various properties the company expects to ship during the current year an aggregate tonnage considerably in excess of half a million tons. In addition, it ships daily 150 tons of coke from the Lille ovens.

It is now planning to put on the market in the spring a new subdivision to the townsite of Blairmore.

### LETHBRIDGE AS A RAILWAY CENTRE

**I**T is a divisional point on the Crow's Nest line of the C.P.R. This line runs through to the Pacific coast. The Soo-Spokane service of the C.P.R. also goes over this road.

It is a divisional point and terminal of the Alberta Railway which has a main line to Shelby, Montana, and all Great Northern connections, and a branch line to Cardston, touching the rich wheat growing towns of Raymond, Magrath, Stirling, Spring Coulee, Cardston, New Dayton and Warner.

There are a number of projected lines of railroad with Lethbridge as their destination.

The C.P.R. is now building a line from Weyburn in Saskatchewan to Lethbridge.

The Canadian Northern has a charter for a road from a point on its Regina-Brandon line to Lethbridge.

The Grand Trunk Pacific has a charter for a branch from Calgary to the American boundary, through Lethbridge.

J. J. Hill's proposed transcontinental will come to Lethbridge.

The C.P.R. are building a line from the west end of the big bridge, north to Calgary, 40 miles of which extending to Carmangay is now in operation.

This road will bring the famous Little Bow district into direct connection with the city.

The climate of the Lethbridge district is ideal.

There is very little winter.

There are frequent snowfalls, but the snow does not stay long on the ground, and consequently there is very rarely any sleighing.

Lethbridge is the industrial centre of Southern Alberta.

# BLAIRMORE

## The Gateway to the Mountains

Is Situated in the Most Beautiful, Broad and Open Valley  
in the CROW'S NEST PASS

BLAIRMORE is served by the Canadian Pacific Railway.

BLAIRMORE presents no bare, treeless, prairie landscape; but is instead abundantly endowed with trees, shrubbery and grasses, making of the country one far-reaching park, which relieves and delights the eye.

BLAIRMORE combines prairie, foothill and mountain scenery, such as offers to the poetic fancy all that is ideal in artistic nature.

In the distance the far-famed CROW'S NEST MOUNTAIN rears its giant head into the skies; and on both sides of the town clear, rushing, mountain streams tumble down in noisy confusion over their rough boulder beds, to join the historic OLD MAN RIVER as it winds its way through valley and hamlet on its journey to the vast Prairies to the East.

Its alluring surroundings indeed call for the soulful admiration of poet and artist, or even for the undemonstrative appreciation of those less sentimentally inclined.

BLAIRMORE gives excellent opportunities for TROUT FISHING and BIG or SMALL GAME HUNTING in its immediate environs.

BLAIRMORE has a CLIMATE which is incomparable. The warm, balmy summer days are relieved by cool, refreshing evenings; and the coldest days in winter are invariably tempered by the warm chinook winds which are wafted from the Pacific Ocean over the mountains, bringing with them always the feeling of Spring.

BLAIRMORE because of its unparalleled location holds out such tempting and unusual advantages, that the most practical minds of the Industrial and Commercial World cannot fail to discern that here, at last, is the strategical point where rich returns can be gained in exchange for the investment of Capital.

BLAIRMORE can make tempting offers to any industry wishing to establish itself here, both as to land and to taxation.

BLAIRMORE has the finest INDUSTRIAL SITES in the Canadian West.

BLAIRMORE has SOIL which produces all kinds of farm produce.

BLAIRMORE has BROAD ACRES of the most desirable land either for Industrial or Residential Sites.

BLAIRMORE has CHEAP COAL, of the bituminous, steaming variety. It is of a QUALITY UNSURPASSED ANYWHERE IN THE WORLD.

This coal is sought everywhere throughout Western Canada and United States.

BLAIRMORE possesses in this CHEAP FUEL the TALISMAN which carries with it assured success and prosperity to the town as an INDUSTRIAL CENTRE.

BLAIRMORE was chosen as a site by the WEST CANADIAN COLLIERIES, LTD., wherein to open up and develop their large holdings of COAL LANDS at this point. They are already producing from the South Side of the valley, immediately contiguous to the townsite, from 700 to 1,000 tons of coal daily, with the output rapidly increasing.

Next they propose to attack their immense deposits on the North side, also within the townsite.

This, with the advent of coke ovens and by-product plants, makes for a stability and permanence to this rising young town, which may well be envied by her less fortunate rivals.

WEST CANADIAN COLLIERIES, LTD., is installing a new complete mine plant at Blairmore, and as it is a very strong company financially, they therefore mean business. They have been operating in the Crow's Nest Pass for the past EIGHT YEARS, and already have three successful collieries in operation but their greatest faith is pinned to the coal deposits at Blairmore.

BLAIRMORE although a Coal-Mining Town is one of the cleanest, prettiest and brightest spots in the West. This is due to the fact that, although adjoining the townsite, the mine plants are so situated with regard to the prevailing winds, that no dust is scattered around or into its homes.

BLAIRMORE has in the hills immediately to the North and South of the valley over 150,000,000 tons of coal available for mining. Mined at the rate of 3,000 tons per day will give to the town a lease of life of over 150 years, were it dependent on its Coal Industry alone. NOTE THIS IMPORTANT FACT.

BLAIRMORE has a CEMENT PLANT.

The ROCKY MOUNTAINS CEMENT COMPANY here produces 500 BARRELS of PORTLAND CEMENT DAILY. This cement is UNEQUALLED for GRADE, QUALITY and TEST. The purest limestone and shales are quarried at the plant; and because of the CHEAP FUEL which can be procured at their door, this Company to-day puts out the BEST CEMENT at the LEAST COST of any of its competitors.

Great credit is due to its promoters for their splendid foresight in selecting such a point of ECONOMY as BLAIRMORE for their installation.

It is their intention to enlarge the works so as to increase the production to 1,000 barrels per day.

BLAIRMORE has a SAW-MILL.

The Honorable Senator Peter MacLaren, of Ottawa, has timber limits in the neighborhood, and cuts and markets a product for which

there is greater demand than supply. This in itself speaks for the quality of the lumber which they produce.

BLAIRMORE has a BRICK WORKS.

The shales from which the "BLAIRMORE" brand of building brick is produced are of such composition that all throughout the West this commodity is well and favorably known, and spoken of in the highest terms.

An up-to-date plant with ponderous crushers, mixers, presses, etc., etc., is doing the work.

BLAIRMORE has LIME-KILNS.

The quality of limestone obtained from the Rocky Mountains in portions around Blairmore, gives a lime product which is very superior. The demand for Blairmore Lime is increasing rapidly.

BLAIRMORE has within a RADIUS of EIGHT MILES as many as TEN WORKING and PRODUCING COLLIERIES with a present capacity of 10,000 tons of COAL PER DIEM.

BLAIRMORE has a MONTHLY PAY-ROLL, within a radius of eight miles, of \$300,000 paid out to MINERS ALONE by the various collieries.

BLAIRMORE is the natural centre and distributing point for all these collieries.

BLAIRMORE is assured of a STREET RAILWAY SYSTEM, which will eventually connect up all the towns from Pincher Creek to Crow's Nest Lake with this IMPORTANT CENTRE.

Certain parties are to-day negotiating for a charter.

BLAIRMORE also has parties negotiating for the privilege of serving it with a WATERWORKS SYSTEM. The purest of water is available at small cost.

BLAIRMORE has a very enterprising BOARD OF TRADE and edits a newspaper called "The Blairmore Enterprise."

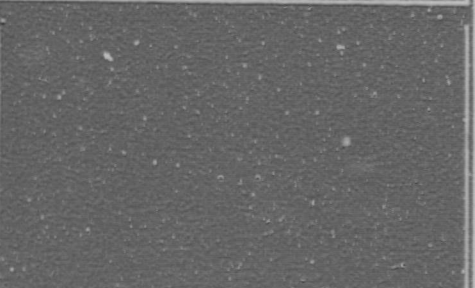
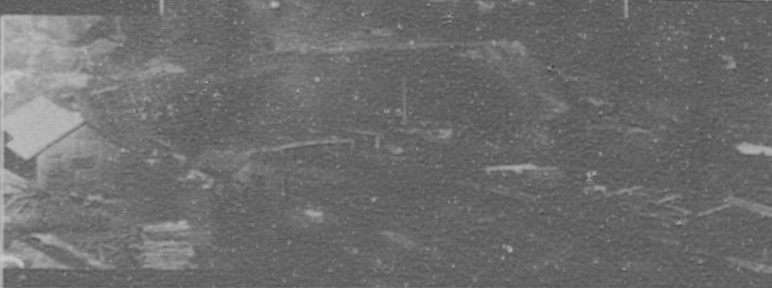
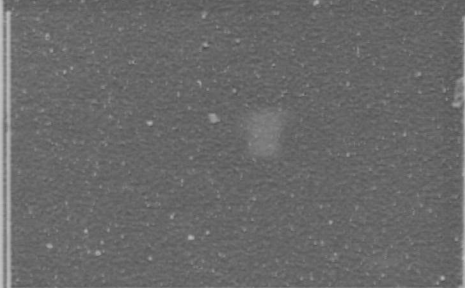
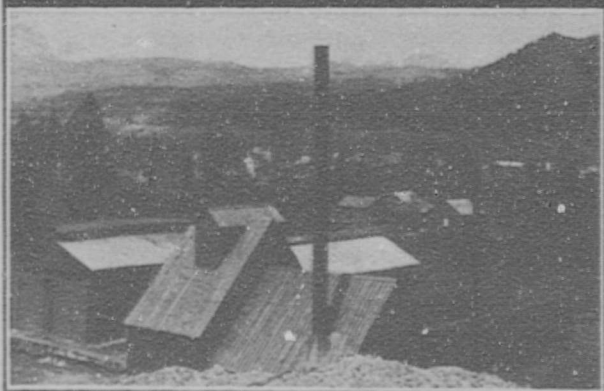
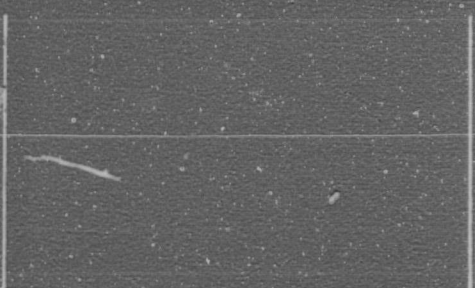
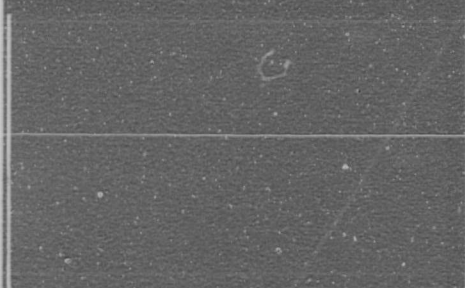
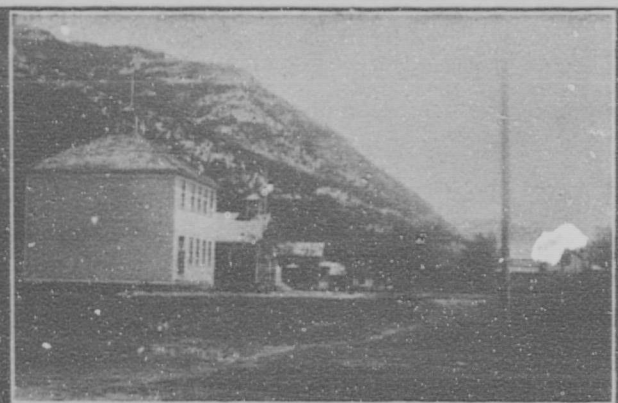
BLAIRMORE to-day has the following:—

Coal Mines, Cement Works, Lumber Mill, Brick Works, Lime Kilns, Bank (Branch of the Union Bank of Canada), A Newspaper, A Board of Trade, Contractors' Supplies, Four Churches, One large Public School, Three Hotels, Mercantile houses of all descriptions and to serve all needs (prices moderate), Liveries, Blacksmith Shops, etc., Electric Light.

BLAIRMORE requires:—

An Iron Foundry, A Sash and Door Factory, A Steam Laundry, A Cold Storage Plant, A Concrete Block Manufactory, A Match Factory, A Factory for the Manufacture of Overalls and Coarse Underwear, Wholesale Houses of all descriptions, Any Industry which can find a ready market either in British Columbia or Alberta.

WRITE SECRETARY BOARD OF TRADE FOR FURTHER INFORMATION.



BELLEVUE TIPPLE

**BLAIRMORE, THE GEM OF THE CROW'S NEST PASS—HEADQUARTERS OF THE  
WEST CANADA COLLIERIES, LIMITED**

Scenes of Activity in and Around Blairmore, including Brick Works, Cement Works, Etc.

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Pork Packers, Exporters  
and Provisioners

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*Shamrock Shoulders too*  
*Shamrock Lard and Shamrock Butter*  
*Are the brands for you*

PATRONIZE

"MADE IN CALGARY"

*Ask your grocer for Meats and Lard bearing the*  
**SHAMROCK BRAND**

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Alberta



ALBERTA'S FAME REFLECTED ABROAD.

# Queen's Hotel

The Hotel with the Reputation

You'll Get Your Money's Worth . . . Rates \$2.00

Queen's Hotel  
Calgary

H. L. Stephens - Prop.

**T**HE prosperity of the City of Calgary is well shown in the fact that it is able to support an Ice Cream, Lunch and Candy establishment of the size and class of that owned and managed by ROCHON, the well-known confectioner. The store has been enlarged several times lately so that it now has over fifty tables, accommodating well over 200 people, whose wants are attended to by eighteen girls and seven men.

The store is always clean and sweet, as nothing is manufactured there, a factory in another part of the city being used for that purpose, and the tempting beverages and dishes for which the store is noted are made up in the basement, which is elaborately outfitted, everything being sanitarily and conveniently arranged, and all the fixtures being of metallic construction.

Recently Mr. Rochon installed an Electro-Carbonator, possibly the only one in any like establishment between Toronto and the Pacific coast. This machine makes soda automatically as it is wanted, thus doing away with the necessity of letting the soda stand in a syphon.

When in Calgary, pay this up-to-date establishment a visit - you will enjoy it.

## Calgary Pure Milk Company

Dealer in

MILK  
CREAM  
BUTTER  
BUTTERMILK  
AND EGGS

Terms Cash

Phone 1679

KEYS CULLEN, "Springbank"  
125 Fourteenth Ave. West  
Calgary, Alberta

## Facts about Alberta's Hinterland

(Continued)

Steamboat navigation is increasing on the rivers, one being in operation from Vermilion Chutes to Hudson Hope, 600 miles, while other boats ply from outside points and carry the export and import freight of the inhabitants.

Up to the present time, one of the great needs of the country has been surveys, but the Dominion Government sent out many parties last spring, and has promised to subdivide the whole country.

With the promise of railroad construction in the direction of the Peace River, and with the impetus that will thus be given to local trade, a large influx of settlers may be expected to commence next spring. The present settlers in the districts of Athabasca and Peace River have displayed commendable energy in opening up the country and facilitating the conduct of business, with practically very little assistance from the Government. When the Province of Alberta was formed, government inspectors found that the settlers had in the years previous cut out wagon and sleigh trails to different parts of the country and had built a large number of small but substantial bridges. The Government, it is expected, will give some considerable attention to the need of improving the roads. The people have proved themselves law-abiding and enterprising, whose faith in the district is great, and who possess the capacity to open up a new and valuable field of Canadian energy and Canadian trade. Both courage and fortitude have been required to accomplish that which has already been done.

Climatic conditions are practically the same as in Manitoba, Saskatchewan and Southern Alberta—that is, as to mean temperature. It has this striking advantage, however, from seventeen to nineteen hours of sunshine is experienced from June to August, or, in other words, the sun shines during all the growing season.

There is room for herds of cattle to fatten upon the rich grasses of Grand Prairie and Peace River. There is room for horse raising and valuable industry. There is room for a farming community whose produce will feed the incoming thousands and greatly facilitate the work of railroad construction, and will eventually become the food market of Northern British Columbia, whereby immense mineral country will be developed when the railroad is constructed.

There are today hundreds waiting and ready to take part in the labor of development, which has already begun.

## The Calgary Hunt Club

(Continued)

If a find is made, it is a short, fast run with good going, the hounds usually making a kill before the elusive "Grey One" can take under the wire which bounds the reserve on the north, or make a turn to the south and seek refuge in the timber and brush in the river bottom.

Crossing the Elbow as one comes to the top of the cut bank on the south side, a beautiful stretch of country is unfolded, and the "beat" commences. The hounds in the centre, with the Master and the field formed in a semi-circle behind him, they gradually move up, beating the scrub as they travel.

Suddenly a rider on one of the wings will cry "Away! Away!" The hounds stand rigid peering the country over, simultaneously they see the quarry and proceed to bore holes through the atmosphere, the whole field by this time taking up the cry and settling down to ride.

Perhaps a stretch of open country is first encountered, then as one drops over a rise, the ground in front is studded with tufts of thick brush three and four feet high. The ponies dodge in and out, making some turns that would outclass a polo pony of the best type. Some of them take the brush as it comes, jumping and banging through, and undoubtedly keyed

# Bitulithic Pavement

Has Shown Itself To Be

**"THE BEST BY EVERY TEST"**

During the past three years

**Two Hundred and Ninety-Four Thousand Yards**

Have Been Laid In

Calgary, Strathcona, Edmonton  
Regina and St. Boniface

**These Pavements Are All In First-Class Condition Today**

## Not One Cent

Has Been Spent on Repairs, for the Reason that No Repairs Have Been Needed

**We Give a Hard and Fast Guarantee but It Is Not Necessary**

*Bitulithic Pavement is Made to Wear, and It Does Wear*

Our references are the cities in which it has been laid. We think that we have the Best Pavement and we are encouraged in that belief by the fact that it has demonstrated its value so clearly in Western Canada.

**There are many kinds of pavement, but There Is Only One "BEST"**

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**Clean  
Everything  
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*It will Pay you to See Us*

**TURNER-HICKS  
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**Malleable and Treasure  
Stoves, Enamelware  
General Hardware**

up by the excitement of the chase, they enjoy it as much as the rider.

"Look out!" some rider well up to the front exclaims, and by the time the words reach one and are absorbed, a steep coulee comes into view, at the bottom of which is an old dried-up slough wallowed by cattle, frozen as hard as iron. One does not have the time or inclination to draw up, no attempt is made to ease, and the ponies take it as hard as they can go, in fact, so hard that they do not have time to stumble, simply skim over the many minute ridges and then up the other side of the coulee, and a good bit of going.

In going over such an obstacle as a dried-up slough, one can with difficulty walk a pony across it without a stumble or slip, but put them at it hard and they take it clean as a whistle.

After riding such as this for perhaps two or three miles, one comes upon a mass of writhing, moving fur, waving erect being predominant. They have the little coyote down at last, and though sadly done by the hard run, he fights gamely until the hounds are beaten off and a few cuts of a heavy loaded crop put him out of his misery.

Perhaps in one day's hunt several such runs may be obtained, but as the coyotes are being driven back into the foothills and becoming fewer in number, one or two good runs in a day is exceptionally lucky.

Tired, but happy and enthusiastic over the day's sport, the Hunt returns to the city in time to hear the church bells calling, to a few at least, who have enjoyed the boon of a Sabbath, but far from churches and with Nature's best.

**A Fifty Pound Oat**

(Continued)

Mr. Trego's experience is merely one of a great number; in fact, some of the crops secured last year gave a much greater average than 94 bushels per acre. From a long list we quote the following:—F. Scott, Cheadle, secured an average of 111.30 bushels per acre from a forty-acre field; J. Ramsour, Cluny, secured an average of 105 bushels; F. Korach, Strathmore, 104.40; and G. Gunderson, of the same town, averaged 100 bushels per acre.

Some have the opinion that any grain yielding so heavily will, in a short time, rob the soil of its fertility, but such an opinion is erroneous, many instances might be cited in proof of our contention, but reference to the farm of Mr. D. D. Davidson will only be made. Mr. Davidson's land is situated within twelve miles of Calgary, and for a great number of years he grew oats in one particular field of 38 acres. Last fall, in speaking of this field, he said:—"Seventeen years ago the yield from this field of 38 acres was 117 bushels of oats to the acre, and today we have completed threshing the wheat crop off the same area, with the result that the tally shows 53 bushels of wheat to the acre."

Such a statement goes to prove that several years' successive croppings to oats does not rob the soil of its fertility.

**The Redcoat Riders of  
the Plains**

(Continued)

When a train comes into White Pass, the international boundary line, a policeman examines the baggage entering the Yukon, and from that time there is no escape from them.

Again, the duties of the police were widened when an expedition under Inspector Howard was sent to the American whaling stations on the Arctic Ocean, where they lived in a sod house, while Superintendent Moodie with another detachment was sent with the government expedition to Hudson's Bay, so thus the duties of sailors were added to the many calls upon them, as they patrolled Hudson's Bay in steamboats, protecting the whaling industry. In all, the police handled 6,736 cases of all

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natures in 1907. And we must not forget the gallant part the police played as soldiers in the South African war, where one-third, the pick of the force, displayed signal bravery, and many lost their lives.

## The First Great Mounted Police Force.

Until the inception of the R. N. W. M. P. there were no regular camps of mounted police established. But this body of men has shown so clearly their superiority in mobility and general efficiency, that progressive countries, states and cities have begun to copy them, although no mounted police corps has yet equalled the R. N. W. M. P. in finish, in esprit de corps, and all round ability to perform any kind of service. The members of the metropolitan squads of New York, Detroit, Chicago, etc., look upon the R. N. W. M. P. as the criterion, not that the work is so similar, but because the R. N. W. M. P. has such a well-deserved and world-wide fame for efficiency, and is composed of men who have almost performed miracles. A thousand miles of frontier is patrolled and protected by a scant two or three hundred men, besides the interior work done by the same men. No body of human beings could have done more than these men have done, and the title of mounted police has been made by the R. N. W. M. P. to be a synonym for fearlessness, hardihood and all-round manhood, and a mounted policeman, either in Canada or the States, gets some of this respected credit, and looks with respect on the first great mounted police corps.

It may be thought that the great deeds of the mounted police have been done only in times of extraordinary peril or danger. But this is not the case: wherever crimes are committed the police never rest till they have caught the guilty party, and many a time they have followed one for months, covering thousands of miles, sometimes on foot, sometimes by portage and canoe, and sometimes on snowshoes. The men do not fail, whether bringing relief to isolated settlers in bitter cold and over the deep snow of the open plains, carrying mail to distant Hudson's Bay posts, to the Arctic seas or to detachments interned in Northern British Columbia, or in hurrying to the relief of unfortunate persons in remote parts.

### "Why Go To Canada?"

J. A. Brookbank.

The question "Why go to Canada?" and I might add—to Alberta in Canada, could be most easily answered if the readers would only avail themselves of a trip through this great and growing country and see this question answered by the facts themselves at every turn.

To undertake to enumerate these reasons and exploit the facts would do much more than fill this book, but to my mind three questions of vital importance to the person considering a location in a new country must be answered, and one of these must be proved beyond a doubt to be advantageous over the location of their present abode. In this question is involved the productiveness of the soil or country which leads to greater opportunities and advantages over the situation of the person in his present location.

The second and most important question is covered by the query as to whether the conditions of the country tend to promote good health.

The third question of interest is that of climatic conditions.

In discussing the first question, to undertake to cover the number of opportunities afforded, as compared with the older settled country would be an impossibility in a short space. There is not any line of pursuit that a man could engage in in this new country but what he could make a gain on it if he will apply himself just half as well as he will have to in older settled localities. Any person who has a fair knowledge of farming can take a farm in this country and make it produce, under reasonable conditions, net results of \$14 to \$18 per acre, conservatively speaking, if he will farm

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his land with the same degree of care that he would have to produce half the results in the older country where the land has been farmed for many years and is worn out; this not only speaks for the attractiveness of the soil as to its fertility and further because the land in the older countries is valued at from five to ten times as high as what the investment would be in this country. Further, on a farming basis, land that cost one-fifth as much here will produce, if fairly handled, twice the results that can be obtained with the greatest of care in old settled countries, and I have known a good many instances in this country where the land has produced an average netting of as high as \$22.50 per acre, which more than paid for the land from the first year's crop, and it has been proven time and again that this average of gain can be maintained with no more care, at least, applied than what would be required in the older country. From a farming point of view, in growing grain, this is sufficient to cover the advantages in opportunities to satisfy any person, and the same is true as to stock growing or mixed farming, because the markets for such product are good and the home consumption alone of the products from gardening, poultry raising, and stock raising has more than taken care of the supply in the past and will continue to do so for some time in the future because of the immense development that always follows in a new country. The opportunities for investments and enhancing in values of real estate are visible on all sides and with a little good judgment applied, realty holdings can be doubled in value as there are very few acres of farm lands in this country to-day which will not be doubled in value within a very few years' time. There are also many other natural resources in this country, holding open opportunities for development and great gain thereby, which cannot be dwelt upon in this article, that can be followed very advantageously if the person considering a location were to take up something other than the line of farming, that would better appeal to his former training in the country in which he is located at the present time. Investigation and consideration are all that are necessary to convince the reader that this is a fact.

The second question to be considered is that of health, and this can be summed up by simply stating in connection with the climatic conditions, which are most favorable, the healthy condition of this country cannot be surpassed, if equalled, in any other locality which the writer has visited, and I might say that my observations with regard to health conditions have covered the larger portion of the United States and Canada. The invigorating air, together with the natural drainage of this country, coupled with the magnificent water which is to be obtained from the mountain streams or by driven wells, cannot help but promote the healthy conditions that exist in Alberta today, and will undoubtedly continue to exist because of the very fact that good health is supported and practically guaranteed by these three important factors, so that with proper care as to sanitary conditions the healthiness of the country cannot be questioned and the fatality rate will support a statement of this kind to anyone who cares to investigate.

The third question of interest, as named above, is that of climatic conditions of the country, which greatly interest the majority of intending settlers who are considering a change to a new country, and by a great many people who live south of this latitude, the writer has found, in his travels, this country is considered to be located at a great disadvantage, and because it is considered so far north the conclusions are arrived at, at once, that it must be a very cold, disagreeable climate, and for this reason an undesirable country to reside in, while a glance at the weather records or a proper investigation will prove that their conclusions are incorrect and the contrary is the case instead. There are few people who, in considering the geographical location of this country, realize its favorable situation as compared with the countries in Europe and know of the fact that our climatic conditions here are practically controlled by the same physical conditions which control the greater part of the European continent. The

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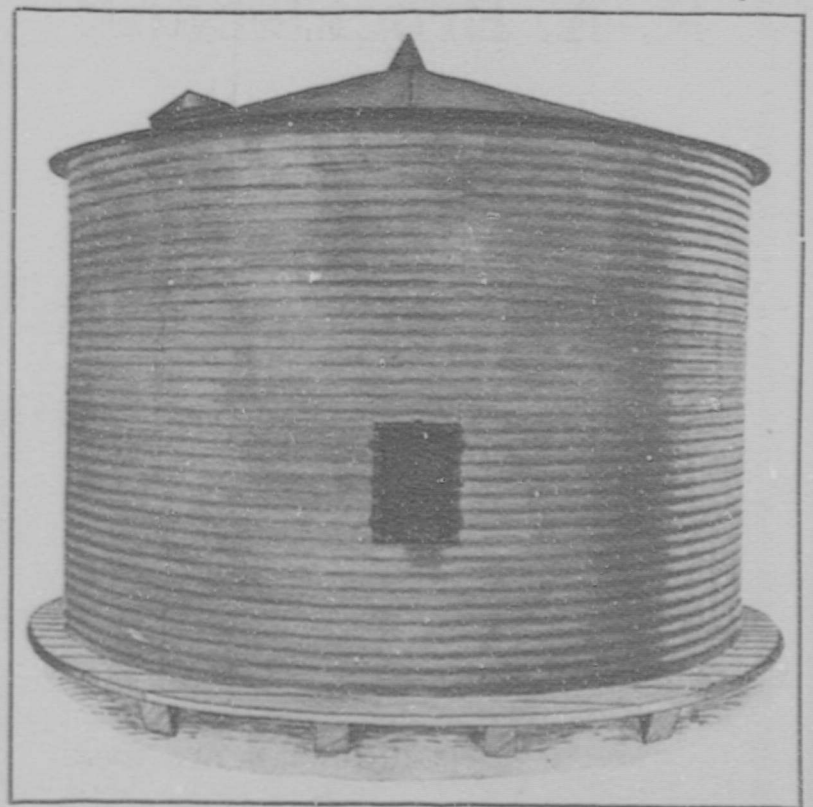
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European climate is controlled by the Gulf Stream, which washes the west shores of Europe and controls the whole of the climate throughout that country, moderates it, and we are benefited by the same results which come from the Japan Current, which comes across from the eastern coast of Asia and washes the western coast of the North American continent and affects the climate the entire length of the western coast of North America inland for a distance of 600 to 800 miles. If you will take your geography and compare the location of Calgary with that of Paris, France, you will find that Calgary is situated in practically the same latitude as Paris. You will also observe that Edmonton, Alberta, is situated on practically the same parallel as Berlin, Germany. You will find that London, England, if you do not already know this fact, is north of the latitude of Calgary and that St. Petersburg, Russia, is on the same parallel with the northern boundary of Alberta, which is the 60th parallel. If you are familiar with the density of the population of the European continent you will know what great and wealthy populations these various countries, such as France, Germany, England and Russia, are supporting, and when we have conditions that are equally as good, so far as climate is concerned, and a soil that cannot be surpassed for productiveness, is there any good reason to feel skeptical as to why this country should not in time support and really have as great and dense a population as is today existing, and thriving for that matter, in the European countries. The climatic conditions of Northern Alberta are just as favorable as the climatic conditions of Southern Sweden and Norway and Northern Russia, which are in the same latitude, and, being supported by a very fertile soil as well as many other natural resources and minerals, what is to hinder this country from having the same development as has been prevalent in the older countries mentioned above, and it can be very safely said that the opportunities are waiting for such development. Railroads and other facilities will, of course, bring about this development more rapidly, and it is therefore only a question of time until the whole of Alberta will, because of its advantageous climatic conditions and great natural resources, be developed proportionately to any other highly developed country in the world today.

## The Principal Features of the Alberta Exhibition for this year were

The Acre Yield Competition, in which the total amount of grain grown on an acre must be shown; the Signing of Indian Treaty No. 7; the operation of a hand and power milking machine on the grounds; the forestry exhibit made by the Dominion Government; the magnificent new fixtures which will assist in making the main building more beautiful, and the grand fireworks display. In addition to these, the exhibits, attractions and races will be more interesting than ever.

### THE INDIAN TREATY.

In the year 1877 the last of the treaties known as Treaty No. 7, or the Blackfeet Treaty, was signed at Blackfoot Crossing, the following tribes of Indians participating in same:—Blackfeet, Blood, Peigan and Sarcee, head chiefs and minor chiefs or councillors on their own behalf and on behalf of all other Indians inhabiting the tract covered by the treaty. The following is a list of those signing the treaty, as well as a list of those who witnessed the signatures:—

- JAMES F. McLEOD,  
Lieut.-Colonel, Com. N.W.M.P., and  
Special Indian Commissioner.
- CHAPO-MEXICO (or Crowfoot)  
Head Chief of the South Blackfeet,  
His X mark.
- MATOSE-APIW (or Old Sun),  
Head Chief of the North Blackfeet,  
His X mark.
- STAMISCOTOCAR (or Bull Head),  
Head Chief of the Sarcees,  
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CALGARY, ALBERTA

MEKASTO (or Red Crow),  
Head Chief of the South Bloods.  
His X mark.  
NATOSE-ONISTORS (or Medicine Calf)  
His X mark.  
POKAPIW-OTOIAN (or Bad Head)  
His X mark.  
SOTENAH (or Rainy Chief)  
Head Chief of the North Bloods.  
His X mark.  
TAKOYE-STAMIX (or Fiend Bull)  
His X mark.

Witnesses to the signatures:  
(Signed) A. G. IRVINE, Ass't Com.,  
N.W.M.P.

J. McDOUGALL, Mission'y  
JEAN L'HEUREUX,  
W. WINDER,  
T. N. F. CROZIER,  
Inspectors.

E. DALRYMPLE CLARK,  
Lieut. and Adjutant,  
N.W.M.P.

A. SHURTLIFF,  
C. E. DENING,  
W. D. ANTROBUS,  
Sub-Inspectors.

FRANK NORMAN,  
Staff Constable.

MARY J. MACLEOD,  
Etc.

Thirty-three years ago this picturesque scene was enacted for the last time in the territory now known as the Provinces of Manitoba, Saskatchewan and Alberta, and for the information and pleasure of the residents of Alberta, now numbering upwards of 300,000, which have become residents since 1877, the Provincial Exhibition will re-enact in as vivid a manner as possible, the happenings at the signing of this treaty. It is particularly fortunate that it is possible to have some of the parties who participated in this treaty, actually present in the reproduction, as well as some officials who took part in Treaty No. 6, known as the Treaties at Ft. Carleton and Ft. Pitt, signed in 1876, at which Col. James Walker, still a resident of Calgary, was present as Inspector of the Northwest Mounted Police.

### SPECIAL FORESTRY DEMONSTRATION.

The Dominion Forestry Branch utilized a portion of the Exhibition Grounds as a demonstration plot, to show the possibilities of tree planting in Alberta on land which is open prairie. This exhibit was most interesting this year, and will become more so at each succeeding exhibition. In addition to their plantation exhibit, lectures will be given once or twice daily on forestry, which will be illustrated by the use of limelight views.

To make the exhibition absolutely provincial in scope, all freight rates on exhibits originating in Alberta, will be paid by the exhibition. This has never been done by any Provincial or State exhibition on the continent, and will no doubt help to very largely increase the most excellent live stock and industrial exhibits for which this exhibition has already gained a reputation.

### MUSIC AND ATTRACTIONS.

While it shall ever be our desire to have the exhibition of live stock and produce the "meat of the meal," as it were, for visitors to the exhibition, the fact remains that the music and attractions is their dessert, and, as in the past, it will be our aim to present wholesome attractions which represent the greatest skill in their production, and also provide music of the very best quality. The Navassar Ladies' Band, which gave such general satisfaction last year, have been engaged to supply the music for the next exhibition. Before coming to the last exhibition, they filled a six weeks' engagement at Oakland, California, and were thought so highly of that they have been engaged again at the same place this year, from which point they will come to the Alberta Provincial Exhibition. This will undoubtedly be very good news to those who had the pleasure of hearing the band last year, as well as to many who were disappointed in not being able to hear them on their first engagement at Calgary.

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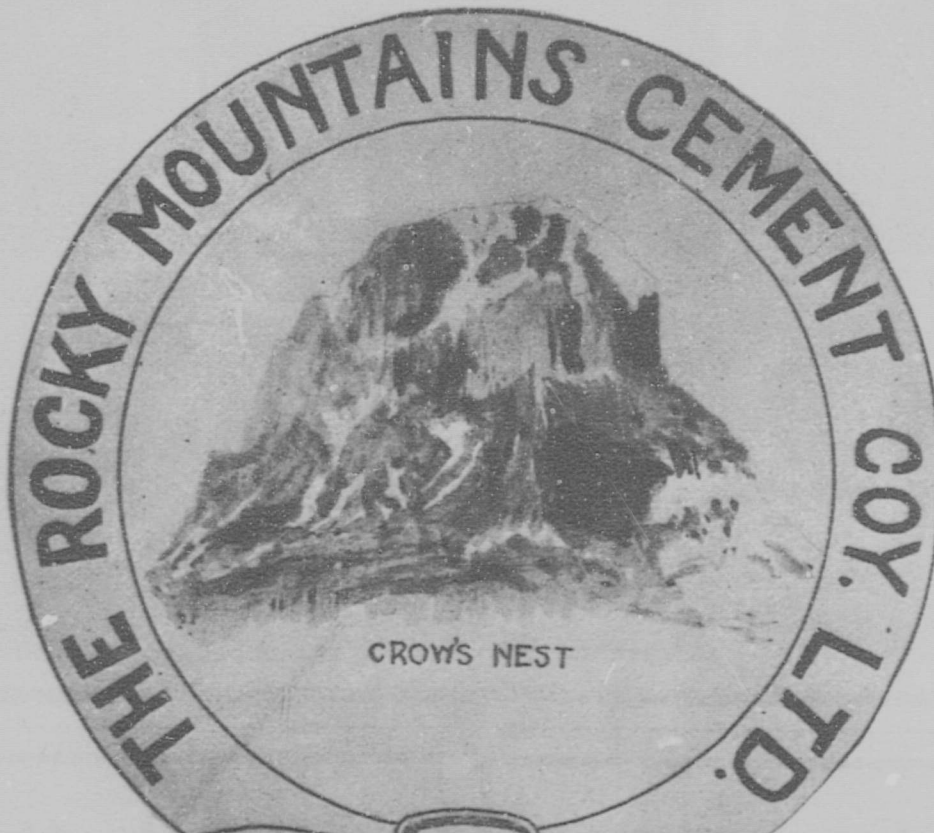
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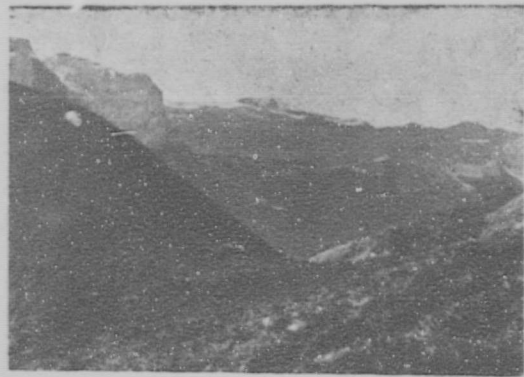
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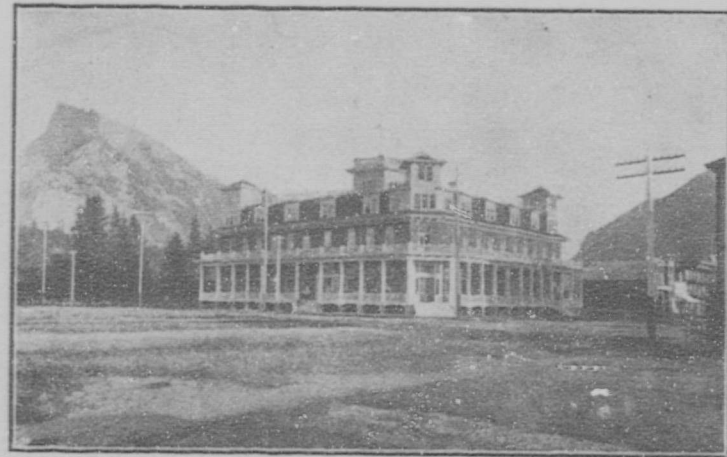
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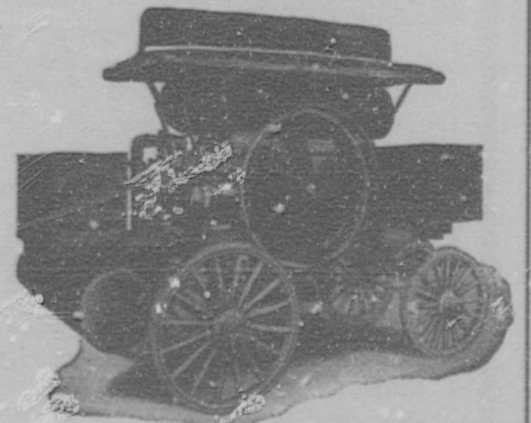
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Iron and Brass Founders  
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Dealers in Wood Pulleys, Hangers,  
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Sole Agents for Alberta  
James Robertson Co.'s Babbitt Metals

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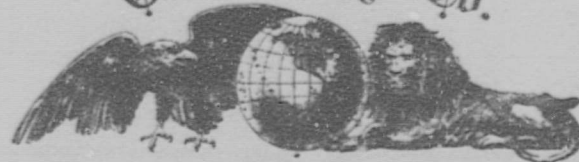
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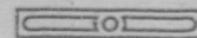
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Canadian Pacific Railway Co.

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☐ The Empire of Fulfillment.

☐ The land where the opportunities are unlimited and the climate ideal.

☐ I am prosperity to him who would enter my gates.

☐ My storehouses are full and overflowing.

☐ Write to my friends

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and let them tell you all about me.

☐ They represent many of my best subjects.

*You're Intensely  
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Canada*



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Was printed and bound complete by the  
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Printers, Lithographers, Embossers and Envelope Manufacturers  
CALGARY, ALBERTA

## The Bateson Interior Woodwork Co.

Every description of Modern Hotel, Bank, Bar, Office and Store Fixtures

WE EXCEL IN ARTISTIC WOODWORK

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Satisfaction Guaranteed

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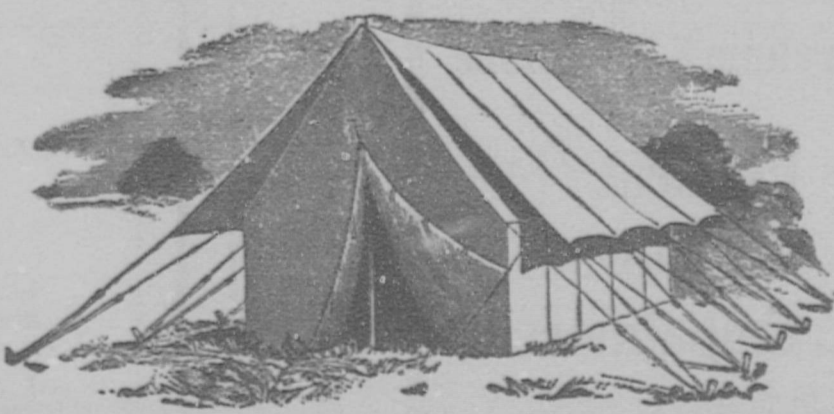


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## The Western Tent and Mattress Co.

Manufacturers and Jobbers

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Tents, Awnings  
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and all kinds of  
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### Bedding Department

Iron and Brass  
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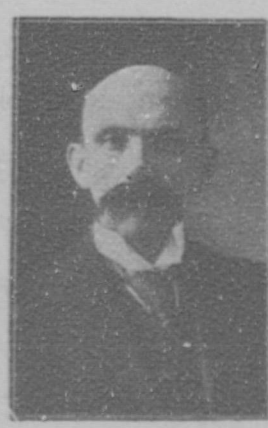
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Of The Finest Quality



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LIMITED

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**O**FFER facilities to the producer that are unequalled. **ONE HUNDRED** buying stations possessing modern equipment.

Agents especially qualified to fill the position of buyers. Intelligence, integrity and honesty undisputed. We do not retain in our employ any man whose judgment of grain is less accurate than that of the Government inspectors, all of which insures the producer and seller of grain at country points.

Prices offered at buying stations are always the very highest that can be paid, consistent with good business management.

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**WESTERN CANADA'S LARGEST  
EXPORTERS OF GRAIN**

# Why Come to Canada?

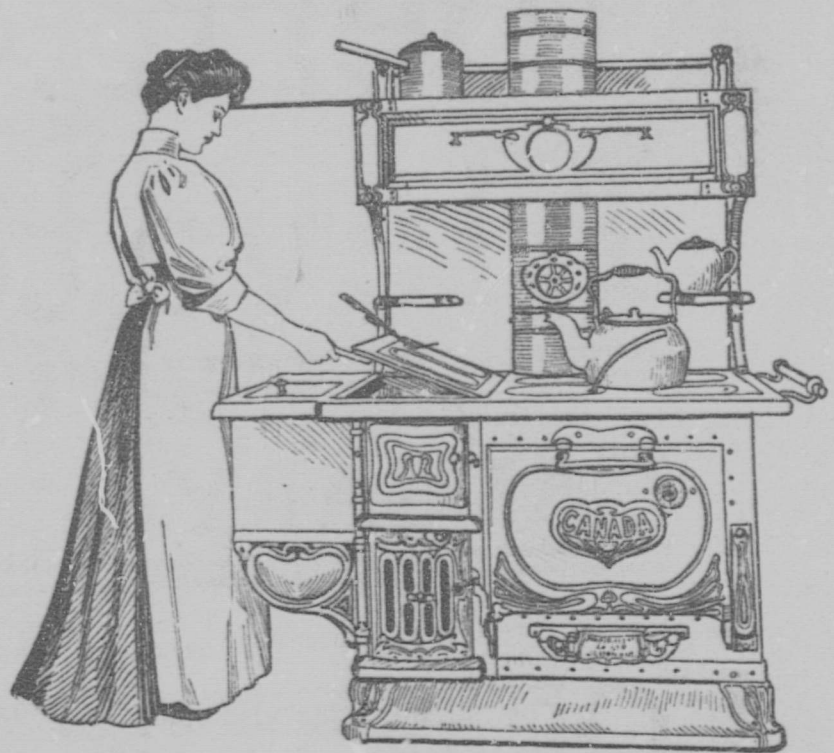
BECAUSE

Canada is the Home of the  
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See our New Line of Oak  
Heaters, for 1910, before  
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BRANCHES:  
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You Will Not Only Find Necessities, but also Delicacies

To cater to the bright side of life is our task.

We will supply the wine for your wedding.

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At all times, if you are in need of anything good in Wines and Liquors, be it old Scotch Whisky or Brandy, the delicate Wines of France or the rich Port Wines of Portugal, call at our store.

Even in sickness, when the doctor orders stimulants, you may procure from us just what he wants you to buy.

**Calgary Wine & Spirit Co.**

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— USE —  
**WARREN'S WATERLESS GASOLINE**

*Refined from a "Canadian Patent"*

The only Gasoline fit for Auto use as it is free from Carbon and Moisture

**Dry Gasoline for Speed**

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*Sold on a guarantee*

*We challenge all brands to give like results, as it is free from Carbon and will not burn. We lead, others follow. All we ask is a trial order.*

SOLD ONLY BY

**Winnipeg Oil Company, Limited**

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TUXEDO Coffee

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TUXEDO Jelly Powder

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Manufactured in Calgary by

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# Progressiveness

This is a virtue which predominates the plans of every successful business man of the "Busy Great West." Our business for the past eight years has shown a steady growth. Every year brings heavier returns and more satisfactory business. Our customers appreciate our goods—our open up-to-date methods—our prices and our service. They tell us so, and we attribute it entirely to the principles we have maintained during our experience in Calgary, viz: Progressiveness in everything pertaining to a high-class, honorable and legitimate Drug business.

Dispensing   Sick Room Goods   Rubber Goods   Perfumes   Toilet Articles   Patent Medicines   Stock Foods

We recently accepted the offer of the United Drug Co., of Boston and Toronto, to be their exclusive agents for Calgary and district, for their well known

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TRADE MARK

**Remedies** This is positive evidence of our standing in this city, for the United Drug Co. place their agencies only with the most up-to-date and progressive druggists.



When you come to Calgary and need a drug store, ask for "Findlay's" from anyone you meet. We are nearest to the centre of the city, opposite the Royal Hotel. Ours is the store, where you get "What you want when you want it."

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We are the originators in the Great West of the open dispensary. All prescriptions are put up in full view of the public. In equipment, system and neatness we lead. Bring your prescriptions here for results.

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It will pay you to deal at the Big Drug Store. We invite you to call and get acquainted.

**The James Findlay Drug Co.**  
106 8th Ave. East                      LIMITED                      Calgary, Alberta

## Alberta Provincial Exhibition Calgary

June 30th to July 7th, 1910

All freight refunded on exhibits originating in Alberta.  
Over \$1000 offered for grain competition including Acre Yield Competition.  
Milking machine demonstration and lectures.  
Magnificent art and china display.

### Large Prize List

#### Best Music and Attractions

Including the Navassar Ladies' Band, the Calgary Citizens' Band, and the Calgary Rifle Band.  
Grand Fireworks Display.  
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The Six Abdallahs Brothers, marvellous acrobats.  
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Reproduction of the making of the Blackfeet Indian Treaty, illuminated with Fireworks.

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Wholesale Fruit

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Produce Merchants

Calgary and Lethbridge  
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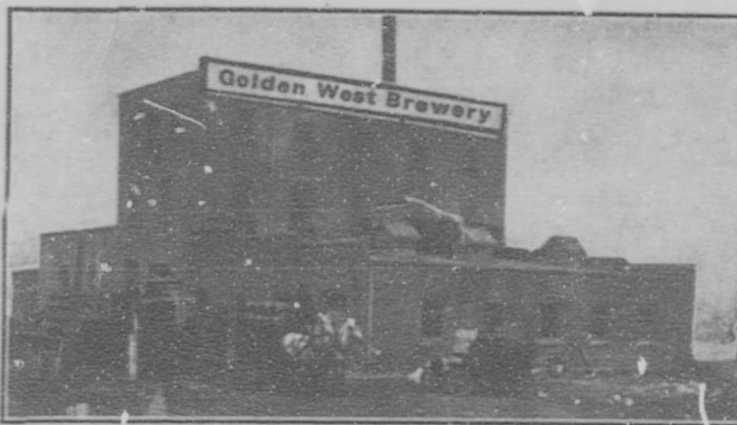
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# Golden West Brewing Co., Limited

Brewers of

**FINE BEER**  
and **PORTER**

Contains less than  
4 per cent Alcohol



Pure, Wholesome  
Nutritious

## Golden West

A Malt and Hop Beer

BREWED AND BOTTLED BY THE

# Golden West Brewing Co., Limited

CALGARY, ALBERTA, CANADA

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**W**HEN you get to Calgary call on us, we are in a position to give you any information you may desire about desirable location and are here to help you.

Farmers and Ranchers, call on us for prevailing prices and conditions.  
Correspondence solicited. : : : : . : : :

**The Dominion Meat Company, Limited**  
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The House of  
Quality

The Home of  
Good Furniture and  
Fine House Furnishings



View of Our Main Floor

The Quality

of our goods  
will remain  
long after the price is  
forgotten.

# The Calgary Furniture Store

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COMPLETE HOUSE FURNISHERS & DECORATORS



**CALGARY BEER** is a beverage that is made from the highest grade of barley, grown exclusively by the farmers of Alberta; the purest Rocky Mountain water, and the finest British Columbia hops, specially grown for us, together with the highest grade European hops "government guaranteed"; made in the most modern and best equipped brewery that science and practical brains have designed, so that the product is a pure, clean, healthful drink.

¶ **CALGARY BEER** has done a great deal for the past eighteen years in advertising Calgary, especially when it was a small striving community—in sending out millions of bottles with the word "Calgary" printed in large prominent letters on each bottle.

¶ **CALGARY BEER** for years past is on specially painted and designed calendars of Canadian western life that are sent to nearly all parts of the world, and many are framed and hanging up in homes of good people.

¶ **CALGARY BEER** pays a large revenue to the people of Calgary, the government and railroads of Canada, and in many ways has helped to develop the one Pacific and three prairie provinces; also, buys large quantities of manufacturing articles from the eastern provinces.

¶ Try it as a healthful, pleasant drink, also its various Buffalo Brand Aerated Waters.





# Your Protection



If you always buy your implements and farm requirements with this stamp on them, you are not only assured of the very best in every respect, but are backed by our closest support in every locality, because we have the best of dealers and local agents representing us at every important trading point, with stocks of repairs and assistance of our travellers when required (not two weeks or more later), and our goods are manufactured at our Factory at Hamilton, Ontario, one of the most modern and up-to-date factories in this line of business in the world to-day. Our business was established four-fifths of a

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## International Harvester Company of America

Headquarters for Southern Alberta and British Columbia

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# CROWN LUMBER CO., LTD.

"Western Canada's Largest Lumber Concern Selling Direct to the Consumer."

46 Yards in Alberta

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Bassano	Cluny	Keoma	Southesk
Beiseker	Crowfoot	Kininvie	Stavely
Bowden	Dalroy	Langdon	Stettler
Brooks	Delia	Lathom	Strathmore
Calgary East	Gadsby	Monarch	Three Hills
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A complete line of everything required in building is carried at the above points

We are in position to give Low Prices, High Quality and Prompt Shipment.

General Offices, Grain Exchange Bldg., - Calgary, Alta.

## Imperial Bank of Canada

CAPITAL AUTHORIZED	-	\$10,000,000
CAPITAL PAID UP	-	5,000,000
REST	-	5,000,000

Accounts of Corporations, Business Men, Farmers, Ranchmen,  
and Personal Accounts invited.

### Savings Department

Special attention paid to Savings Accounts. Interest credited  
for a date of deposit.

### Calgary Branches:

East End Branch—JOHN H. WILSON, Manager.

Main Office—Corner 5th Avenue and Centre Street

R. L. Dunns, Manager

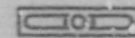
## Bank of Toronto

Head Office - Toronto

Incorporated - 1855

Paid Up Capital	-	\$4,000,000
Reserve Fund	-	4,800,000
Assets	-	48,000,000

79 Branches in Canada



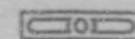
The Large Reserve Fund and Experience of over 50 years  
prove the strength and conservative management of this institution.

Loans made to business men, ranchers and farmers at  
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Grain Exchange Building

W. A. Stratton

Manager

Dealers  
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PROVINCIAL AGENTS FOR  
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AGENTS WANTED THROUGHOUT ALBERTA

# Alberta and Saskatchewan Wheat Lands



We have very best Raw and Improved Wheat Lands in  
the best parts of Alberta and Saskatchewan, from Quarter  
Section to Fifty Thousand Acres. \$12 per acre upwards.  
Also City Property, Loans and Investments.

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## Send In Your Name

ARE you tiring in a vast city fatigued by the tedious trial of Pay Envelope vs. Accounts Due?

Are you tilling soil, depleted of fertility by a century's crops?

Ask: "Where are conditions better?" send us your name in ALBERTA, where a joyous, healthful independence can be gained on the farm. Take a census of your friends ready here. They left office and workshop, lucrative profession and firm, to determine their destiny on Alberta's fertile prairies. Have they come back? If not, why not?

Here, they are finding the Home's Foundation. Virgin land of virgin fertility, sold on ten year's time, at prices allowing each year's crop to pay for each acre properly cultivated. And such a certainty is an absolute guarantee that land values must shortly treble. By force of circumstances, uncontrollable, the Alberta Home-makers are becoming independent. Their asset—land—is so rapidly increasing in value that the children will be well provided for.

The Canadian Pacific Railway Company, offer through their Land Department, a Home-making opportunity and the certainty of an easily acquired independence. Be convinced—write the friends that won't come back.

This Company has compiled, in its various booklets, a series of fascinating stories which give a detailed description of Alberta—"Where Every Prospect Pays." These booklets are free for the asking.

Send in Your Name to

**J. S. DENNIS**

Assistant to Second Vice-President

Canadian Pacific Railway

**CALGARY**

Alberta