

**THE
KEY TO PROSPERITY**



IN THE

BREAD BASKET OF THE WORLD



HARVESTING A FORTY-BUSHEL-TO-THE-ACRE CROP, SEEN FROM THE CANADIAN NORTHERN RAILWAY

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"Canada is the only Country that has proved good enough for the American to emigrate to"

—Extract from speech before an international audience by one of the largest business men on the North American Continent.

MANY ACRES FOR THE PRICE OF ONE

You can get many acres of the best new land on earth for the price one acre of old land brings where you are now, if you will go to Western Canada, an easy trip, on a first class railway. You may have any size of farm you want, cheap, and without having to endure the trials and hardships of a settler's life on a frontier, for there is no frontier there. The Canadian Northern Railway has pushed the frontier off the map, and set the comforts of modern life in its place. It is building branches into fresh territory all the time, and offers this chance in the actual "last west." When the projected branches and others have been built and are in full operation and the lands are all taken up, there will be no last west left. What remains of it now is going fast, nearly all to American farmers.

MORE NEW LANDS ARE BEING OPENED UP

Look at the map in the back of this book. Much of what you will see marked as completed branch road was marked as proposed road in the last issue before this one. Trains will be running over the pieces marked with dots, within the next year or two. The branches from both Battleford to Jackfish Lake have just been finished and the extension of the Thunderhill line is being rapidly completed. The one from Kindersley to Calgary is now being built. So is the Delisle branch, and the other opening the Shellbrook district, running out from Prince Albert.

Settlement along the main line and the older branches is closing the gaps between the first farming centres, but along the roads now completed or surveyed, there are hundreds of thousands of acres, all as good as those that are already occupied, and nearly all open. From these you may pick the land you want, and you cannot possibly go wrong. But the earlier you go, the wider your choice of location will be.

FREE LANDS ARE STILL AVAILABLE

The Canadian Northern owns only a part of the land. Much of it belongs to the government, and may be entered under the homestead laws. You may buy, or you may homestead, or you may do both. It is all open to your choice. The policy of the Railway Company and of the Dominion government looks to just one thing—getting these superb lands into the right hands, so that a thriving and happy population shall fill the country, for the benefit of all, and the prosperity of the country itself.

A MILLION AMERICANS HAVE GONE THERE

Western Canada is growing so fast that you would not know it from year to year. Since 1902 over a million Americans have gone there. Last year saw about 150,000 go. This year there will be more. Nearly all were farmers of the best kind, though some were merchants and mechanics who followed the tide of settlement and went out on the new lines of rail to the young towns that are springing up as centres of trade and supply. This movement came rapidly though with little noise, for reasons that are stronger now



The Shellbrook Country, Traversed by the Canadian Northern Railway, is Mostly Open Prairie and a Straight-ahead Breaking Proposition

than they were at first. The farming states of the Union are overcrowded; the average farms are not large enough to enable families to keep together; and the value of American lands has gone so high that the income from them is out of all proportion to their value. There was and is an urgent demand for larger and better farms at lower prices per acre—lands that cost less and earn more. Canada has the only land that meets this demand.

HERE'S THE RENTER'S OPPORTUNITY

The man who is renting a farm in the States can have one of his own in Canada for about the same money he now pays in one or two years to his landlord. Instead of going on all his life working for somebody else and having nothing to show for it in the end, he can become his own landlord at once, live just as well or better, and leave a fine estate for his family. Many good farmers remain tenants because they can't buy land in the States on account of the price, but thousands of such men are going on the cheap and better lands of Canada and setting up for themselves. Canada is drawing the American tenant farmers who have the real "get up and get."

THE SOIL GROWS THE LARGEST AND SUREST CROP

The discovery that the Canadian prairie soil would grow the largest and surest crops of the great food staples with the least trouble, was made in that part of the Saskatchewan Valley now tributary to the Canadian Northern. The first important settlement of Americans took place there at once. Since then, the construction of the Canadian Northern system has thrown open millions of

acres to sale and homestead entry—the finest wheat land ever known—at prices and on terms that all could meet. The result has been the sudden appearance of many large farming communities, made up almost wholly of Americans, where ten years ago the prairie sod had not been turned. Towns, schools, churches, and all the inventions that have become parts of everyday living, went with the people who had followed the railway, or gone ahead of it, until in many parts of all three provinces a stranger would not know he was in a new country.

INCREASED VALUES ARE SURE

Any American of middle age may recall many cases where land that was entered as homesteads or "commuted" at \$1.25 an acre has become part of a closely packed district and changed hands at prices that the original entrymen never even dreamed of. Families have become rich through the rise in the value of such land. Hamlets have grown to towns and towns to cities, carrying real estate up to prices by the foot, where a few years back there was only open prairie or townsites marked off by the surveyors' stakes, with maybe an old box car on a side track of a new railway to serve as a station.

All that has gone by, never to return, for the United States is getting past the point of counting the number of acres per head, and approaching the count of the number of people per acre.

The same thing that was going on in the States twenty or thirty years ago is being repeated at this hour along the Canadian Northern, only it is going faster, because it has behind it the power of a great railway enterprise, the forces of a new and more vigorous cen-



A Bumper Crop of Wheat. Farm of James White, Kinville

tury, and the hunger of many millions now, and many more to come, who must be fed by an increase in the products of the soil.

American land values are pretty well up to the top notch. Canadian land values have only just begun to grow. In the newer parts, where the Canadian Northern is building and extending branch lines, they are at the bottom notch of a first price, and cannot help going higher.

The soils of older countries have suffered from wasteful tillage so long that they can only be brought back to something like their first condition by the patient use of costly fertilizers, if at all. But the soil of Western Canada is fresh from the hands of nature, and requires no such treatment. It is richer than any renewed soil ever can be, and will remain so if it is not made to suffer by the old style of farming, and is tilled from the start in the new ways that get the best crops without using up the elements with which nature has so fully stored it.

An American farmer can sell his place, and with the money he gets for it buy another, many times larger, in that new and growing country, where the crops are heavier, the markets are quick, and the prices as good as and often better than they are in the States. And that new farm will do for him what his old one would not—it will be worth more money every year, instead of standing still or going backward. With equal cultivation, it will pay more per acre.

LAWS ARE WELL ENFORCED

The provincial governments of the prairie provinces are pretty much the same as the governments of the various States, with this difference: It is a farming country, governed by farmers, and for farmers. The things that will benefit the farmer are their first care. While they never meddle with any man's lawful affairs, they are quick to help in showing what is best to be done and how best to do it, and to help toward the best conditions of farm work and the marketing of farm products.

These are some of the reasons why those million Americans have gone to Western Canada in the last nine years, and why so many thousands more will go every year until all the land is gone.

THE CANADIAN NORTHERN RAILWAY STANDS READY TO HELP

The Canadian Northern main line is completed and in operation from Lake Superior to beyond Edmonton, across the richest and best parts of Manitoba, Saskatchewan and Alberta. The branch lines are bringing places hitherto remote into easy access to market, and no spot anywhere within its wide territory will have to wait long for a similar benefit. In a very few years, that whole immense belt of country will be as closely farmed as Illinois and Iowa are now.



The Canadian Northern Railway Company is just as ready to do what it can for a man seeking a homestead as for one who wants to buy. Its Land and Immigration Department has a large and able staff, and will promptly furnish whatever information may be required by any intending settler.

There is no "boom," no wild speculation. The people think less about what the land will sell for later than about the crops it will raise now. But as neighborhoods fill up, transfers are bound to come, and these show a change that is always in a rising scale. Men who bought three or four years ago could if they wished sell out for double or several times as much as they paid, for exactly the same reasons that in the last twenty or thirty years advanced land in the western states from a few dollars per acre to seventy-five or a hundred or higher. But it is the present and not the future price, and the productive power of the soil, that is attracting the majority of those who go.

Western Canada offers one enormously important advantage that was not open to the settlers of the western states, and thousands of Americans are taking the benefit of it. A man may homestead 160 acres of government land, and buy as much of the land around it at a low price as he may want or can see his way to paying for. But it is only fair to say that with the active extension of work on the railway so much of this is being done that it cannot last very long. There is no other civilized country where a newcomer may have as large a farm as he is able to buy, at only a few dollars an acre, with 160 acres free entry in addition, right in the heart of a great wheat area, with a fat loam soil, good for all crops, and for live stock as well.

EIGHT MILLION ACRES OF HOMESTEADS A YEAR

Homesteads at the rate of eight million acres a year are being entered now. All the even numbered sections of Dominion government lands excepting sections 8 and 26, or other already reserved, are open to entry by any head of a family, or by any male over 18 years of age. The surveys are all on the same township plan that prevails in the northwest states, and the homesteads are the same—160 acres each. Entry must be made in person at a Dominion lands agency in the district, or by proxy (under certain conditions) by the father, mother, son, daughter, or sister of an intending homesteader, so that members of the same family may acquire adjoining or neighboring lands.

BUSINESS OPPORTUNITIES

The new towns that have been built in the last five or six years along the Canadian Northern main line and branches, and those that are coming into existence almost every month, are offering most attractive openings for merchants and craftsmen. The industrial growth and prosperity of these towns is remarkable. The farmers are thriving, and that means a demand for all kinds of merchandise, and work for men of all the familiar trades. There is room for and need of more business men, grain buyers, and workmen. Abundant raw material for many articles of common use invites the establishment of manufactures. There are coal deposits of immense extent, so that fuel is plentiful and cheap. The field for mercantile and industrial enterprise has only begun to be occupied, and offers a splendid future. The Industrial Department of the Canadian Northern Railway Company at Winnipeg will be glad to respond to inquiries concerning these things.

AREA AND YIELD OF WHEAT IN MANITOBA

| Year. | Acreage. | Bushels | |
|-------|-----------|-----------|--------------|
| | | Per Acre. | Total Yield. |
| 1904 | 2,412,235 | 16.52 | 39,162,458 |
| 1905 | 1,965,193 | 21.07 | 47,626,586 |
| 1906 | 2,721,079 | 20.02 | 54,472,198 |
| 1907 | 2,789,553 | 14.22 | 52,870,000 |
| 1908 | 2,951,000 | 17.28 | 50,269,000 |
| 1909 | 2,808,000 | 17.40 | 52,706,000 |
| 1910 | 3,144,000 | 13.09 | 41,159,000 |

AREA AND YIELD OF WHEAT IN SASKATCHEWAN

| Year. | Acreage. | Bushels | |
|-------|-----------|-----------|--------------|
| | | Per Acre. | Total Yield. |
| 1904 | 965,549 | 18.95 | 16,875,537 |
| 1905 | 1,376,281 | 22.99 | 31,799,198 |
| 1906 | 2,117,484 | 21.40 | 50,182,359 |
| 1907 | 2,280,700 | 14.04 | 57,241,800 |
| 1908 | 2,396,000 | 13.68 | 45,000,000 |
| 1909 | 3,685,000 | 21.40 | 85,197,000 |
| 1910 | 4,848,000 | 16.74 | 81,139,000 |

AREA AND YIELD OF WHEAT IN ALBERTA

| Year. | Acreage. | Bushels | |
|-------------|----------|-----------|--------------|
| | | Per Acre. | Total Yield. |
| 1905 | 147,835 | 21.42 | 3,035,843 |
| 1906 | 223,930 | | |
| 1907 Spring | 123,935 | 18.25 | 2,261,610 |
| Winter | 83,865 | 20.66 | 1,932,925 |
| 1908 Spring | 176,731 | 22. | 4,262,082 |
| Winter | 95,000 | 23. | 2,365,000 |
| 1909 Spring | 270,000 | 23. | 5,290,000 |
| Winter | 115,000 | 20. | 1,500,000 |
| 1910 Spring | 435,000 | 12.32 | 5,359,000 |
| Winter | 98,000 | 12.59 | 1,234,000 |

CANADIAN GOVERNMENT SUPPLEMENTARY REPORT FOR DECEMBER, 1910

The total area of field crops grown in Canada in 1910 is 32,711,062 acres and the value of crops is \$507,185,500. Wheat, oats and barley had this year an area of 20,992,900 acres and a product of 518,586,200 bushels with a value of \$248,738,000. The crops of rye, peas, buckwheat, mixed grains and flax had this year an area of 1,793,385 acres, a product of 38,561,100 bushels and a value of \$28,768,000. The hoed and cultivated crops comprising beans, corn for husking, potatoes, turnips and other roots and sugar beets, have an area this year of 1,137,417 acres, producing 194,325,000 bushels with a value of \$68,006,200. Fodder crops, which include fodder corn with hay and clover, show for this year an area of 8,787,360 acres, a product of 18,048,000 tons and a value of \$161,673,000.00.

The production of fall wheat is 16,610,000 bushels, of spring wheat 133,379,600 bushels; of oats, 323,449,000 bushels; of barley, 45,147,600 bushels; of rye, 1,543,500 bushels; of peas, 6,538,100 bushels; of buckwheat, 7,243,900 bushels; of mixed grains, 19,433,600 bushels; of flax, 3,802,000 bushels; of beans, 1,177,800 bushels; of corn for husking, 18,726,000 bushels; of potatoes, 74,048,000 bushels; and of turnips and other roots, 95,207,000 bushels. The yield of hay is 15,497,000 tons, of fodder corn 2,551,000 tons and of sugar beets 155,000 tons. The yield of wheat, oats and barley this year in Manitoba, Saskatchewan and Alberta is 277,021,000 bushels.

The value of field crops in Prince Edward Island is \$9,988,100, in Nova Scotia \$21,203,000, in New Brunswick \$18,959,000, in Quebec \$97,107,000, in Ontario \$204,002,000, in Manitoba \$55,206,000, in Saskatchewan \$84,138,400 and in Alberta \$16,582,000.

The value of the yield of crops per acre for 1910 in Manitoba is \$10.38, in Saskatchewan \$11.31 and in Alberta \$9.17.



Square Plains, Swan River

TO FIND LANDS ON THE MAP

First note which meridian the lands are east or west of; having found the given meridian, follow the range numbers until you find the number corresponding to the given one then follow North or South in this tier of ranges until you reach the given township; the townships are numbered North and South in three different parts of the Map.

The Section may then be found by reference to the Township Plan below:

TOWNSHIP PLAN

| | | | | | |
|---------------|----|----|---------------|----|----|
| 31 | 32 | 33 | 34 | 35 | 36 |
| SCHOOL LANDS | | | H.B.CO. LANDS | | |
| 19 | 20 | 21 | 22 | 23 | 24 |
| 18 | 17 | 16 | 15 | 14 | 13 |
| H.B.CO. LANDS | | | SCHOOL LANDS | | |
| 7 | 8 | 9 | 10 | 11 | 12 |
| 6 | 5 | 4 | 3 | 2 | 1 |

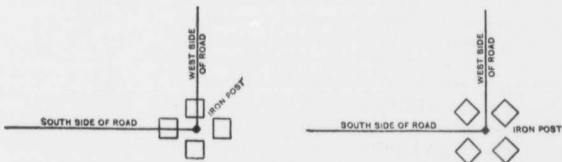
TO FIND LANDS IN THE FIELD

According to the system of Surveys in the Canadian Northwest, Sections are one mile square, and are marked by monuments at the corners. These monuments consist of four pits three feet square and eighteen inches deep, and about five inches apart. In prairie country an iron post is driven into the ground, at the center of this system of pits, and the post is marked with the number of the Section, Township and Range, in Roman numerals. So that one must always remember that the iron post at the North-East corner of each Section *alone* bears the Section number. In bush country a mound is erected midway between the pits, and the iron post is driven into the ground on the North side of the mound, and is marked as in prairie country.

Pits are also dug at the half miles to indicate the corners of the Quarter-Sections; midway between these pits a wooden post is planted, with the fraction "1/4" cut on it.

Road Allowances are always to the North and the East of the monuments.

Townships are made six miles square. In order to maintain this size, and on the account of the spherical form of the earth, there occur in the surveys in the West what are called "Correction Lines" running East and West, and situated twenty-four miles apart. It is on these lines that the "jogs" due to the convergence of meridians are left, and they are indicated in the field by the surveyor by digging the pits in a different position from those on other lines, as follows:



An Indiana Farmer's Progressive Prosperity

When you go to Saskatoon by the Canadian Northern Saskatchewan Express, which leaves Winnipeg in the evening, brings you to Regina at breakfast time next morning, and lands you in Saskatoon in the middle of the afternoon, you meet the southbound train from Prince Albert and Saskatoon at Indi Siding, half-way between Hanley and Dundurn. It is in the middle of wheat fields and the story of how it came there is an interesting chapter in the prosperity of those who have come from the United States to the Saskatchewan plains.

Less than half a mile east of the siding is a small, plain, brown house, with farm buildings close by. The house will be replaced by a larger, more modern structure during the summer of 1910, because it will have served its turn, even as the little shack, now being used as a granary, did when Mr. Baumunk, the farmer, was beginning his career of prosperity right here.

Indi is so called because Indiana is the state from which Mr. Baumunk and his family came. He was born on a farm in Clay County, which his father, who came from Germany, still lives on. Mr. Baumunk left the farm when a boy, and after awhile became superintendent of a coal mine at Brazil, Indiana. But, although he had \$75 a month, a house, a horse and fuel, he did not see very much ahead of him in the Hoosier State.

He heard about Western Canada, took a trip in the country in 1902 and liked it so well that he homesteaded a quarter-section, and bought a half-section. He went back to Indiana, sold all he had, and within thirty days was located on his homestead. This was in August, 1902.

In 1903 he raised 682 bushels of flax, 82 bushels of wheat, and 303 bushels of oats, and broke 100 acres for the 1904 crops, which yielded him 2,370 bushels of wheat, 1,300 bushels of oats, and 700 bushels of flax. In 1908, he had a thousand acres of land, stock, implements, and farm buildings, all paid for, for which he had been offered \$50,000, and sold

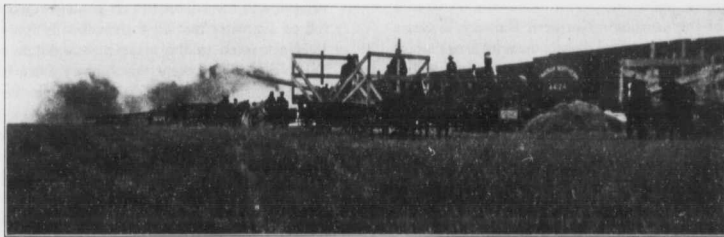
11,050 bushels of wheat, at an average price of 89 cents, which, after all expenses were paid, netted him 20 per cent on a valuation of \$50 an acre for the land.

The history of this man's success is an inspiration to every American farmer who is raising a family of boys and who must have farms for each of them and particularly it applies to the man who is renting. What Mr. Baumunk did in 1902 in the now settled district between Hanley and Dundurn may be repeated in the Kindersley country through which the Canadian Northern Railway is building its Saskatoon-Calgary line. Here there are thousands of free homesteads awaiting the man who is paying high rental for a farm in Iowa, Indiana, or Illinois. The land in the Kindersley district is as fertile as any in Western Canada and offers splendid opportunities to the man with a small capital. No doubt you, if you are a renter, have saved a little money, not enough to buy a high-priced farm, but enough to make a start here.

On the other hand if you own your own farm and a comfortable bank account but are confronted with the problem of providing for sons who are coming into manhood, the fertile lands of Canada offer inducements which you cannot afford to disregard. You can sell your higher priced land and buy outright a larger tract of the choicest land, ideally located, and in addition each one of your sons who is over eighteen years of age can secure a free homestead of 160 acres. You can pay all your moving expenses and have enough money left to build your house and barns and fence your new farm.

You are farming for profit, not for pleasure, and at the present your toil is bringing you but little returns. The same effort expended

in Western Canada will bring you in a few years to a position of independence. Success awaits all who are willing to put their best efforts into their work. To better your position, to make your efforts bring forth the results they should, you must act to-day. To-morrow may be too late.



N. E. Baumunk Threshes His Wheat Direct into the Car at Indi Siding, Canadian Northern Railway



"Canadian Northern lands in Saskatchewan are unrivaled on the American continent"

—Professor Thomas Shaw

After an exhaustive investigation of the soils of Saskatchewan, Professor Thomas Shaw, one of the foremost authorities on soil culture in the United States, wrote:

"The construction of the Canadian Northern Railway in Saskatchewan has opened up for agricultural development an area that is unrivalled on the American Continent when its extent and the richness of the soil are taken together. From end to end along this line is an immense area extending many miles to the north and also to the south that has adaptation for growing grain and also live stock of the first order.

"The pre-eminent adaptation of this region for growing grain and live stock is readily apparent to the discerning eye. It is seen in the richness and depth of the soil which on the surface consists of a loam possessed of great producing power, and in the mild and deep clay subsoil that lies beneath it. This subsoil is favorable to the passage of water upwards or downwards and it also furnishes

a fine feeding ground for deep rooted plants. It is seen in the occasional clumps of trees. These tell of a grand good soil too heavy to blow and too friable to give trouble in working them. They also tell of a greater rainfall than is usually found on the open prairies. It is also seen in the abundance and luxuriance of the pastures. What then can prevent this country from becoming the centre of grain growing and live stock production in the Canadian Northwest?

"While the greater portion of this region will grow enormous crops of wheat, it has even higher adaptation for growing the coarser cereals as oats and barley, speltz and peas, which are so essential to the growing and finishing of farm animals. It will also grow grasses and fodders, proportionate to the effort put forth to grow them. The abundance of the water linked with the production in other lines also stamp this area as the future home of the dairy. The adaptation for such a use is further accentuated by the enormous crops of field roots that may be grown. There are some lines of

production in which this mixture will be peculiarly pre-eminent. These include mixed grasses, legumes as clover and alfalfa and also winter wheat.

"The precipitation that grows the brush and trees is, of course, favorable to the growth of grasses and also to the growth of clovers. The grasses that will grow well will certainly include timothy, western rye grass, Russian brome and Kentucky blue. The clovers will include the common red, the mammoth, the alsike and the white. Of the ultimate success of growing these there cannot be any doubt. Of this fact there is a strong proof in the abundance of the wild pea vines that grow on every hand. The presence of these bear witness to the adaptation of the soil for growing legumes. For centuries these wild legumes have been aiding in the enrichment of the soil. Their work, however, will soon be done. Like the pioneer people of the continent they will banish before an advancing civilization and the clovers and other legumes will continue the beneficent mission which they have fulfilled in the past.

"Alfalfa will unquestionably grow on much of the land. It will

produce two crops a year, but, taking the area as a whole it will probably be more benefited by a growth of clover, as clover in the true sense of the word is more of a rotation crop than alfalfa which remains so many years in the soil if once established. The precipitation which makes the brush grow will also favor the growth of the clover which must have more moisture to grow at its best than will suffice for alfalfa.

"Better crops of winter wheat can unquestionably be grown along this line than farther southward. More snow falls in winter and it drifts less. It also lies on the ground for a longer period. Winter wheat will come to be generally grown, not to the exclusion of spring wheat, but along with it.

"Small fruits grow in this region in finest form. The possibility of growing apples has not yet been proved. It is not improbable that the hardiest varieties may succeed as the water on the east and the chinooks on the west have a tempering influence on the climate. The potato fields resembled flower gardens so abundant is the bloom, a sure indication of most bountiful production in the tubers."



The Shellbrook District is a Well-watered, Sheltered Country

WHERE TO GO The Best New Lands in the Last Best West are along the Lines of the Canadian Northern Railway . . .

THE SHELLBROOK DISTRICT

The first settlers went into the Shellbrook country forty years ago. Their reports of the remarkable yields produced by the wonderfully fertile soil brought in scores of other eager pioneers long before there was any prospect of a railroad. Last year the district was given direct railway connection with Prince Albert by the construction and operation of the first section of the Canadian Northern line which is being built from Prince Albert to North Battleford. The yield from the land under cultivation last year made a general average of over 23 bushels per acre, and in many instances was between 25 and 30 bushels.

The District is exceptionally favorable for grain and cattle raising. The whole region is wonderfully well watered and richly supplied with fuel. The soil is of the best. Natural vegetation is as luxuriant as anywhere in Western Canada—which is saying a great deal.

The country is dotted with bluffs of poplar. The soil, while extremely rich and black, has enough grit in it to make it an early ripener of wheat and oats. The natural grass is between two and three feet high.

Over one thousand settlers from the New England States and Eastern Canada settled in the Shellbrook District last year, and from the present remarkable degree of interest in the country there can be no doubt but that all the available homesteads in the districts will be taken up this year.

JACKFISH LAKE DISTRICT

The Jackfish Lake District exemplifies the general character of the country beyond the north branch of the Saskatchewan River. It is the first large tract open for settlement on the line of the Canadian Northern Railway, which is being built from North Battleford to open up the territory through to Athabasca Landing, embracing Bright Lake, Turtle Lake, Turtle River Valley and Lac La

Biche. The Jackfish Lake country is rapidly filling up. It is an open rolling country, well sheltered and well watered, and eminently adapted for mixed farming. There can be no likelihood of crop failure in such country. The low altitude and the long day are fixed conditions. The climate is equable and the richness of the deep, black, friable surface soil has been shown by the wonderful yields already produced. Many settlers have secured average yields of 30 bushels of wheat per acre, while the general average yield per acre for oats is 70 bushels. In several townships many very desirable homesteads are still available, and new townships are being laid out for settlement in districts which the railway will transect. A ready market for all kinds of farm produce is assured throughout the entire territory. The large open tracts in which the new townships are being laid out are near to the heavier timbered tracts in which lumbering operations are being carried out which create a lively demand, at exceptionally good prices, for all kinds of produce for men and horses in the camps.

Clarence D. Strow, Managing Editor of "Farm Life" and "National Fruit Grower and Gardener" made a thorough investigation of the Carrot River Valley during August, 1910. He says:

"After a careful study of conditions in the Carrot River Valley, I can understand something of the fame it has acquired among our middle west farmers.

"I have talked with the farmers, have gone into the fields, examined the soil and the crops, and I have never seen a territory which holds pleasanter prospects than this. The oats will average about 70 bushels to the acre; the wheat twenty-one or twenty-two bushels. The heavy, black soil retains the moisture and is responsible for these happy conditions.

"Many of the farmers were from the United States and all of them were enthusiastic. I saw fine samples of wheat, oats, timothy, wild pea vines, vetch, turnips, squash, tomatoes and potatoes. The rolling prairie is dotted with little groves of trees, or bluffs as they call them here, which add to the beauty of the country and provide excellent protection to the cattle. The farmers find stock raising especially profitable and are constantly increasing their herds."



The Jackfish Lake Country is well Adapted for Mixed Farming

THE QUILL LAKES PLAINS

Long before the advent of the railways made settlement of this district possible, it was made famous by land surveyors, cruisers and sportsmen as a beautiful and fertile country. The plains are about seventy-five miles in width from east to west along the main line of the Canadian Northern Railway. They begin at, say, Kuroki Station and continue to Humboldt. From north to south this delightful district measures about ninety miles.

In the Summer time this district is verdant with the deep, matted wild grass and the nutritious wild pea vine. No portion of the Saskatchewan country has been more popular with the settlers during the past year than the Quill Lakes District, and thousands of them have there found their permanent homes. It is a district of heavy rain fall, deep, rich, black surface soil, and a splendid clay sub-soil. Many millions of bushels of the best quality of wheat are raised on these fertile plains. The climate is somewhat milder here than farther south, owing to the fact that the elevation is not so great.



You can Raise Crops like this along the Line of Canadian Northern Railway. From Photograph taken in Carrot River Valley

GREEN LAKE DISTRICT—BEAVER RIVER VALLEY

The Beaver River runs easterly and westerly through this valley. The land in this district, so far as surveyed, is a rich loam on clay subsoil, and will be available for free homesteads. For the settler looking for free lands, it would be well for him to communicate with us and get information with regard to this section of the country.

The line of the Canadian Northern Railway is completed to Big River. At this point a large sawmill is nearing completion, which will give employment to a great many men both at the mill and in the lumber camps in that vicinity. The Lands in the Beaver River Valley offer an excellent opportunity for settlers, who wish to engage in mixed farming. Settlers are going into this district this season for the first time, so that there is an opportunity to select very choice homesteads and, of course, those coming first will have the greatest number to make their selections from.

WHERE HOMESTEADS CAN BE HAD

The extension of the Canadian Northern Railway from North Battleford in a northwest direction to Athabasca Landing, is opening up a stretch of country north of the north branch of the Saskatchewan River, for the homeseeker, which in richness of soil, climatic conditions and accessibility to fuel and good drinking water is unrivalled in the Canadian West. This country through lack of railway facilities has heretofore been but partially settled, the mighty Saskatchewan forming a barrier to the advancing homesteaders from the south. These conditions, however, are now overcome with the advent of this new line of railway, as settlers going into this district will be able to market their products as quickly and as cheaply as those situated south of the Saskatchewan. In the Jackfish Lake district at present as good homesteads as one could wish for, can be secured, with all the advantages that can be had elsewhere, and with the further advantage of a larger choice of lands. This is also true of the country between Edmonton and Athabasca Landing, where the Canadian Northern Railway are at present extending their line. If one prefers to be farther east there are many desirable homesteads to be taken in the Carrot River Valley, north of the main line of the Canadian Northern Railway, from Kamsack to Humboldt. At the present there is in course of extension the Thunderhill branch of the Canadian Northern Railway, which is bringing these homesteads into close communication with the markets of Western Canada.

The Canadian Northern Land Department is ever ready to extend its help to assist homeseekers, giving them the benefit of their advice and of their knowledge of the country, and will be glad to answer any inquiries.

HOMESTEAD ENTRIES

In Western Canada for 1910

| | |
|------------------------------------------------------------------------------------|--------|
| The total homesteads for 1910 were..... | 48,023 |
| (Not including homestead entries in British Columbia Railway Belt.) | |
| As compared with | |
| The total homesteads for the year 1909..... | 36,787 |
| The total South African Veteran homestead, 320 ac. each, for the year 1910..... | 2,186 |
| As compared with | |
| The total South African Veteran homesteads, 320 acres each, for the year 1909..... | 2,624 |
| The total preemptions for 1910 were..... | 18,352 |
| As compared with | |
| The total preemptions for 1909..... | 14,613 |
| The total purchased homesteads for 1910 were..... | 1,863 |
| As compared with | |
| The total purchased homesteads for 1909..... | 997 |

FARM VALUES AND WAGES IN CANADA

REPORT FOR THE MONTH ENDED JANUARY 31, 1911.

Values and wages in Canada make a good record for 1910. The total value of live stock on the farms is \$593,768,000, which is \$34,979,000 more than in 1909. The price per head of horses is \$132.50 as against \$130.72 in 1909, of milch cows \$42.60 against \$36.36, of other cattle \$30.90 against \$28.81 and of sheep \$6 against \$5.89. Swine show an average of \$11.30 per head. The total value of horses is \$293,398,000 for last year as against \$278,789,000 for 1909, of milch cows \$126,613,000 as against \$103,601,000, of other cattle \$131,781,000 against \$127,326,000, and of sheep \$15,819,000 against \$15,735,000. The value of swine \$34,368,000.

The highest average price of horses was in Saskatchewan, of milch cows, other horned cattle and sheep in Ontario, and of swine in Quebec. Horses three years old and over reached the highest price in British Columbia, where the average was \$225. Swine per 100 lbs. live weight ranged from \$6.50 in Manitoba to \$9.62 in



You Can Raise Good Garden Stuff along the Lines of the Canadian Northern Ry. Quebec. The price of unwashed wool was 18 cents in 1910 and 17 cents in 1909, and of washed wool 24 cents for each year.

VALUES OF OCCUPIED FARM LANDS AND WAGES OF FARM HELP AND BOARD, 1909 AND 1910

| PROVINCE | | AVERAGE VALUE OF VALUE OF FARM LAND PER ACRE | AVERAGE WAGES OF FARM HELP INCLUDING BOARD | | | | AVERAGE VALUE OF BOARD PER MONTH | |
|---------------|------|----------------------------------------------|--------------------------------------------|---------|----------|----------|----------------------------------|---------|
| | | | PER MONTH SUMMER SEASON | | PER YEAR | | MALES | FEMALES |
| | | | MALES | FEMALES | MALES | FEMALES | | |
| Manitoba..... | 1909 | \$28.94 | \$35.95 | \$23.97 | \$365.55 | \$261.84 | \$11.00 | \$ 9.00 |
| | 1910 | 28.67 | 40.00 | 25.00 | 400.00 | 282.00 | 14.70 | 11.30 |
| Saskatchewan, | 1909 | 21.54 | 38.30 | 24.33 | 389.90 | 263.86 | 16.00 | 10.00 |
| | 1910 | 22.00 | 40.00 | 24.15 | 402.50 | 263.60 | 14.00 | 13.00 |
| Alberta..... | 1909 | 20.46 | 40.08 | 26.16 | 421.62 | 285.12 | 15.00 | 12.00 |
| | 1910 | 24.00 | 40.00 | 27.50 | 416.00 | 300.00 | 16.70 | 13.90 |

Farm help for the summer season shows an average of \$35.15 per month for males and \$20.70 for females, counting board, as compared with \$33.69 and \$19.08 respectively in the previous year. Males have an average of \$347.10 and females \$209.69 per year counting board, as against \$336.29 and \$206.08 respectively for 1909. The highest prices per month in summer are paid in Saskatchewan, Alberta and British Columbia, where they are \$40 and over for males and \$25 and over for females, counting board.



Along the Line of the Canadian Northern Railway I found many Fields of Spring Wheat that would Yield from 30 to 35 Bushels per Acre—E. E. Faville, *Successful Farming*



"I was most favorably impressed with the Great Saskatchewan Plains"

E. E. Faville, Editor Successful Farming.

Of the different districts visited in Western Canada I was most favorably impressed with the great Saskatchewan Plains. It is a district of almost unlimited area of good cheap lands adapted to grain farming.

Saskatoon, the center of the district, the home of the provincial university, agricultural college and experimental farm, affording educational advantages most helpful to a new and growing country.

The entire area of 5,000,000 acres is especially attractive to the settler from the prairie lands of the States. The soil is a friable chocolate loam from ten to eighteen inches deep with a retentive clay subsoil. The surface soil is a "quick soil" that can be easily worked, affording an ideal soil mulch which, if properly prepared in the spring, will conserve the moisture that falls during the seeding and growing season.

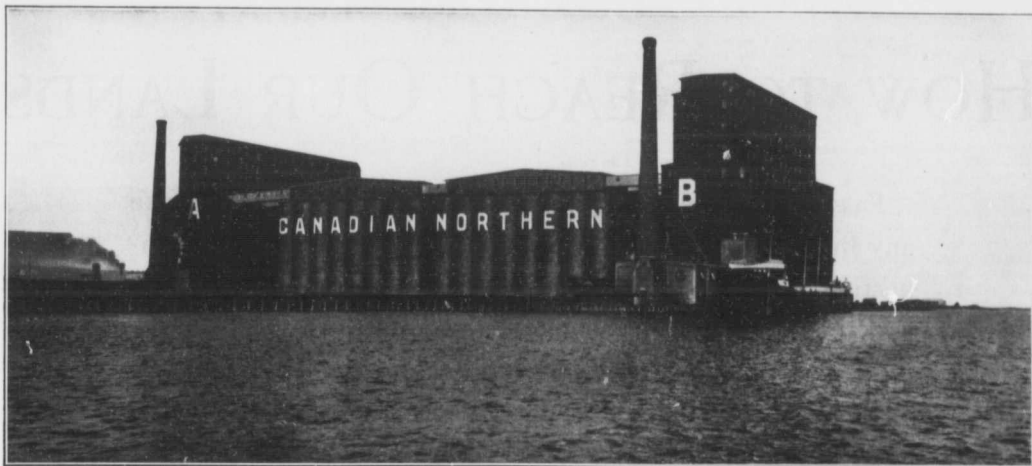
I estimate the tillable land in this section at 90 per cent. The soil and climate are peculiarly adapted to the growing of small grain. By proper tillage large annual yields of wheat, oats, barley, and flax are obtained. I found many fields of spring wheat that would yield from 30 to 35 bushels per acre, oats 50 to 60 bushels per acre, barley 40 to 55 bushels per acre. I saw some of the best flax on spring breaking I have ever seen, with an estimated yield of from 12 to 18 bushels per acre.

Winter wheat can, I think, be grown in this section and should

be tried as a help in aiding the labor problem, as this crop can be seeded in the fall and thus avoid the rush of spring work. Much wild hay is cut each season. The native grasses are well known for their nutritious value. Brome grass and western rye grass can be grown successfully all over the tract. Garden vegetables and small fruits grow luxuriantly.

The long days of sunshine make vegetable growth rapid; the nights harden the berry of the grain—an ideal condition for wheat growing.

The settlers in the Goose Lake district are progressive farmers from Illinois, Iowa, Indiana, Minnesota, the Dakotas, and Eastern Canada. The town of Zealandia, in less than one year from the advent of the Canadian Northern had four grain elevators, three lumber yards, several general stores, a bank, a three-story hotel, church and school building. Kindersley, the first divisional point on this line, broke all records. It was not on the map in September, 1909, today it is one of the most prosperous towns per capita in all Saskatchewan. Kindersley now has a population of over one thousand with large modern hotels, busy business blocks and a residential section which would credit any city. And Kindersley continues to grow; the extreme fertility of the district and the quick prosperity of the farmers creates a big trade upon which the town is flourishing.



The Canadian Northern Elevator at Port Arthur is the Largest in the World. Capacity, 7,250,000 Bushels

THE IMPORTANCE OF EARLY SOWING

Frere Chrystotele of Notre Dame de Levis, Quebec, one of our valued corps of crop correspondents, when sending in his December report, wrote as follows:

"Many farmers, whether their ground be ready or not, do not sow their spring grain until a given date. This is wrong. One cannot too much impress upon farmers that they should sow as soon as the land is ready. This is what we do. Experience has taught us that grain which remains longer underground weighs more than that which is in the earth for a less time, both having the

same conditions of favorable weather from seed time to harvest. One year we sowed oats on April 26; it weighed 39 lbs. to the bushel, whilst that sown on May 15, of the same year, which ripened four or five days later than the other, only weighed 32 lbs. to the bushel."

In this connection we may recall the early sowing experiments carried on at the Central Experimental Farm at Ottawa during the ten years 1890-1899. The average of these experiments showed that a delay of one week after the earliest time practicable for sowing entailed a loss of over 30 p. c., two weeks of 40 p. c., and three weeks of 56 p. c., of the crop in the case of wheat.

HOW TO REACH OUR LANDS

Passengers from Chicago and points East and South can take any line to Duluth, then Duluth, Missabe & Northern in connection with the Canadian Northern Railway to Winnipeg and the West, without change of cars, or by way of St. Paul, to Winnipeg, and west over our lines to the Saskatchewan Valley. Your tickets should read to Saskatchewan.

CANADIAN NORTHERN RAILWAY LAND DEPARTMENT HAS BRANCH OFFICES AT

| | | | | | |
|----------------------------|---|---|---|---|--------------------------------------|
| ST. PAUL, MINNESOTA | - | - | - | - | Corner 4th and Jackson Street |
| CHICAGO, ILLINOIS | - | - | - | - | 107 Adams Street |
| WINNIPEG, MANITOBA | - | - | - | - | Corner Main and Portage |
| TORONTO, ONTARIO | - | - | - | - | 3 Toronto Street |

LAND REGULATIONS IN CANADA

All public lands in the Provinces of Manitoba, Saskatchewan, and Alberta are controlled and administered by the Dominion Government through the Department of the Interior. These are the lands that are disposed of as free homesteads, and are surveyed into square blocks, six miles long by six miles wide. Such blocks are called townships.

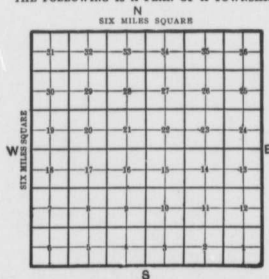
Each township is subdivided into 36 square blocks, called sections. A section is a mile square and contains 640 acres. The sections are numbered from one to thirty-six.

Each section is divided into four square blocks, called quarter-sections.

A quarter-section is half a mile square and contains 160 acres. It is the unit on which these lands are dealt with.

As a section is a square whose sides run east and west and north and south the four quarters which it contains are described, according to their location, as the northeast quarter, the northwest quarter, the southeast quarter, the southwest quarter.

THE FOLLOWING IS A PLAN OF A TOWNSHIP



Showing how the land is divided into square sections and square quarter-sections. Also showing how the sections in a township are numbered.

children of her own dependent upon her for support is permitted to make homestead entry as the sole head of a family.

Acquiring Homestead. To acquire a homestead an applicant must make entry in person, either at the Dominion Lands Office for the district in which the land applied for is situate, or at a sub-agency authorized to transact business in such district. At the time of entry a fee of \$10 must be paid. The certificate of entry which is then granted the applicant gives him authority to enter upon the land and maintain full possession of it as long as he complies with the homestead requirements.

Homesteads. Dominion Lands in these Provinces may be acquired in the form of homesteads of 160 acres (one quarter-section). A homestead is a grant made under certain conditions involving residence and improvements upon the land on the part of the homesteader. When such duties are completed a free patent for the land is issued to the homesteader.

Who Is Eligible. A homestead may be taken up by any person who is the sole head of a family or by any male eighteen years of age or over who is a British subject or who declares his intention to become a British subject.

A widow having minor

Residence. To earn patent for homestead, a person must reside in a habitable house upon the land for six months during each of three years. Such residence, however, need not be commenced before six months after the date on which entry for the land was secured.

Improvement Duties. Before being eligible to apply for patent, a homesteader must break (plough up) thirty acres of the homestead, of which twenty acres must be cropped. It is also required that a reasonable proportion of

this cultivation must be done during each homestead year. Before being eligible to apply for patent, the homesteader must have a house on the homestead worth at least \$300.

Application for Patent. When a homesteader has completed his residence and cultivation duties, he makes his application for patent before the Agent of Dominion Lands for the district in which the homestead is situate, or before a sub-agent authorized to deal with lands in such district. If the duties have been satisfactorily performed patent issues to the homesteader shortly after without any further action on his part and the land thus becomes his absolute property.

PLAN OF A SECTION

| | |
|-----------------------|-----------------------|
| North West Quarter | North East Quarter |
| South West Quarter | South East Quarter |

Showing how a section is divided into four quarter-sections.

Pre-emptions. In certain districts in Southern Alberta and Saskatchewan (see map on pages 6 and 7), an additional quarter-section (160 acres) may be purchased under certain residence and improvement conditions by a person who has secured a homestead but who has not previously obtained a pre-emption under any Dominion Lands Act. Usually entry for homestead and pre-emption is made at the same time.

Must Adjoin Homestead. The pre-empted land must adjoin the homestead or be separated therefrom by only a road allowance.

Entry. As in the case of homesteads, entry must be made in person before the Agent of Dominion Lands in whose district the land is situate, or before a sub-agent authorized to deal with lands in such district. An entry fee of \$10 must be paid at the time of entry. Only a person with a homestead entry may enter for a pre-emption.

Residence Duties. In addition to the six months' residence in each of three years required in connection with homestead, a person who has entered for both homestead and pre-emption must put in six months' residence in each of three other years to secure patent for both. This residence may be put in on either homestead or pre-emption and must be in a habitable house.

Improvement Duties. The cultivation required in connection with a homestead and pre-emption is eighty acres. This may be done on either the homestead or pre-emption or part of it on each. A reasonable proportion of such cultivation must be done each year.

Payment. Payment for a pre-emption must be made at the rate of \$3.00 per acre as follows:

One-third of the purchase price at the end of three years from date of entry. Balance in five equal annual installments with interest at 5 per cent at the end of each year from the date of the pre-emption entry.

Pre-emption Patent. The procedure for securing patent for pre-emption is similar to the procedure in regard to patent for homestead. There are no fees.

Timber and Fuel. An occupant of a homestead quarter-section, having no suitable timber of his own, may obtain on payment of a 25-cent fee a permit to cut 3,000 lineal feet of building timber, 400 roof poles, 500 fence posts, 2,000 fence rails

Homesteaders and all bona fide settlers, without timber on their own farms may also obtain permits to cut dry timber for their own use on their farms for fuel and fencing.

CUSTOMS REGULATIONS

The following is an extract from the customs tariff of Canada, specifying the articles that can have free entry:

Settlers' Effects, viz: Wearing apparel, household furniture, books, implements and tools of trade, occupation, or employment; guns, musical instruments domestic sewing machines, typewriters, live stock, bicycles, carts, and other vehicles and agricultural implements in use by the settler for at least six months before his removal to Canada, not to include machinery or articles imported for use in any manufacturing establishment or for sale; also books, pictures, family plate or furniture personal effects, and heirlooms left by bequest; provided, that any dutiable articles entered as settlers' effects may not be so entered unless brought with the settler on his first arrival, and shall not be sold or otherwise disposed of without payment of duty until after twelve months' actual use in Canada

The settler will be required to fill up a form (which will be supplied him by the customs office on application) giving description, value, etc., of the goods and articles he wishes to be allowed to bring in free of duty. He will also be required to take the following oath:

I,, do hereby solemnly make oath and say that all the goods and articles hereinbefore mentioned are to the best of my knowledge and belief entitled to free entry as settlers' effects under the tariff of duties of customs now in force, and that all of them have been owned by myself for at least six months before removal to Canada; and that none of the goods or articles shown in this entry have been imported as merchandise for any use in a manufacturing establishment or as a contractor's outfit, or for sale, and that I intend becoming a permanent settler within the Dominion of Canada, and that the "Live Stock" enumerated in the entry hereto attached, is intended for my own use on the farm which I am about to occupy (or cultivate), and not for sale or speculative purposes, nor for the use of any other person or persons.

Sworn before me, this day of 19.....

Collector

FREIGHT REGULATIONS

1. Carloads of Settlers' Effects, within the meaning of the settlers' tariff, may be made up of the following described property for the benefit of actual settlers, viz: Live stock, any number up to but not exceeding ten (10) head all told viz: Cattle, calves, sheep, hogs, mules, or horses; Household Goods and personal property (second-hand); Wagons or other vehicles for personal use (second-hand); Farm Machinery, Implements, and Tools (all second-hand); Soft-wood Lumber (Pine, Hemlock, or Spruce—only) and Shingles, which must not exceed 200 feet in all, or the equivalent thereof; or in lieu of, not in addition to the lumber and shingles, a Portable House may be shipped; Seed Grain, small quantity of trees or shrubbery; small lot live poultry or pet animals; and sufficient feed for the live stock while on the journey. Settlers'

Effects rates, however, will not apply on shipments of second-hand Wagons, Buggies, Farm Machinery, Implements, or Tools, unless accompanied by Household Goods.

2. Should the allotted number of live stock be exceeded, the additional animals will be charged for at proportionate rates over and above the carload rate for the Settlers' Effects, but the total charge for any one such car will not exceed the regular rate for a straight carload of Live Stock.

3. Passes.—One man will be passed free in charge of live stock when forming part of carloads, to feed, water, and care for them in transit. Agents will use the usual form of Live Stock Contract.

4. Less than carloads will be understood to mean only Household Goods (second-hand). Wagons or other vehicles for personal use (second-hand) and (second-hand) Farm Machinery, Implements, and Tools. Less than carload lots must be plainly addressed. Minimum charge on any shipment will be 100 pounds at regular first-class rate.

5. Merchandise, such as groceries, provisions, hardware, etc., also implements, machinery, vehicles, etc., if new, will not be regarded as Settlers' Effects, and, if shipped, will be charged at the regular classified tariff rates. Agents both at loading and delivering stations, therefore, give attention to the prevention of the loading of the contraband articles and see that the actual weights are way-billed when carloads exceed 24,000 lbs. on lines north of St. Paul.

6. Top Loads.—Agents do not permit, under any circumstances, any article to be loaded on the top of box or stock cars; such manner of loading is dangerous and absolutely forbidden.

7. Settlers' Effects, to be entitled to the carload rates, cannot be stopped at any point short of destination for the purpose of unloading part. The entire carload must go through to the station to which originally consigned.

8. The carload rates on Settlers' Effects apply on any shipment occupying a weighing 24,000 lbs. or less. If the carload weighs over 24,000 lbs. the additional weight will be charged for. North of St. Paul Minn., 24,000 lbs. constitutes a carload, between Chicago and St. Paul and Kansas City or Omaha and St. Paul a carload is 20,000 lbs. From Chicago and Kansas City north to St. Paul any amount over this will be charged extra. From points South and East of Chicago, only five horses or heads of live stock are allowed in carloads, any over this will be charged extra; carload 12,000 lbs. minimum.

9. Minimum charge on any shipment will be 100 lbs. at first-class rate.

QUARANTINE OF SETTLERS' CATTLE

Settlers' cattle must be inspected at the boundary. Inspectors may subject any cattle showing symptoms of tuberculous to the tuberculin test before allowing them to enter. Any cattle found tuberculous to be returned to the United States or killed without indemnity. Settlers' horses are admitted on inspection if accompanied by certificate mallein test signed by United States Bureau Inspector. If not so accompanied will be tested at boundary. Certificate from any others not accepted. Horses found to be affected with glanders within six months of entry are slaughtered without compensation. Sheep may be admitted subject to inspection at port of entry. If disease is discovered to exist in them, they may be returned or slaughtered. Swine may be admitted, when forming part of settlers' effects, but only after a quarantine of thirty days, and when accompanied by a certificate that swine plague or hog cholera has not existed in the district whence they came for six months preceding the date of shipment; when not accompanied by such certificate, they must be subject to inspection at port of entry. If diseased, to be slaughtered, without compensation.

BUSINESS OPPORTUNITIES

ASSISTANCE TO HOMESEEKERS

The CANADIAN NORTHERN RAILWAY COMPANY, through its Industrial Department, is prepared to give valuable and timely information to Homeseekers that will enable them to avoid costly mistakes in deciding on a location for business

THE INDUSTRIAL AND TOWNSITE DEPARTMENTS

Of the Canadian Northern Railway are prepared to furnish valuable information to, and will co-operate with, Homeseekers, Manufacturers, and Wholesale and Retail Merchants, in all lines of business, who are seeking locations.

THE INDUSTRIAL DEPARTMENT IS ORGANIZED

So as to give reliable information in regard to business opportunities on the line carefully and quickly and place you in communication with the proper local parties, if necessary.

THE TOWNSITE DEPARTMENT OWNS AND CONTROLS

The lots in, and lands adjoining, the new towns along the system, thus assuring purchasers fair and impartial treatment.

THE POLICY OF THE CANADIAN NORTHERN RAILWAY

Is to work for the upbuilding of towns along its line, and to this end it is interested in having all branches of business well represented and the best markets for all produce so that its stations shall be at no disadvantage in competing with adjacent towns.

THE ENTIRE LINE

Of the Canadian Northern Railway runs through the great wheat belt of Western Canada, where practically every acre can be put under cultivation. There is no waste land and nowhere are crops more certain and markets more accessible. In no section are there better educational advantages, greater social opportunities, or more healthful climatic conditions. Values are low compared with other sections of the country with like conditions and soil.

BUSINESS MEN

Readily recognize the fact that where the farmers are well to do, business must prosper.

BUSINESS OPPORTUNITIES

Comprising all branches usually represented in country towns, can be found in many of the older places and in all of the new towns along the system.

THE TOWNS

Are in a healthful state, but need more merchants, more stock, more grain buyers, and more business men.

IMMENSE DEPOSITS

Of the finest kinds of clay suitable for making pressed brick, paving brick, and tile, and stone of the best quality for building, concrete work, paving, etc., in abundance, with cheap coal for fuel, mined on adjoining land, are waiting development. There are openings for creameries in good dairy sections.

MANUFACTURERS SEEKING LOCATIONS

In large terminals will be given every facility possible, and to those in the larger cities seeking sites in smaller towns will be given locations where labor is plentiful and transportation the best.

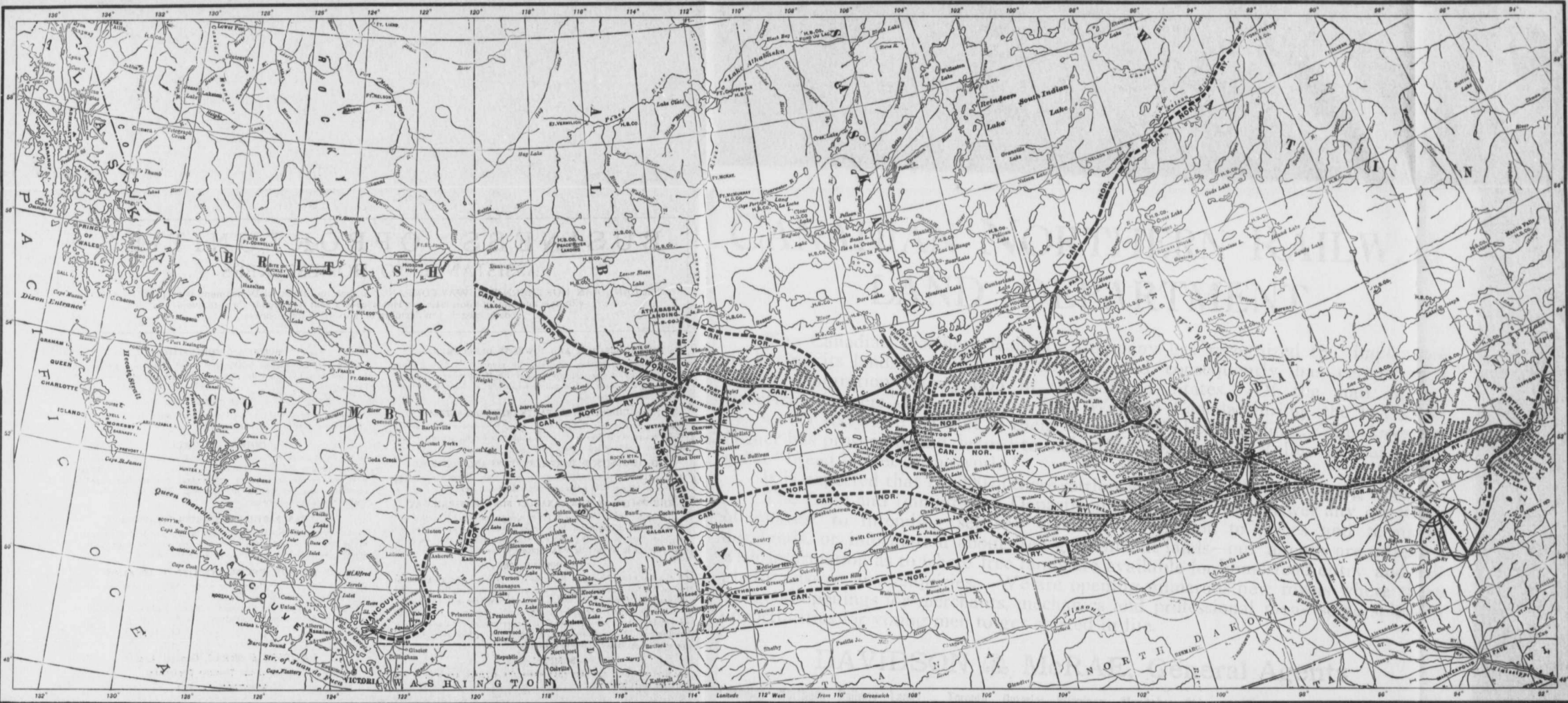
IF YOU ARE SEEKING ANY KIND OF LOCATION

Write at once, stating fully your needs, and your communications will receive prompt and careful attention.

Copies of Maps of the Canadian Northern Railway Lands will be sent to any address upon application.

Address:

DAVIDSON & McRAE, General Agents
Industrial and Townsite Department
WINNIPEG, CANADA



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CANADIAN NORTHERN RAILWAY LAND DEPARTMENT

The Canadian Northern Railway Company has recognized the importance of having its lands put under cultivation, and, consequently, has carried on a large immigration propagation in the United States. Of the half million American farmers that have come into Western Canada during the last seven years, over sixty-five per cent of them have settled along our lines. The American farmer has prospered and helped to make the Saskatchewan Valley famous as the great "bread basket of the world."

It is expected that 125,000 of these settlers will come to Canada during the year.

The Land and Immigration Department will be glad to answer any questions of interest to intending settlers, whether in relation to prices and terms of our lands, or information about free government lands—our agents are supplied with information as to where free lands are available for homestead entry and will gladly answer any enquiries. We are opening numerous new towns where there are good openings for merchants, mechanics and professional men—some splendid opportunities for young men to get started in life.

DAVIDSON & McRAE, General Agents

Canadian Northern Railway Lands. Toronto, Ontario; Winnipeg, Manitoba; Chicago, Illinois; or St. Paul, Minnesota.

CANADIAN NORTHERN RAILWAY COMPANY



LAND & TOWNSITE DEPARTMENT
DAVIDSON & McRAE, GENERAL AGENTS

TORONTO, ONT. CHICAGO, ILL. WINNIPEG, MAN.

**THE
KEY TO PROSPERITY**



IN THE

BREAD BASKET OF THE WORLD



HARVESTING A FORTY-BUSHEL-TO-THE-ACRE CROP, SEEN FROM THE CANADIAN NORTHERN RAILWAY

SS =
HOLL
MOCK
6722W

"Canada is the only Country that has proved good enough for the American to emigrate to"

—Extract from speech before an international audience by one of the largest business men on the North American Continent.

MANY ACRES FOR THE PRICE OF ONE

You can get many acres of the best new land on earth for the price one acre of old land brings where you are now, if you will go to Western Canada, an easy trip, on a first class railway. You may have any size of farm you want, cheap, and without having to endure the trials and hardships of a settler's life on a frontier, for there is no frontier there. The Canadian Northern Railway has pushed the frontier off the map, and set the comforts of modern life in its place. It is building branches into fresh territory all the time, and offers this chance in the actual "last west." When the projected branches and others have been built and are in full operation and the lands are all taken up, there will be no last west left. What remains of it now is going fast, nearly all to American farmers.

MORE NEW LANDS ARE BEING OPENED UP

Look at the map in the back of this book. Much of what you will see marked as completed branch road was marked as proposed road in the last issue before this one. Trains will be running over the pieces marked with dots, within the next year or two. The branches from both Battleford to Jackfish Lake have just been finished and the extension of the Thunderhill line is being rapidly completed. The one from Kindersley to Calgary is now being built. So is the Delisle branch, and the other opening the Shellbrook district, running out from Prince Albert.

Settlement along the main line and the older branches is closing the gaps between the first farming centres, but along the roads now completed or surveyed, there are hundreds of thousands of acres, all as good as those that are already occupied, and nearly all open. From these you may pick the land you want, and you cannot possibly go wrong. But the earlier you go, the wider your choice of location will be.

FREE LANDS ARE STILL AVAILABLE

The Canadian Northern owns only a part of the land. Much of it belongs to the government, and may be entered under the homestead laws. You may buy, or you may homestead, or you may do both. It is all open to your choice. The policy of the Railway Company and of the Dominion government looks to just one thing—getting these superb lands into the right hands, so that a thriving and happy population shall fill the country, for the benefit of all, and the prosperity of the country itself.

A MILLION AMERICANS HAVE GONE THERE

Western Canada is growing so fast that you would not know it from year to year. Since 1902 over a million Americans have gone there. Last year saw about 150,000 go. This year there will be more. Nearly all were farmers of the best kind, though some were merchants and mechanics who followed the tide of settlement and went out on the new lines of rail to the young towns that are springing up as centres of trade and supply. This movement came rapidly though with little noise, for reasons that are stronger now



The Shellbrook Country, Traversed by the Canadian Northern Railway, is Mostly Open Prairie and a Straight-ahead Breaking Proposition

than they were at first. The farming states of the Union are overcrowded; the average farms are not large enough to enable families to keep together; and the value of American lands has gone so high that the income from them is out of all proportion to their value. There was and is an urgent demand for larger and better farms at lower prices per acre—lands that cost less and earn more. Canada has the only land that meets this demand.

HERE'S THE RENTER'S OPPORTUNITY

The man who is renting a farm in the States can have one of his own in Canada for about the same money he now pays in one or two years to his landlord. Instead of going on all his life working for somebody else and having nothing to show for it in the end, he can become his own landlord at once, live just as well or better, and leave a fine estate for his family. Many good farmers remain tenants because they can't buy land in the States on account of the price, but thousands of such men are going on the cheap and better lands of Canada and setting up for themselves. Canada is drawing the American tenant farmers who have the real "get up and get."

THE SOIL GROWS THE LARGEST AND SUREST CROP

The discovery that the Canadian prairie soil would grow the largest and surest crops of the great food staples with the least trouble, was made in that part of the Saskatchewan Valley now tributary to the Canadian Northern. The first important settlement of Americans took place there at once. Since then, the construction of the Canadian Northern system has thrown open millions of

acres to sale and homestead entry—the finest wheat land ever known—at prices and on terms that all could meet. The result has been the sudden appearance of many large farming communities, made up almost wholly of Americans, where ten years ago the prairie sod had not been turned. Towns, schools, churches, and all the inventions that have become parts of everyday living, went with the people who had followed the railway, or gone ahead of it, until in many parts of all three provinces a stranger would not know he was in a new country.

INCREASED VALUES ARE SURE

Any American of middle age may recall many cases where land that was entered as homesteads or "commuted" at \$1.25 an acre has become part of a closely packed district and changed hands at prices that the original entrymen never even dreamed of. Families have become rich through the rise in the value of such land. Hamlets have grown to towns and towns to cities, carrying real estate up to prices by the foot, where a few years back there was only open prairie or townsites marked off by the surveyors' stakes, with maybe an old box car on a side track of a new railway to serve as a station.

All that has gone by, never to return, for the United States is getting past the point of counting the number of acres per head, and approaching the count of the number of people per acre.

The same thing that was going on in the States twenty or thirty years ago is being repeated at this hour along the Canadian Northern, only it is going faster, because it has behind it the power of a great railway enterprise, the forces of a new and more vigorous cen-



A Bumper Crop of Wheat. Farm of James White, Kinville

tury, and the hunger of many millions now, and many more to come, who must be fed by an increase in the products of the soil.

American land values are pretty well up to the top notch. Canadian land values have only just begun to grow. In the newer parts, where the Canadian Northern is building and extending branch lines, they are at the bottom notch of a first price, and cannot help going higher.

The soils of older countries have suffered from wasteful tillage so long that they can only be brought back to something like their first condition by the patient use of costly fertilizers, if at all. But the soil of Western Canada is fresh from the hands of nature, and requires no such treatment. It is richer than any renewed soil ever can be, and will remain so if it is not made to suffer by the old style of farming, and is tilled from the start in the new ways that get the best crops without using up the elements with which nature has so fully stored it.

An American farmer can sell his place, and with the money he gets for it buy another, many times larger, in that new and growing country, where the crops are heavier, the markets are quick, and the prices as good as and often better than they are in the States. And that new farm will do for him what his old one would not—it will be worth more money every year, instead of standing still or going backward. With equal cultivation, it will pay more per acre.

LAWS ARE WELL ENFORCED

The provincial governments of the prairie provinces are pretty much the same as the governments of the various States, with this difference: It is a farming country, governed by farmers, and for farmers. The things that will benefit the farmer are their first care. While they never meddle with any man's lawful affairs, they are quick to help in showing what is best to be done and how best to do it, and to help toward the best conditions of farm work and the marketing of farm products.

These are some of the reasons why those million Americans have gone to Western Canada in the last nine years, and why so many thousands more will go every year until all the land is gone.

THE CANADIAN NORTHERN RAILWAY STANDS READY TO HELP

The Canadian Northern main line is completed and in operation from Lake Superior to beyond Edmonton, across the richest and best parts of Manitoba, Saskatchewan and Alberta. The branch lines are bringing places hitherto remote into easy access to market, and no spot anywhere within its wide territory will have to wait long for a similar benefit. In a very few years, that whole immense belt of country will be as closely farmed as Illinois and Iowa are now.



The Canadian Northern Railway Company is just as ready to do what it can for a man seeking a homestead as for one who wants to buy. Its Land and Immigration Department has a large and able staff, and will promptly furnish whatever information may be required by any intending settler.

There is no "boom," no wild speculation. The people think less about what the land will sell for later than about the crops it will raise now. But as neighborhoods fill up, transfers are bound to come, and these show a change that is always in a rising scale. Men who bought three or four years ago could if they wished sell out for double or several times as much as they paid, for exactly the same reasons that in the last twenty or thirty years advanced land in the western states from a few dollars per acre to seventy-five or a hundred or higher. But it is the present and not the future price, and the productive power of the soil, that is attracting the majority of those who go.

Western Canada offers one enormously important advantage that was not open to the settlers of the western states, and thousands of Americans are taking the benefit of it. A man may homestead 160 acres of government land, and buy as much of the land around it at a low price as he may want or can see his way to paying for. But it is only fair to say that with the active extension of work on the railway so much of this is being done that it cannot last very much longer. There is no other civilized country where a newcomer may have as large a farm as he is able to buy, at only a few dollars an acre, with 160 acres free entry in addition, right in the heart of a great wheat area, with a fat loam soil, good for all crops, and for live stock as well.

EIGHT MILLION ACRES OF HOMESTEADS A YEAR

Homesteads at the rate of eight million acres a year are being entered now. All the even numbered sections of Dominion government lands excepting sections 8 and 26, or other already reserved, are open to entry by any head of a family, or by any male over 18 years of age. The surveys are all on the same township plan that prevails in the northwest states, and the homesteads are the same—160 acres each. Entry must be made in person at a Dominion lands agency in the district, or by proxy (under certain conditions) by the father, mother, son, daughter, or sister of an intending homesteader, so that members of the same family may acquire adjoining or neighboring lands.

BUSINESS OPPORTUNITIES

The new towns that have been built in the last five or six years along the Canadian Northern main line and branches, and those that are coming into existence almost every month, are offering most attractive openings for merchants and craftsmen. The industrial growth and prosperity of these towns is remarkable. The farmers are thriving, and that means a demand for all kinds of merchandise, and work for men of all the familiar trades. There is room for and need of more business men, grain buyers, and workmen. Abundant raw material for many articles of common use invites the establishment of manufactures. There are coal deposits of immense extent, so that fuel is plentiful and cheap. The field for mercantile and industrial enterprise has only begun to be occupied, and offers a splendid future. The Industrial Department of the Canadian Northern Railway Company at Winnipeg will be glad to respond to inquiries concerning these things.

AREA AND YIELD OF WHEAT IN MANITOBA

| Year. | Acreage. | Total Yield. | |
|------------|-----------|----------------------|------------|
| | | Bushels Per Acre. | |
| 1904 | 2,412,235 | 16.52 | 39,162,458 |
| 1905 | 1,965,193 | 21.07 | 47,626,586 |
| 1906 | 2,721,079 | 20.02 | 54,472,198 |
| 1907 | 2,789,553 | 14.22 | 52,870,000 |
| 1908 | 2,951,000 | 17.28 | 50,269,000 |
| 1909 | 2,808,000 | 17.40 | 52,706,000 |
| 1910 | 3,144,000 | 13.09 | 41,159,000 |

AREA AND YIELD OF WHEAT IN SASKATCHEWAN

| Year. | Acreage. | Total Yield. | |
|------------|-----------|----------------------|------------|
| | | Bushels Per Acre. | |
| 1904 | 965,549 | 18.95 | 16,875,537 |
| 1905 | 1,376,281 | 22.99 | 31,799,198 |
| 1906 | 2,117,484 | 21.40 | 50,182,359 |
| 1907 | 2,280,700 | 14.04 | 57,241,800 |
| 1908 | 2,396,000 | 13.68 | 45,000,000 |
| 1909 | 3,685,000 | 21.40 | 85,197,000 |
| 1910 | 4,848,000 | 16.74 | 81,139,000 |

AREA AND YIELD OF WHEAT IN ALBERTA

| Year. | Acreage. | Total Yield. | |
|-------------------|----------|----------------------|-----------|
| | | Bushels Per Acre. | |
| 1905 | 147,835 | 21.42 | 3,035,843 |
| 1906 | 223,930 | | |
| 1907 Spring | 123,935 | 18.25 | 2,261,610 |
| Winter | 83,865 | 20.66 | 1,932,925 |
| 1908 Spring | 176,731 | 22. | 4,262,082 |
| Winter | 95,000 | 23. | 2,365,000 |
| 1909 Spring | 270,000 | 23. | 5,290,000 |
| Winter | 115,000 | 20. | 1,500,000 |
| 1910 Spring | 435,000 | 12.32 | 5,359,000 |
| Winter | 98,000 | 12.59 | 1,234,000 |

CANADIAN GOVERNMENT SUPPLEMENTARY REPORT FOR DECEMBER, 1910

The total area of field crops grown in Canada in 1910 is 32,711,062 acres and the value of crops is \$507,185,500. Wheat, oats and barley had this year an area of 20,992,900 acres and a product of 518,586,200 bushels with a value of \$248,738,000. The crops of rye, peas, buckwheat, mixed grains and flax had this year an area of 1,793,385 acres, a product of 38,561,100 bushels and a value of \$28,768,000. The hoed and cultivated crops comprising beans, corn for husking, potatoes, turnips and other roots and sugar beets, have an area this year of 1,137,417 acres, producing 194,325,000 bushels with a value of \$68,006,200. Fodder crops, which include fodder corn with hay and clover, show for this year an area of 8,787,360 acres, a product of 18,048,000 tons and a value of \$161,673,000.00.

The production of fall wheat is 16,610,000 bushels, of spring wheat 133,379,600 bushels; of oats, 323,449,000 bushels; of barley, 45,147,600 bushels; of rye, 1,543,500 bushels; of peas, 6,538,100 bushels; of buckwheat, 7,243,900 bushels; of mixed grains, 19,433,600 bushels; of flax, 3,802,000 bushels; of beans, 1,177,800 bushels; of corn for husking, 18,726,000 bushels; of potatoes, 74,048,000 bushels; and of turnips and others roots, 95,207,000 bushels. The yield of hay is 15,497,000 tons, of fodder corn 2,551,000 tons and of sugar beets 155,000 tons. The yield of wheat, oats and barley this year in Manitoba, Saskatchewan and Alberta is 277,021,000 bushels.

The value of field crops in Prince Edward Island is \$9,988,100, in Nova Scotia \$21,203,000, in New Brunswick \$18,959,000, in Quebec \$97,107,000, in Ontario \$204,002,000, in Manitoba \$55,206,000, in Saskatchewan \$84,138,400 and in Alberta \$16,582,000.

The value of the yield of crops per acre for 1910 in Manitoba is \$10.38, in Saskatchewan \$11.31 and in Alberta \$9.17.



Square Plains, Swan River

TO FIND LANDS ON THE MAP

First note which meridian the lands are east or west of; having found the given meridian, follow the range numbers until you find the number corresponding to the given one then follow North or South in this tier of ranges until you reach the given township; the townships are numbered North and South in three different parts of the Map.

The Section may then be found by reference to the Township Plan below:

TOWNSHIP PLAN

| | | | | | |
|---------------|----|----|---------------|----|----|
| 31 | 32 | 33 | 34 | 35 | 36 |
| SCHOOL LANDS | | | H.B.CO. LANDS | | |
| 19 | 20 | 21 | 22 | 23 | 24 |
| 18 | 17 | 16 | 15 | 14 | 13 |
| H.B.CO. LANDS | | | SCHOOL LANDS | | |
| 7 | 8 | 9 | 10 | 11 | 12 |
| 6 | 5 | 4 | 3 | 2 | 1 |

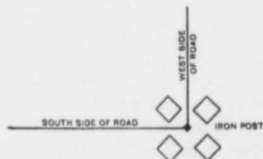
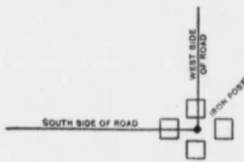
TO FIND LANDS IN THE FIELD

According to the system of Surveys in the Canadian Northwest, Sections are one mile square, and are marked by monuments at the corners. These monuments consist of four pits three feet square and eighteen inches deep, and about five inches apart. In prairie country an iron post is driven into the ground, at the center of this system of pits, and the post is marked with a chisel on its South-West face, with the number of the Section, Township and Range, in Roman numerals. So that one must always remember that the iron post at the North-East corner of each Section *alone* bears the Section number. In bush country a mound is erected midway between the pits, and the iron post is driven into the ground on the North side of the mound, and is marked as in prairie country.

Pits are also dug at the half miles to indicate the corners of the Quarter-Sections; midway between these pits a wooden post is planted, with the fraction "1/4" cut on it.

Road Allowances are always to the North and the East of the monuments.

Townships are made six miles square. In order to maintain this size, and on the account of the spherical form of the earth, there occur in the surveys in the West what are called "Correction Lines" running East and West, and situated twenty-four miles apart. It is on these lines that the "jogs" due to the convergence of meridians are left, and they are indicated in the field by the surveyor by digging the pits in a different position from those on other lines, as follows:



An Indiana Farmer's Progressive Prosperity

When you go to Saskatoon by the Canadian Northern Saskatchewan Express, which leaves Winnipeg in the evening, brings you to Regina at breakfast time next morning, and lands you in Saskatoon in the middle of the afternoon, you meet the southbound train from Prince Albert and Saskatoon at Indi Siding, half-way between Hanley and Dundurn. It is in the middle of wheat fields and the story of how it came there is an interesting chapter in the prosperity of those who have come from the United States to the Saskatchewan plains.

Less than half a mile east of the siding is a small, plain, brown house, with farm buildings close by. The house will be replaced by a larger, more modern structure during the summer of 1910, because it will have served its turn, even as the little shack, now being used as a granary, did when Mr. Baumunk, the farmer, was beginning his career of prosperity right here.

Indi is so called because Indiana is the state from which Mr. Baumunk and his family came. He was born on a farm in Clay County, which his father, who came from Germany, still lives on. Mr. Baumunk left the farm when a boy, and after awhile became superintendent of a coal mine at Brazil, Indiana. But, although he had \$75 a month, a house, a horse and fuel, he did not see very much ahead of him in the Hoosier State.

He heard about Western Canada, took a trip in the country in 1902 and liked it so well that he homesteaded a quarter-section, and bought a half-section. He went back to Indiana, sold all he had, and within thirty days was located on his homestead. This was in August, 1902.

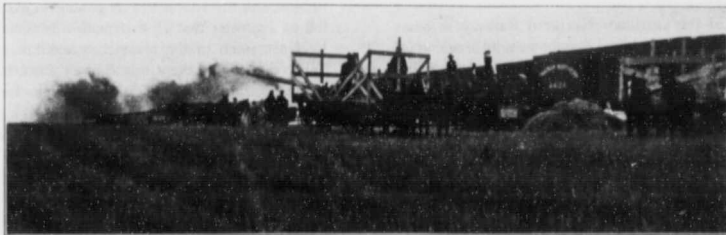
In 1903 he raised 682 bushels of flax, 82 bushels of wheat, and 303 bushels of oats, and broke 100 acres for the 1904 crops, which yielded him 2,370 bushels of wheat, 1,300 bushels of oats, and 700 bushels of flax. In 1908, he had a thousand acres of land, stock, implements, and farm buildings, all paid for, for which he had been offered \$50,000, and sold

11,050 bushels of wheat, at an average price of 89 cents, which, after all expenses were paid, netted him 20 per cent on a valuation of \$50 an acre for the land.

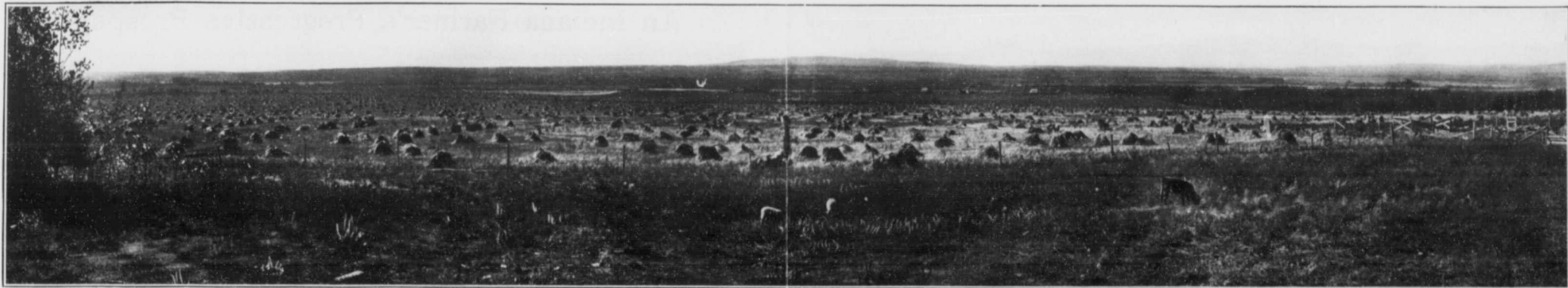
The history of this man's success is an inspiration to every American farmer who is raising a family of boys and who must have farms for each of them and particularly it applies to the man who is renting. What Mr. Baumunk did in 1902 in the now settled district between Hanley and Dundurn may be repeated in the Kindersley country through which the Canadian Northern Railway is building its Saskatoon-Calgary line. Here there are thousands of free homesteads awaiting the man who is paying high rental for a farm in Iowa, Indiana, or Illinois. The land in the Kindersley district is as fertile as any in Western Canada and offers splendid opportunities to the man with a small capital. No doubt you, if you are a renter, have saved a little money, not enough to buy a high-priced farm, but enough to make a start here.

On the other hand if you own your own farm and a comfortable bank account but are confronted with the problem of providing for sons who are coming into manhood, the fertile lands of Canada offer inducements which you cannot afford to disregard. You can sell your higher priced land and buy outright a larger tract of the choicest land, ideally located, and in addition each one of your sons who is over eighteen years of age can secure a free homestead of 160 acres. You can pay all your moving expenses and have enough money left to build your house and barns and fence your new farm.

You are farming for profit, not for pleasure, and at the present your toil is bringing you but little returns. The same effort expended in Western Canada will bring you in a few years to a position of independence. Success awaits all who are willing to put their best efforts into their work. To better your position, to make your efforts bring forth the results they should, you must act to-day. To-morrow may be too late.



N. E. Baumunk Threshes His Wheat Direct into the Car at Indi Siding, Canadian Northern Railway



"Canadian Northern lands in Saskatchewan are unrivaled on the American continent"

—Professor Thomas Shaw

After an exhaustive investigation of the soils of Saskatchewan, Professor Thomas Shaw, one of the foremost authorities on soil culture in the United States, wrote:

"The construction of the Canadian Northern Railway in Saskatchewan has opened up for agricultural development an area that is unrivalled on the American Continent when its extent and the richness of the soil are taken together. From end to end along this line is an immense area extending many miles to the north and also to the south that has adaptation for growing grain and also live stock of the first order.

"The pre-eminent adaptation of this region for growing grain and live stock is readily apparent to the discerning eye. It is seen in the richness and depth of the soil which on the surface consists of a loam possessed of great producing power, and in the mild and deep clay subsoil that lies beneath it. This subsoil is favorable to the passage of water upwards or downwards and it also furnishes

a fine feeding ground for deep rooted plants. It is seen in the occasional clumps of trees. These tell of a grand good soil too heavy to blow and too friable to give trouble in working them. They also tell of a greater rainfall than is usually found on the open prairies. It is also seen in the abundance and luxuriance of the pastures. What then can prevent this country from becoming the centre of grain growing and live stock production in the Canadian Northwest?

"While the greater portion of this region will grow enormous crops of wheat, it has even higher adaptation for growing the coarser cereals as oats and barley, speltz and peas, which are so essential to the growing and finishing of farm animals. It will also grow grasses and fodders, proportionate to the effort put forth to grow them. The abundance of the water linked with the production in other lines also stamp this area as the future home of the dairy. The adaptation for such a use is further accenuated by the enormous crops of field roots that may be grown. There are some lines of

production in which this mixture will be peculiarly pre-eminent. These include mixed grasses, legumes as clover and alfalfa and also winter wheat.

"The precipitation that grows the brush and trees is, of course, favorable to the growth of grasses and also to the growth of clovers. The grasses that will grow well will certainly include timothy, western rye grass, Russian brome and Kentucky blue. The clovers will include the common red, the mammoth, the alsike and the white. Of the ultimate success of growing these there cannot be any doubt. Of this fact there is a strong proof in the abundance of the wild pea vines that grow on every hand. The presence of these bear witness to the adaptation of the soil for growing legumes. For centuries these wild legumes have been aiding in the enrichment of the soil. Their work, however, will soon be done. Like the pioneer people of the continent they will banish before an advancing civilization and the clovers and other legumes will continue the beneficent mission which they have fulfilled in the past.

"Alfalfa will unquestionably grow on much of the land. It will

produce two crops a year, but, taking the area as a whole it will probably be more benefited by a growth of clover, as clover in the true sense of the word is more of a rotation crop than alfalfa which remains so many years in the soil if once established. The precipitation which makes the brush grow will also favor the growth of the clover which must have more moisture to grow at its best than will suffice for alfalfa.

"Better crops of winter wheat can unquestionably be grown along this line than farther southward. More snow falls in winter and it drifts less. It also lies on the ground for a longer period. Winter wheat will come to be generally grown, not to the exclusion of spring wheat, but along with it.

"Small fruits grow in this region in finest form. The possibility of growing apples has not yet been proved. It is not improbable that the hardest varieties may succeed as the water on the east and the chinooks on the west have a tempering influence on the climate. The potato fields resembled flower gardens so abundant is the bloom, a sure indication of most bountiful production in the tubers."



The Shellbrook District is a Well-watered, Sheltered Country

WHERE TO GO The Best New Lands in the Last Best West are along the Lines of the Canadian Northern Railway . . .

THE SHELLBROOK DISTRICT

The first settlers went into the Shellbrook country forty years ago. Their reports of the remarkable yields produced by the wonderfully fertile soil brought in scores of other eager pioneers long before there was any prospect of a railroad. Last year the district was given direct railway connection with Prince Albert by the construction and operation of the first section of the Canadian Northern line which is being built from Prince Albert to North Battleford. The yield from the land under cultivation last year made a general average of over 23 bushels per acre, and in many instances was between 25 and 30 bushels.

The District is exceptionally favorable for grain and cattle raising. The whole region is wonderfully well watered and richly supplied with fuel. The soil is of the best. Natural vegetation is as luxuriant as anywhere in Western Canada—which is saying a great deal.

The country is dotted with bluffs of poplar. The soil, while extremely rich and black, has enough grit in it to make it an early ripener of wheat and oats. The natural grass is between two and three feet high.

Over one thousand settlers from the New England States and Eastern Canada settled in the Shellbrook District last year, and from the present remarkable degree of interest in the country there can be no doubt but that all the available homesteads in the districts will be taken up this year.

JACKFISH LAKE DISTRICT

The Jackfish Lake District exemplifies the general character of the country beyond the north branch of the Saskatchewan River. It is the first large tract open for settlement on the line of the Canadian Northern Railway, which is being built from North Battleford to open up the territory through to Athabasca Landing, embracing Bright Lake, Turtle Lake, Turtle River Valley and Lac La

Biche. The Jackfish Lake country is rapidly filling up. It is an open rolling country, well sheltered and well watered, and eminently adapted for mixed farming. There can be no likelihood of crop failure in such country. The low altitude and the long day are fixed conditions. The climate is equable and the richness of the deep, black, friable surface soil has been shown by the wonderful yields already produced. Many settlers have secured average yields of 30 bushels of wheat per acre, while the general average yield per acre for oats is 70 bushels. In several townships many very desirable homesteads are still available, and new townships are being laid out for settlement in districts which the railway will transect. A ready market for all kinds of farm produce is assured throughout the entire territory. The large open tracts in which the new townships are being laid out are near to the heavier timbered tracts in which lumbering operations are being carried out which create a lively demand, at exceptionally good prices, for all kinds of produce for men and horses in the camps.

Clarence D. Strow, Managing Editor of "Farm Life" and "National Fruit Grower and Gardener" made a thorough investigation of the Carrot River Valley during August, 1910. He says:

"After a careful study of conditions in the Carrot River Valley, I can understand something of the fame it has acquired among our middle west farmers.

"I have talked with the farmers, have gone into the fields, examined the soil and the crops, and I have never seen a territory which holds pleasanter prospects than this. The oats will average about 70 bushels to the acre; the wheat twenty-one or twenty-two bushels. The heavy, black soil retains the moisture and is responsible for these happy conditions.

"Many of the farmers were from the United States and all of them were enthusiastic. I saw fine samples of wheat, oats, timothy, wild pea vines, vetch, turnips, squash, tomatoes and potatoes. The rolling prairie is dotted with little groves of trees, or bluffs as they call them here, which add to the beauty of the country and provide excellent protection to the cattle. The farmers find stock raising especially profitable and are constantly increasing their herds."



The Jackfish Lake Country is well Adapted for Mixed Farming

THE QUILL LAKES PLAINS

Long before the advent of the railways made settlement of this district possible, it was made famous by land surveyors, cruisers and sportsmen as a beautiful and fertile country. The plains are about seventy-five miles in width from east to west along the main line of the Canadian Northern Railway. They begin at, say, Kuroki Station and continue to Humboldt. From north to south this delightful district measures about ninety miles.

In the Summer time this district is verdant with the deep, matted wild grass and the nutritious wild pea vine. No portion of the Saskatchewan country has been more popular with the settlers during the past year than the Quill Lakes District, and thousands of them have there found their permanent homes. It is a district of heavy rain fall, deep, rich, black surface soil, and a splendid clay sub-soil. Many millions of bushels of the best quality of wheat are raised on these fertile plains. The climate is somewhat milder here than farther south, owing to the fact that the elevation is not so great.



You can Raise Crops like this along the Line of Canadian Northern Railway. From Photograph taken in Carrot River Valley

GREEN LAKE DISTRICT—BEAVER RIVER VALLEY

The Beaver River runs easterly and westerly through this valley. The land in this district, so far as surveyed, is a rich loam on clay subsoil, and will be available for free homesteads. For the settler looking for free lands, it would be well for him to communicate with us and get information with regard to this section of the country.

The line of the Canadian Northern Railway is completed to Big River. At this point a large sawmill is nearing completion, which will give employment to a great many men both at the mill and in the lumber camps in that vicinity. The Lands in the Beaver River Valley offer an excellent opportunity for settlers, who wish to engage in mixed farming. Settlers are going into this district this season for the first time, so that there is an opportunity to select very choice homesteads and, of course, those coming first will have the greatest number to make their selections from.

WHERE HOMESTEADS CAN BE HAD

The extension of the Canadian Northern Railway from North Battleford in a northwest direction to Athabasca Landing, is opening up a stretch of country north of the north branch of the Saskatchewan River, for the homeseeker, which in richness of soil, climatic conditions and accessibility to fuel and good drinking water is unrivalled in the Canadian West. This country through lack of railway facilities has heretofore been but partially settled, the mighty Saskatchewan forming a barrier to the advancing homesteaders from the south. These conditions, however, are now overcome with the advent of this new line of railway, as settlers going into this district will be able to market their products as quickly and as cheaply as those situated south of the Saskatchewan. In the Jackfish Lake district at present as good homesteads as one could wish for, can be secured, with all the advantages that can be had elsewhere, and with the further advantage of a larger choice of lands. This is also true of the country between Edmonton and Athabasca Landing, where the Canadian Northern Railway are at present extending their line. If one prefers to be farther east there are many desirable homesteads to be taken in the Carrot River Valley, north of the main line of the Canadian Northern Railway, from Kamsack to Humboldt. At the present there is in course of extension the Thunderhill branch of the Canadian Northern Railway, which is bringing these homesteads into close communication with the markets of Western Canada.

The Canadian Northern Land Department is ever ready to extend its help to assist homeseekers, giving them the benefit of their advice and of their knowledge of the country, and will be glad to answer any inquiries.

HOMESTEAD ENTRIES

In Western Canada for 1910

| | |
|---------------------------------------------------------------------------------------|--------|
| The total homesteads for 1910 were..... | 48,023 |
| (Not including homestead entries in British Columbia Railway Belt.) | |
| As compared with | |
| The total homesteads for the year 1909..... | 36,787 |
| The total South African Veteran homestead, 320 ac. each, for the year 1910..... | 2,186 |
| As compared with | |
| The total South African Veteran homesteads, 320 acres each, for the year 1909..... | 2,624 |
| The total preemptions for 1910 were..... | 18,352 |
| As compared with | |
| The total preemptions for 1909..... | 14,613 |
| The total purchased homesteads for 1910 were..... | 1,863 |
| As compared with | |
| The total purchased homesteads for 1909..... | 997 |

FARM VALUES AND WAGES IN CANADA

REPORT FOR THE MONTH ENDED JANUARY 31, 1911.

Values and wages in Canada make a good record for 1910. The total value of live stock on the farms is \$593,768,000, which is \$34,979,000 more than in 1909. The price per head of horses is \$132.50 as against \$130.72 in 1909, of milch cows \$42.60 against \$36.36, of other cattle \$30.90 against \$28.81 and of sheep \$6 against \$5.89. Swine show an average of \$11.30 per head. The total value of horses is \$293,398,000 for last year as against \$278,789,000 for 1909, of milch cows \$126,613,000 as against \$103,601,000, of other cattle \$131,781,000 against \$127,326,000, and of sheep \$15,819,000 against \$15,735,000. The value of swine \$34,368,000.

The highest average price of horses was in Saskatchewan, of milch cows, other horned cattle and sheep in Ontario, and of swine in Quebec. Horses three years old and over reached the highest price in British Columbia, where the average was \$225. Swine per 100 lbs. live weight ranged from \$6.50 in Manitoba to \$9.62 in



You Can Raise Good Garden Stuff along the Lines of the Canadian Northern Ry. Quebec. The price of unwashed wool was 18 cents in 1910 and 17 cents in 1909, and of washed wool 24 cents for each year.

VALUES OF OCCUPIED FARM LANDS AND WAGES OF FARM HELP AND BOARD, 1909 AND 1910

| PROVINCE | AVERAGE VALUE OF OCCUPIED FARM LAND PER ACRE | AVERAGE WAGES OF FARM HELP INCLUDING BOARD | | | | AVERAGE VALUE OF BOARD PER MONTH | | |
|---------------|----------------------------------------------|--------------------------------------------|---------|----------|----------|----------------------------------|---------|---------|
| | | PER MONTH | | PER YEAR | | MALES | FEMALES | |
| | | MALES | FEMALES | MALES | FEMALES | | | |
| Manitoba..... | 1909 | \$28.94 | \$35.95 | \$23.97 | \$365.55 | \$261.84 | \$11.00 | \$ 9.00 |
| | 1910 | 28.67 | 40.00 | 25.00 | 400.00 | 282.00 | 14.70 | 11.30 |
| Saskatchewan, | 1909 | 21.54 | 38.30 | 24.33 | 389.90 | 263.86 | 16.00 | 10.00 |
| | 1910 | 22.00 | 40.00 | 24.15 | 402.50 | 263.60 | 14.00 | 13.00 |
| Alberta..... | 1909 | 20.46 | 40.08 | 26.16 | 421.62 | 285.12 | 15.00 | 12.00 |
| | 1910 | 24.00 | 40.00 | 27.50 | 416.00 | 300.00 | 16.70 | 13.90 |

Farm help for the summer season shows an average of \$35.15 per month for males and \$20.70 for females, counting board, as compared with \$33.69 and \$19.08 respectively in the previous year. Males have an average of \$347.10 and females \$209.69 per year counting board, as against \$336.29 and \$206.08 respectively for 1909. The highest prices per month in summer are paid in Saskatchewan, Alberta and British Columbia, where they are \$40 and over for males and \$25 and over for females, counting board.



Along the Line of the Canadian Northern Railway I found many Fields of Spring Wheat that would Yield from 30 to 35 Bushels per Acre—E. E. Faville, *Successful Farming*



"I was most favorably impressed with the Great Saskatchewan Plains"

E. E. Faville, Editor Successful Farming.

Of the different districts visited in Western Canada I was most favorably impressed with the great Saskatchewan Plains. It is a district of almost unlimited area of good cheap lands adapted to grain farming.

Saskatoon, the center of the district, the home of the provincial university, agricultural college and experimental farm, affording educational advantages most helpful to a new and growing country.

The entire area of 5,000,000 acres is especially attractive to the settler from the prairie lands of the States. The soil is a friable chocolate loam from ten to eighteen inches deep with a retentive clay subsoil. The surface soil is a "quick soil" that can be easily worked, affording an ideal soil mulch which, if properly prepared in the spring, will conserve the moisture that falls during the seeding and growing season.

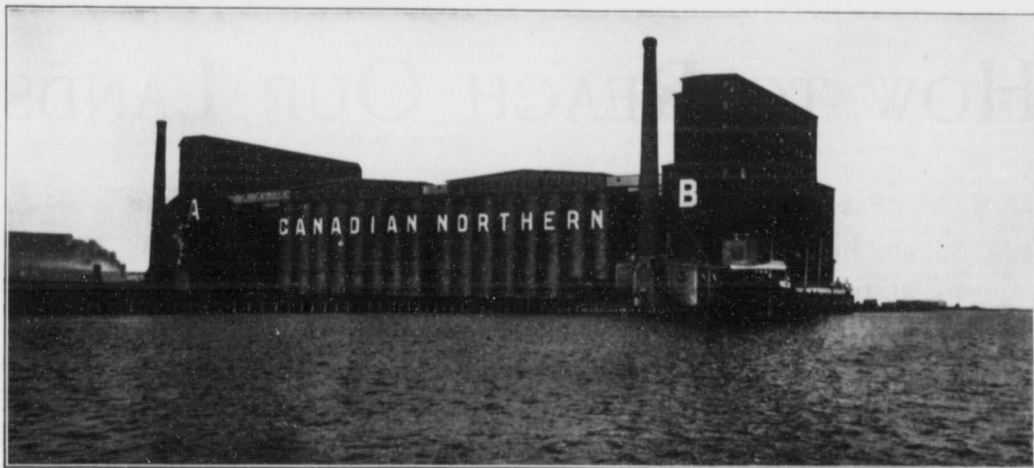
I estimate the tillable land in this section at 90 per cent. The soil and climate are peculiarly adapted to the growing of small grain. By proper tillage large annual yields of wheat, oats, barley, and flax are obtained. I found many fields of spring wheat that would yield from 30 to 35 bushels per acre, oats 50 to 60 bushels per acre, barley 40 to 55 bushels per acre. I saw some of the best flax on spring breaking I have ever seen, with an estimated yield of from 12 to 18 bushels per acre.

Winter wheat can, I think, be grown in this section and should

be tried as a help in aiding the labor problem, as this crop can be seeded in the fall and thus avoid the rush of spring work. Much wild hay is cut each season. The native grasses are well known for their nutritious value. Brome grass and western rye grass can be grown successfully all over the tract. Garden vegetables and small fruits grow luxuriantly.

The long days of sunshine make vegetable growth rapid; the nights harden the berry of the grain—an ideal condition for wheat growing.

The settlers in the Goose Lake district are progressive farmers from Illinois, Iowa, Indiana, Minnesota, the Dakotas, and Eastern Canada. The town of Zealandia, in less than one year from the advent of the Canadian Northern had four grain elevators, three lumber yards, several general stores, a bank, a three-story hotel, church and school building. Kindersley, the first divisional point on this line, broke all records. It was not on the map in September, 1909, today it is one of the most prosperous towns per capita in all Saskatchewan. Kindersley now has a population of over one thousand with large modern hotels, busy business blocks and a residential section which would credit any city. And Kindersley continues to grow; the extreme fertility of the district and the quick prosperity of the farmers creates a big trade upon which the town is flourishing.



The Canadian Northern Elevator at Port Arthur is the Largest in the World. Capacity, 7,250,000 Bushels

THE IMPORTANCE OF EARLY SOWING

Frere Chrystotele of Notre Dame de Levis, Quebec, one of our valued corps of crop correspondents, when sending in his December report, wrote as follows:

"Many farmers, whether their ground be ready or not, do not sow their spring grain until a given date. This is wrong. One cannot too much impress upon farmers that they should sow as soon as the land is ready. This is what we do. Experience has taught us that grain which remains longer underground weighs more than that which is in the earth for a less time, both having the

same conditions of favorable weather from seed time to harvest. One year we sowed oats on April 26; it weighed 39 lbs. to the bushel, whilst that sown on May 15, of the same year, which ripened four or five days later than the other, only weighed 32 lbs. to the bushel."

In this connection we may recall the early sowing experiments carried on at the Central Experimental Farm at Ottawa during the ten years 1890-1899. The average of these experiments showed that a delay of one week after the earliest time practicable for sowing entailed a loss of over 30 p. c., two weeks of 40 p. c., and three weeks of 56 p. c., of the crop in the case of wheat.

HOW TO REACH OUR LANDS

Passengers from Chicago and points East and South can take any line to Duluth, then Duluth, Missabe & Northern in connection with the Canadian Northern Railway to Winnipeg and the West, without change of cars, or by way of St. Paul, to Winnipeg, and west over our lines to the Saskatchewan Valley. Your tickets should read to Saskatchewan.

CANADIAN NORTHERN RAILWAY LAND DEPARTMENT HAS BRANCH OFFICES AT

| | | | | | |
|----------------------------|---|---|---|---|--------------------------------------|
| ST. PAUL, MINNESOTA | - | - | - | - | Corner 4th and Jackson Street |
| CHICAGO, ILLINOIS | - | - | - | - | 107 Adams Street |
| WINNIPEG, MANITOBA | - | - | - | - | Corner Main and Portage |
| TORONTO, ONTARIO | - | - | - | - | 3 Toronto Street |

LAND REGULATIONS IN CANADA

All public lands in the Provinces of Manitoba, Saskatchewan, and Alberta are controlled and administered by the Dominion Government through the Department of the Interior. These are the lands that are disposed of as free homesteads, and are surveyed into square blocks, six miles long by six miles wide. Such blocks are called townships.

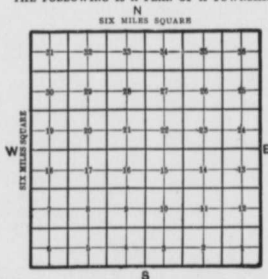
Each township is subdivided into 36 square blocks, called sections. A section is a mile square and contains 640 acres. The sections are numbered from one to thirty-six.

Each section is divided into four square blocks, called quarter-sections.

A quarter-section is half a mile square and contains 160 acres. It is the unit on which these lands are dealt with.

As a section is a square whose sides run east and west and north and south the four quarters which it contains are described, according to their location, as the northeast quarter, the northwest quarter, the southeast quarter, the southwest quarter.

THE FOLLOWING IS A PLAN OF A TOWNSHIP



Showing how the land is divided into square sections and square quarter-sections. Also showing how the sections in a township are numbered.

children of her own dependent upon her for support is permitted to make homestead entry as the sole head of a family.

Acquiring Homestead. To acquire a homestead an applicant must make entry in person, either at the Dominion Lands Office for the district in which the land applied for is situate, or at a sub-agency authorized to transact business in such district. At the time of entry a fee of \$10 must be paid. The certificate of entry which is then granted the applicant gives him authority to enter upon the land and maintain full possession of it as long as he complies with the homestead requirements.

Homesteads. Dominion Lands in these Provinces may be acquired in the form of homesteads of 160 acres (one quarter-section). A homestead is a grant made under certain conditions involving residence and improvements upon the land on the part of the homesteader. When such duties are completed a free patent for the land is issued to the homesteader.

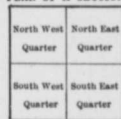
Who Is Eligible. A homestead may be taken up by any person who is the sole head of a family or by any male eighteen years of age or over who is a British subject or who declares his intention to become a British subject.

A widow having minor

Residence. To earn patent for homestead, a person must reside in a habitable house upon the land for six months during each of three years. Such residence, however, need not be commenced before six months after the date on which entry for the land was secured.

Improvement Duties. Before being eligible to apply for patent, a homesteader must break (plough up) thirty acres of the homestead, of which twenty acres must be cropped. It is also required that a reasonable proportion of this cultivation must be done during each homestead year.

PLAN OF A SECTION



Showing how a section is divided into four quarter-sections.

Before being eligible to apply for patent, the homesteader must have a house on the homestead worth at least \$300.

Application for Patent. When a homesteader has completed his residence and cultivation duties, he makes his application for patent before the Agent of Dominion Lands for the district in which the homestead is situate, or before a sub-agent authorized to deal with lands in such district. If the duties have been satisfactorily performed patent issues to the homesteader shortly after without any further action on his part and the land thus becomes his absolute property.

Pre-emptions. In certain districts in Southern Alberta and Saskatchewan (see map on pages 6 and 7), an additional quarter-section (160 acres) may be purchased under certain residence and improvement conditions by a person who has secured a homestead but who has not previously obtained a pre-emption under any Dominion Lands Act. Usually entry for homestead and pre-emption is made at the same time.

Must Adjoin Homestead. The pre-empted land must adjoin the homestead or be separated therefrom by only a road allowance.

Entry. As in the case of homesteads, entry must be made in person before the Agent of Dominion Lands in whose district the land is situate, or before a sub-agent authorized to deal with lands in such district. An entry fee of \$10 must be paid at the time of entry. Only a person with a homestead entry may enter for a pre-emption.

Residence Duties. In addition to the six months' residence in each of three years required in connection with homestead, a person who has entered for both homestead and pre-emption must put in six months' residence in each of three other years to secure patent for both. This residence may be put in on either homestead or pre-emption and must be in a habitable house.

Improvement Duties. The cultivation required in connection with a homestead and pre-emption is eighty acres. This may be done on either the homestead or pre-emption or part of it on each. A reasonable proportion of such cultivation must be done each year.

Payment. Payment for a pre-emption must be made at the rate of \$3.00 per acre as follows:

One-third of the purchase price at the end of three years from date of entry. Balance in five equal annual installments with interest at 5 per cent at the end of each year from the date of the pre-emption entry.

Pre-emption Patent. The procedure for securing patent for pre-emption is similar to the procedure in regard to patent for homestead. There are no fees.

Timber and Fuel. An occupant of a homestead quarter-section, having no suitable timber of his own, may obtain on payment of a 25-cent fee a permit to cut **3,000** lineal feet of building timber, **400** roof poles, **500** fence posts, **2,000** fence rails

Homesteaders and all bona fide settlers, without timber on their own farms may also obtain permits to cut dry timber for their own use on their farms for fuel and fencing.

CUSTOMS REGULATIONS

The following is an extract from the customs tariff of Canada, specifying the articles that can have free entry:

Settlers' Effects, viz: Wearing apparel, household furniture, books, implements and tools of trade, occupation, or employment; guns, musical instruments domestic sewing machines, typewriters, live stock, bicycles, carts, and other vehicles and agricultural implements in use by the settler for at least six months before his removal to Canada, not to include machinery or articles imported for use in any manufacturing establishment or for sale; also books, pictures, family plate or furniture personal effects, and heirlooms left by bequest; provided, that any dutiable articles entered as settlers' effects may not be so entered unless brought with the settler on his first arrival, and shall not be sold or otherwise disposed of without payment of duty until after twelve months' actual use in Canada

The settler will be required to fill up a form (which will be supplied him by the customs office on application) giving description, value, etc., of the goods and articles he wishes to be allowed to bring in free of duty. He will also be required to take the following oath:

I,, do hereby solemnly make oath and say that all the goods and articles hereinbefore mentioned are to the best of my knowledge and belief intended to free entry as settlers' effects under the tariff of duties of customs now in force, and that all of them have been owned by myself for at least six months before removal to Canada; and that none of the goods or articles shown in this entry have been imported as merchandise for any use in a manufacturing establishment or as a contractor's outfit, or for sale, and that I intend becoming a permanent settler within the Dominion of Canada, and that the "Live Stock" enumerated in the entry herewith attached, is intended for my own use on the farm which I am about to occupy (or cultivate), and not for sale or speculative purposes, nor for the use of any other person or persons.

Sworn before me,, this.....day of.....19.....

Collector.....

FREIGHT REGULATIONS

1. Carloads of Settlers' Effects, within the meaning of the settlers' tariff, may be made up of the following described property for the benefit of actual settlers, viz: Live stock, any number up to but not exceeding ten (10) head all told viz: Cattle, calves, sheep, hogs, mules, or horses; Household Goods and personal property (second hand); Wagons and other vehicles for personal use (second hand); Farm Machinery, Implements, and Tools (all second-hand); Soft-wood Lumber (Pine, Hemlock, or Spruce—only) and Shingles, which must not exceed 2 000 feet in all, or the equivalent thereof; or in lieu of, not in addition to the lumber and shingles, a Portable House may be shipped; Seed Grain, small quantity of trees or shrubbery; small lot live poultry or pet animals; and sufficient feed for the live stock while on the journey. Settlers'

Effects rates, however, will not apply on shipments of second-hand Wagons, Buggies, Farm Machinery, Implements, or Tools, unless accompanied by Household Goods.

2. Should the allotted number of live stock be exceeded, the additional animals will be charged for at proportionate rates over and above the carload rate for the Settlers' Effects, but the total charge for any one such car will not exceed the regular rate for a straight carload of Live Stock.

3. Passes.—One man will be passed free in charge of live stock when forming part of carloads, to feed, water, and care for them in transit. Agents will use the usual form of Live Stock Contract.

4. Less than carloads will be understood to mean only Household Goods (second-hand). Wagons or other vehicles for personal use (second-hand) and (second-hand) Farm Machinery, Implements, and Tools. Less than carload lots must be plainly addressed. Minimum charge on any shipment will be 100 pounds at regular first-class rate.

5. Merchandise, such as groceries, provisions, hardware, etc., also implements, machinery, vehicles, etc., if new, will not be regarded as Settlers' Effects, and, if shipped, will be charged at the regular classified tariff rates. Agents both at loading and delivering stations, therefore, give attention to the prevention of the loading of the contraband articles and see that the actual weights are way-billed when carloads exceed 24,000 lbs. on lines north of St. Paul.

6. Top Loads.—Agents do not permit, under any circumstances, any article to be loaded on the top of box or stock cars; such manner of loading is dangerous and absolutely forbidden.

7. Settlers' Effects, to be entitled to the carload rates, cannot be stopped at any point short of destination for the purpose of unloading part. The entire carload must go through to the station to which originally consigned.

8. The carload rates on Settlers' Effects apply on an shipment occupying a car weighing 24,000 lbs. or less. If the carload weighs over 24,000 lbs. the additional weight will be charged for. North of St. Paul, Minn., 24,000 lbs. constitutes a carload, between Chicago and St. Paul and Kansas City or Omaha and St. Paul a carload is 20,000 lbs. From Chicago and Kansas City north to St. Paul any amount over this will be charged extra. From points South and East of Chicago, only five horses or heads of live stock are allowed in carloads, any over this will be charged extra; carload 12,000 lbs. minimum.

9. Minimum charge on any shipment will be 100 lbs. at first-class rate.

QUARANTINE OF SETTLERS' CATTLE

Settlers' cattle must be inspected at the boundary. Inspectors may subject any cattle showing symptoms of tuberculous to the tuberculin test before allowing them to enter. Any cattle found tuberculous to be returned to the United States or killed without indemnity. Settlers' horses are admitted on inspection if accompanied by certificate mallein test signed by United States Bureau Inspector. If not so accompanied will be tested at boundary. Certificate from any others not accepted. Horses found to be affected with glanders within six months of entry are slaughtered without compensation. Sheep may be admitted subject to inspection at port of entry. If disease is discovered to exist in them, they may be returned or slaughtered. Swine may be admitted, when forming part of settlers' effects, but only after a quarantine of thirty days, and when accompanied by a certificate that swine plague or hog cholera has not existed in the district whence they came for six months preceding the date of shipment; when not accompanied by such certificate, they must be subject to inspection at port of entry. If diseased, to be slaughtered, without compensation.

BUSINESS OPPORTUNITIES

ASSISTANCE TO HOMESEEKERS

The CANADIAN NORTHERN RAILWAY COMPANY, through its Industrial Department, is prepared to give valuable and timely information to Homeseekers that will enable them to avoid costly mistakes in deciding on a location for business

THE INDUSTRIAL AND TOWNSITE DEPARTMENTS

Of the Canadian Northern Railway are prepared to furnish valuable information to, and will co-operate with, Homeseekers, Manufacturers, and Wholesale and Retail Merchants, in all lines of business, who are seeking locations.

THE INDUSTRIAL DEPARTMENT IS ORGANIZED

So as to give reliable information in regard to business opportunities on the line carefully and quickly and place you in communication with the proper local parties, if necessary.

THE TOWNSITE DEPARTMENT OWNS AND CONTROLS

The lots in, and lands adjoining, the new towns along the system, thus assuring purchasers fair and impartial treatment.

THE POLICY OF THE CANADIAN NORTHERN RAILWAY

is to work for the upbuilding of towns along its line, and to this end it is interested in having all branches of business well represented and the best markets for all produce so that its stations shall be at no disadvantage in competing with adjacent towns.

THE ENTIRE LINE

Of the Canadian Northern Railway runs through the great wheat belt of Western Canada, where practically every acre can be put under cultivation. There is no waste land and nowhere are crops more certain and markets more accessible. In no section are there better educational advantages, greater social opportunities, or more healthful climatic conditions. Values are low compared with other sections of the country with like conditions and soil.

BUSINESS MEN

Readily recognize the fact that where the farmers are well to do, business must prosper.

BUSINESS OPPORTUNITIES

Comprising all branches usually represented in country towns, can be found in many of the older places and in all of the new towns along the system.

THE TOWNS

Are in a healthful state, but need more merchants, more stock, more grain buyers, and more business men.

IMMENSE DEPOSITS

Of the finest kinds of clay suitable for making pressed brick, paving brick, and tile, and stone of the best quality for building, concrete work, paving, etc., in abundance, with cheap coal for fuel, mined on adjoining land, are waiting development. There are openings for creameries in good dairy sections.

MANUFACTURERS SEEKING LOCATIONS

In large terminals will be given every facility possible, and to those in the larger cities seeking sites in smaller towns will be given locations where labor is plentiful and transportation the best.

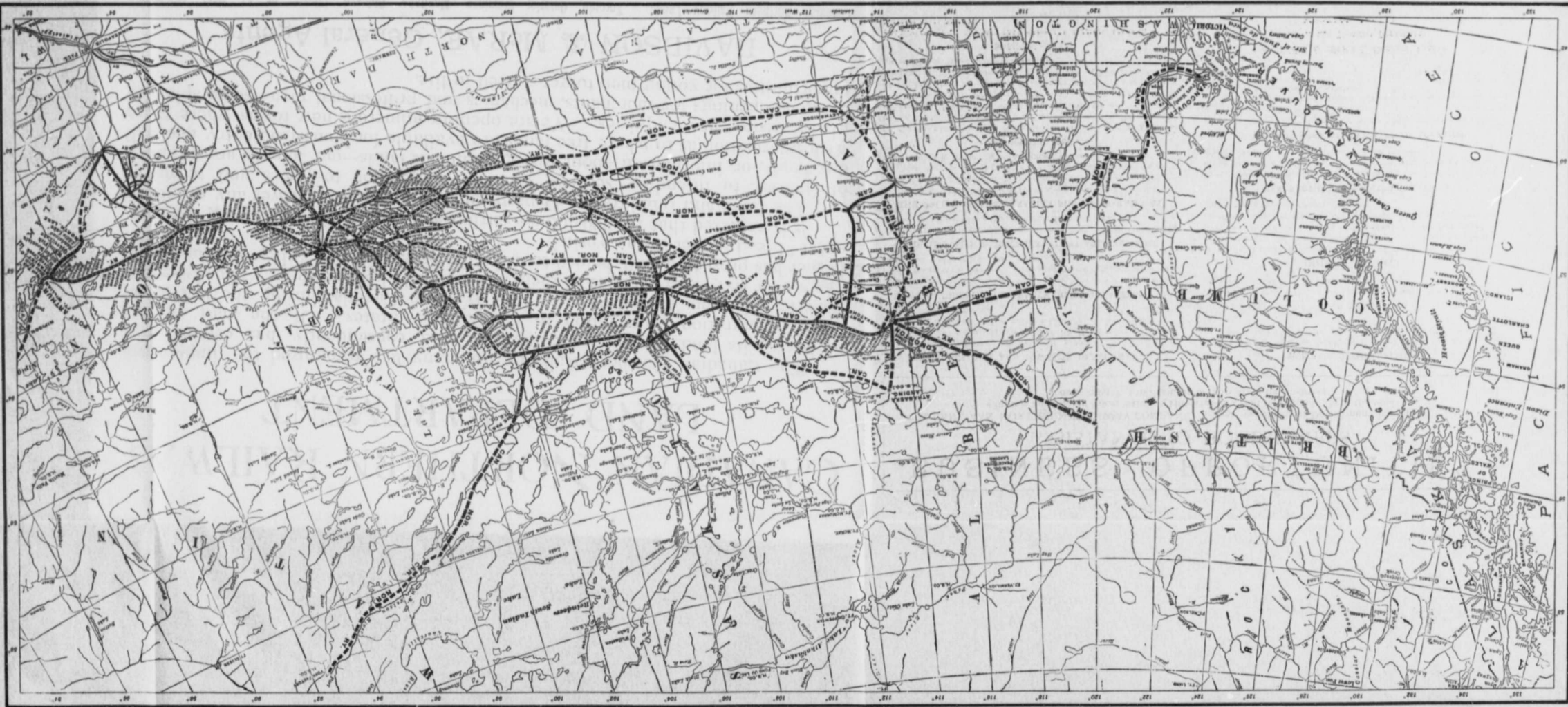
IF YOU ARE SEEKING ANY KIND OF LOCATION

Write at once, stating fully your needs, and your communications will receive prompt and careful attention.

Copies of Maps of the Canadian Northern Railway Lands will be sent to any address upon application.

Address:

DAVIDSON & McRAE, General Agents
Industrial and Townsite Department
WINNIPEG, CANADA



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CANADIAN NORTHERN RAILWAY LAND DEPARTMENT

The Canadian Northern Railway Company has recognized the importance of having its lands put under cultivation, and, consequently, has carried on a large immigration propagation in the United States. Of the half million American farmers that have come into Western Canada during the last seven years, over sixty-five per cent of them have settled along our lines. The American farmer has prospered and helped to make the Saskatchewan Valley famous as the great "bread basket of the world."

It is expected that 125,000 of these settlers will come to Canada during the year.

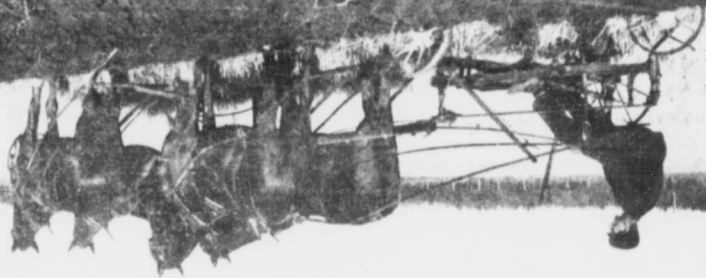
The Land and Immigration Department will be glad to answer any questions of interest to intending settlers, whether in relation to prices and terms of our lands, or information about free government lands—our agents are supplied with information as to where free lands are available for homestead entry and will gladly answer any enquiries. We are opening numerous new towns where there are good openings for merchants, mechanics and professional men—some splendid opportunities for young men to get started in life.

DAVIDSON & McRAE, General Agents

Canadian Northern Railway Lands. Toronto, Ontario; Winnipeg, Manitoba; Chicago, Illinois; or St. Paul, Minnesota.

TORONTO, ONT. CHICAGO, ILL. WINNIPEG, MAN.

LAND & TOWNSHIP DEPARTMENT
DAVIDSON & McRAE, GENERAL AGENTS



CANADIAN NORTHERN RAILWAY
COMPANY