

SASKATOON
SASKATCHEWAN

SASKATOON
THE GREAT WESTERN

COMPREHENSIVE AND CONCISE
FACTS DESCRIPTIVE OF THE AD-
VANTAGES OF THE CITY OF

SASKATOON

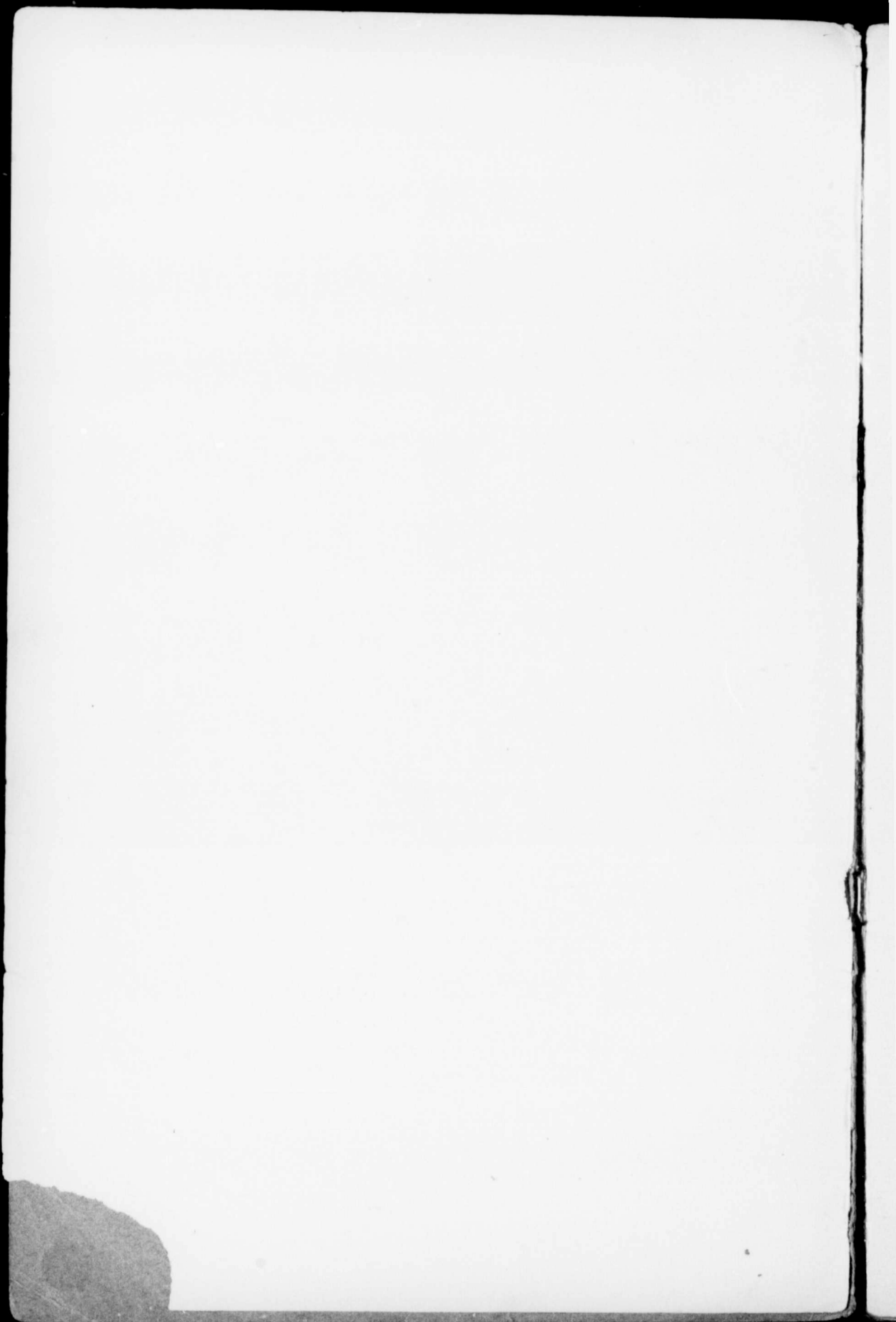
AND

SURROUNDING
TERRITORY

1920



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Saskatoon, Sask.



Foreword

Saskatoon, the commercial centre of the famous wheat-growing area of Central Saskatchewan, offers exceptional opportunities for legitimate commercial and industrial enterprise. The three Prairie Provinces of Canada, of which Saskatoon is the geographical centre city, form the Granary of the Empire, yet their surface is barely scratched. These Provinces have coal, oil, metals, chemicals, forests, fish and the most bounteous gift of fertile soil. Not only does the wheat, which has won the prizes for the world's best for years in succession, grow upon the magnificent land close to Saskatoon, but many herds of cattle and flocks of sheep graze upon its natural grasses. Wild berries, amongst them the famous "Saskatoons," grow in profusion upon its bushes. "Full many a flow'r is born to blush unseen" is more true of Western Canada than of any country ever imagined by the poet who wrote the words. Why it should be necessary to add that root crops such as potatoes and turnips, not to mention the whole host of common garden vegetables, will also grow to perfection, those who live here can only faintly understand. Perhaps it is because Western Canada has been the most maligned and misunderstood country that ever sought to allure men and women to dwell within its boundaries; yet, by reason of its open and accessible character, its fertility, and its natural charm, it has been the most easily and, consequently, the most rapidly settled country in the world.

Seventeen years ago Saskatoon was a hamlet containing a few scattered shacks, which sheltered a population of about a hundred men, women and children. Today it is a city on three transcontinental highways, with every modern convenience and a population of 30,000. The reasons are interesting, and it will be the purpose of this publication to indicate some of them.

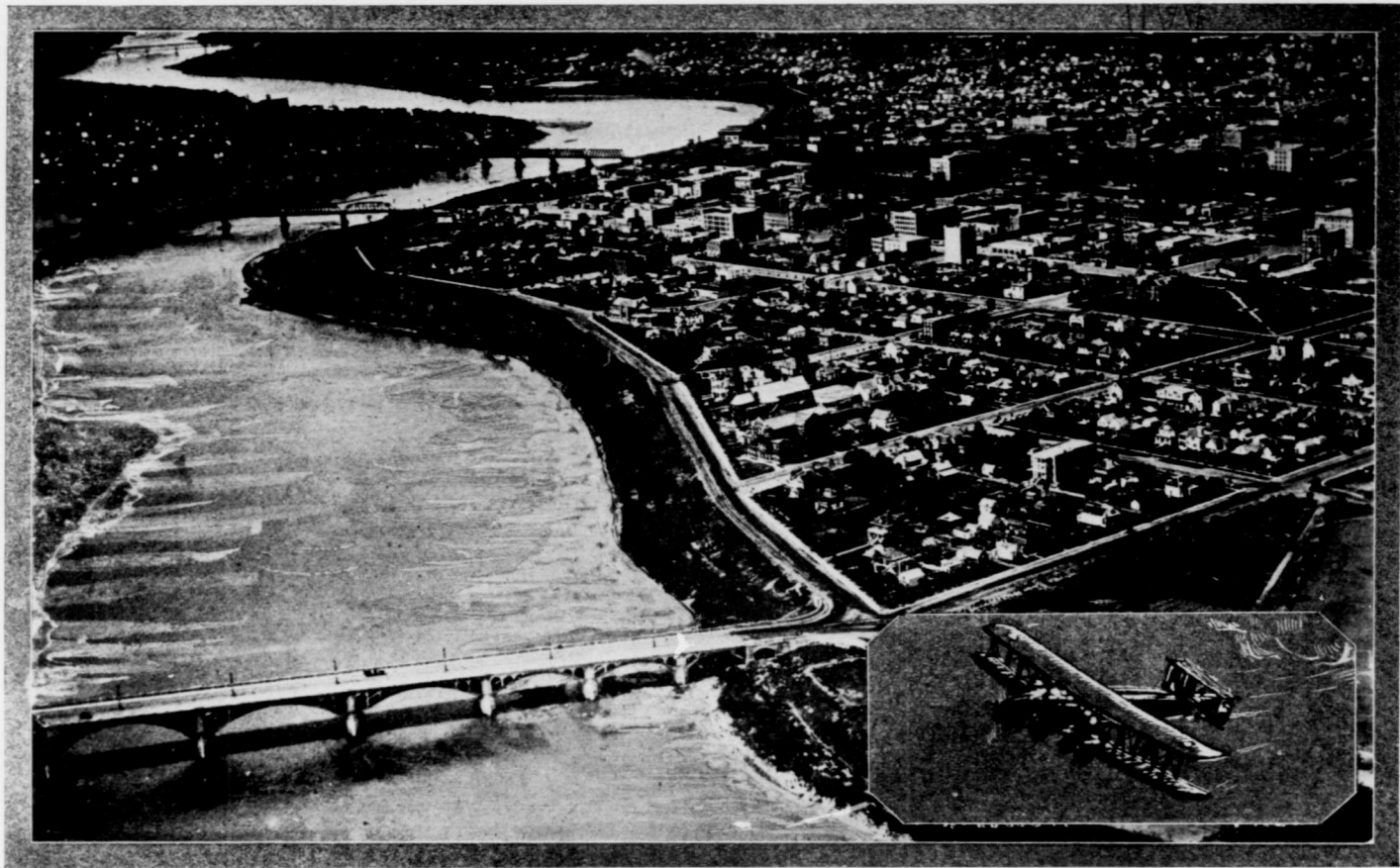
Some who read these words may hitherto have visualized Western Canada as unproven, uncouth, undeveloped, and lacking in commercial stability, as well as those social refinements enjoyed in older settled communities. Saskatchewan may have seemed forbidding because of its distance; a country of which one knew little and in which it might be difficult to find suitable employment, much less become independent. Similar doubts have probably assailed those who have casually considered the establishment of western branches of their businesses, whether industrial, wholesale or retail. All, except those who were born here or came under special guardianship, have had just such doubts. Mere speculation and advice from those who have never been in the West are valueless. It is wise to doubt at first, the difference between the wise and the unwise being that the former resolves his doubts into definite information and action, while the latter just continues as he was—drifting and doubting—and the days pass into months and the months into years.

The needs of Western Canada can be summarized into one word—PEOPLE. There are over 800,000 in Saskatchewan already, but the Province will support millions.

Our need is your opportunity:

For reliable information about prospects in your particular business, sites, markets, prices, labor conditions or any other matters upon which you require specific and detailed answers, write—confidentially, if you wish—to

The Commissioner,
Board of Trade,
Saskatoon, Sask.



A 'Plane View of Saskatoon

Saskatoon as a Commercial and Distributing Centre

Serving a Vast Area of the Most Famous Wheat Growing Territory in the World.

The primary importance of Saskatoon from a commercial standpoint is its significance as a wholesale distributing centre. Its central position, so far from other competing centres, gives it a unique position as the hub of a large district well served in all directions by railways.

Saskatoon is the most central city of the three Prairie Provinces, being 466 miles from Winnipeg and 326 miles from Edmonton by the shortest railway mileage. It is a few miles north and west of the bisection of the 52nd parallel of latitude with the 106th parallel of longitude, which lines divide into four quarters the arable and settled portions of the Province. Situated on the banks of the South Saskatchewan River, the city came into being by the uniting of three villages, which, naturally, located at the gateway to the great west country which now forms Saskatoon's principal distributing territory. Later, the city became the base for the settlement of this large area and is now the logical marketing centre of a magnificent agricultural country. Consequently, it is the site of the huge Dominion Government Interior Storage Elevator, of which a description appears later; and of two of the largest flour milling concerns in the West. Its central location, as well as the advantage of the river and the natural beauty of the site, also insured its choice as the seat of the University of Saskatchewan.

Any urban community which was in its babyhood as recently as eighteen years ago and yet today is the second largest city in a Province containing over 800,000 people, naturally commands popular attention, and the reasons for its phenomenal growth and present status are of economic interest and importance.

THE CENTRE OF A WONDERFUL DISTRICT

Saskatoon is really the youngest of the important cities of Western Canada and has seen the most remarkable development. Twenty years ago when cities like Winnipeg and Vancouver had attained greatness Saskatoon was not even incorporated as a village. Today it is the commercial centre of the most famous wheat-growing territory in the world, a bald and unconvincing enough statement in itself, the truth of which only begins to be realized when it is known that Saskatchewan produces more and better wheat every year than both Alberta and Manitoba combined. Saskatchewan, in point of fact, has during the last few years actually produced 55 per cent. of all Canada's wheat. It is within about 40 miles of Saskatoon that the wheat was grown which won the world's championship prize for years in succession, and much nearer than that to Saskatoon the world's best oats have been grown. One cannot realize the importance of the city as a wholesale distribution centre without a comprehension of the agricultural potentialities of the district, and so in dealing with the commercial phase of the subject it is necessary to draw attention to agricultural values, referring the reader to another section of this publication for amplification and details.

WHAT SASKATOON'S BUSINESS IS

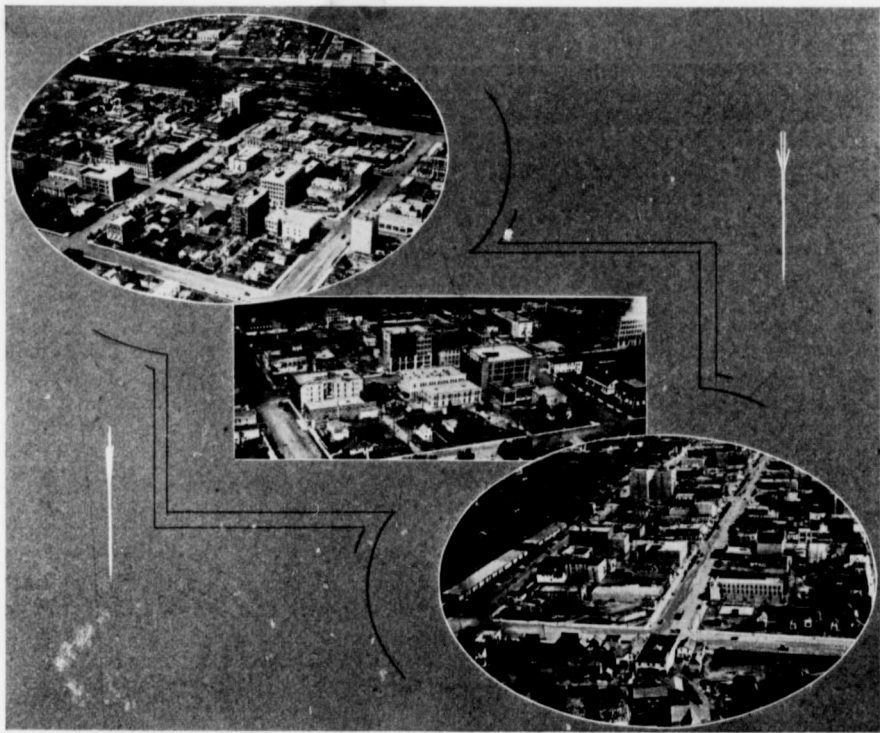
Just as the agricultural life of Saskatchewan centres around cereal production, so the industrial life of Saskatoon is based upon the milling of cereals, while its commercial life depends primarily upon the feeding, clothing and housing of the agricultural and other workers, not only in the city itself, but in the vast surrounding territory.

From the point of view of the wholesale trade, with which the industrial business is inextricably bound up, we have first to consider how many people there are whose wants are to be supplied, where they are, how they are supplied and principally by whom. Only by that means will it be possible to show how newcomers may benefit, and what business they may expect to do, either as farmers, merchants, manufacturers or in a professional capacity.

By an examination of conditions as created by the physical geography of the country and by the railway communications, it has been possible to extract figures which have a really instructive bearing upon the commercial situation.

THE TERRITORY SERVED

Upon the map accompanying this booklet three overlapping areas are indicated. (See page 22.) The smallest of them, enclosed by the solid line, indicates an area within the Province of Saskatchewan, which, as nearly as can be estimated, is directly and absolutely controlled by Saskatoon interests, and from which both direct and indirect revenues are drawn through the fruits of cereal production and animal husbandry. There will doubtless be differences of opinion as to just where the boundaries of such a territory really lie, but we must draw the line somewhere.



Three Views of Saskatoon as Seen from the Air

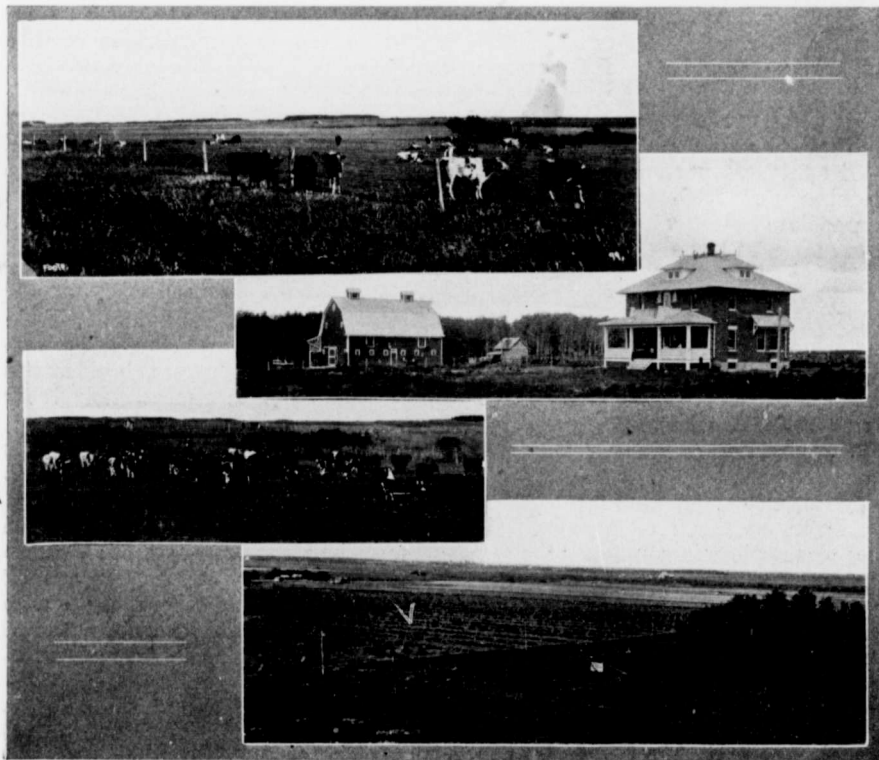
The broken line enclosing the next smallest area represents the large Saskatoon distributing territory, and is arrived at by a consideration of freight rate advantages. The examples showing the proof of this area will be found on pages 13 and 14 in the section dealing with railways.

The dot and dash line encloses the area over which Saskatoon MANUFACTURERS have freight rate control in competition with other points, hence indicating the market in which they may expect to sell their goods on a basis of price against competitors in other cities.

THE DISTRICT IMMEDIATELY SURROUNDING SASKATOON

At present we are principally concerned with the smallest area. It was found undesirable for purposes of a purely general inquiry to take into consideration areas over which Saskatoon had control or advantage as a distributing point solely upon a basis of freight rates which affect goods shipped from Eastern Canadian manufacturing centres in carloads and are reshipped or distributed in less than carload lots, because general business evidence does not sustain the theory that because a distributing point has this freight rate advantage all business necessarily flows that way. It is known, for example, that jobbers sometimes split their rate disadvantages and that, other conditions being equal, passenger and express business, with all that it represents, flows to the nearest large town or city, irrespective of freight rates.

However, the second area (inside the broken line) should be constantly kept in mind by those who contemplate doing a distributing business in the



Livestock and Wheat-growing in Central Saskatchewan
—Photograph by Courtesy of the Canadian National Railway

West, since it is really the one with which they will be largely concerned, but as it is impossible to write for any particular trade without loss of scope, and as an inquiry of the present character must be kept within reasonable limits or fail entirely in its purpose, the figures quoted here have been confined to the most restricted area, and if they are convincing in the smaller area the reader may reasonably assume that the case is only made the better and stronger by their application to the larger area.

BUSINESS CLAIMS OF OTHER PLACES

The small area, which may be briefly termed the Saskatoon district, was chosen as that which takes into consideration the business claims of such smaller points as Prince Albert, North Battleford, Moose Jaw, and Yorkton, and the figures are offered as a very conservative resume of the factors that go to the support of the city and its commercial life.

This boundary roughly embraces 25,000 square miles, or 16,000,000 acres, and the total population, exclusive of the 30,000 people in the city, has been recently estimated by the Provincial Government at nearly 200,000. The population in the towns is estimated as one per cent. rural and in the villages as eight per cent. rural, i.e., deriving a direct livelihood from the soil. Of the above total, two-thirds are living on the farms and one-third in the towns and villages. Of the area of 16,000,000 acres, about 4,000,000 are under crop (the exact figure in 1918 was 3,552,748 acres), being about one-quarter of the whole. Within the area there are approximately 172,000 horses, 190,000 cattle, 16,000 sheep and 144,000 swine. Estimating the total area of land to be worth \$25.00 per acre, and much of it is worth more than double that amount, we have an approximate valuation of \$400,000,000. Valuations of livestock can readily be worked out in a similar manner.

Saskatchewan contains a total area of 251,700 square miles, but the cultivated and semi-cultivated portion embraces only 126,250 square miles; so that Saskatoon's direct commercial influence controls one-fifth of the inhabited and cultivated portion of Saskatchewan even on this conservative basis. The total area of the Province of Nova Scotia is considerably less than Saskatoon's immediate territory since it contains only 21,068 square miles. Yet Nova Scotia is as large as Holland and Belgium combined.

THE CONDITIONS IN ONE TRADE ALONE

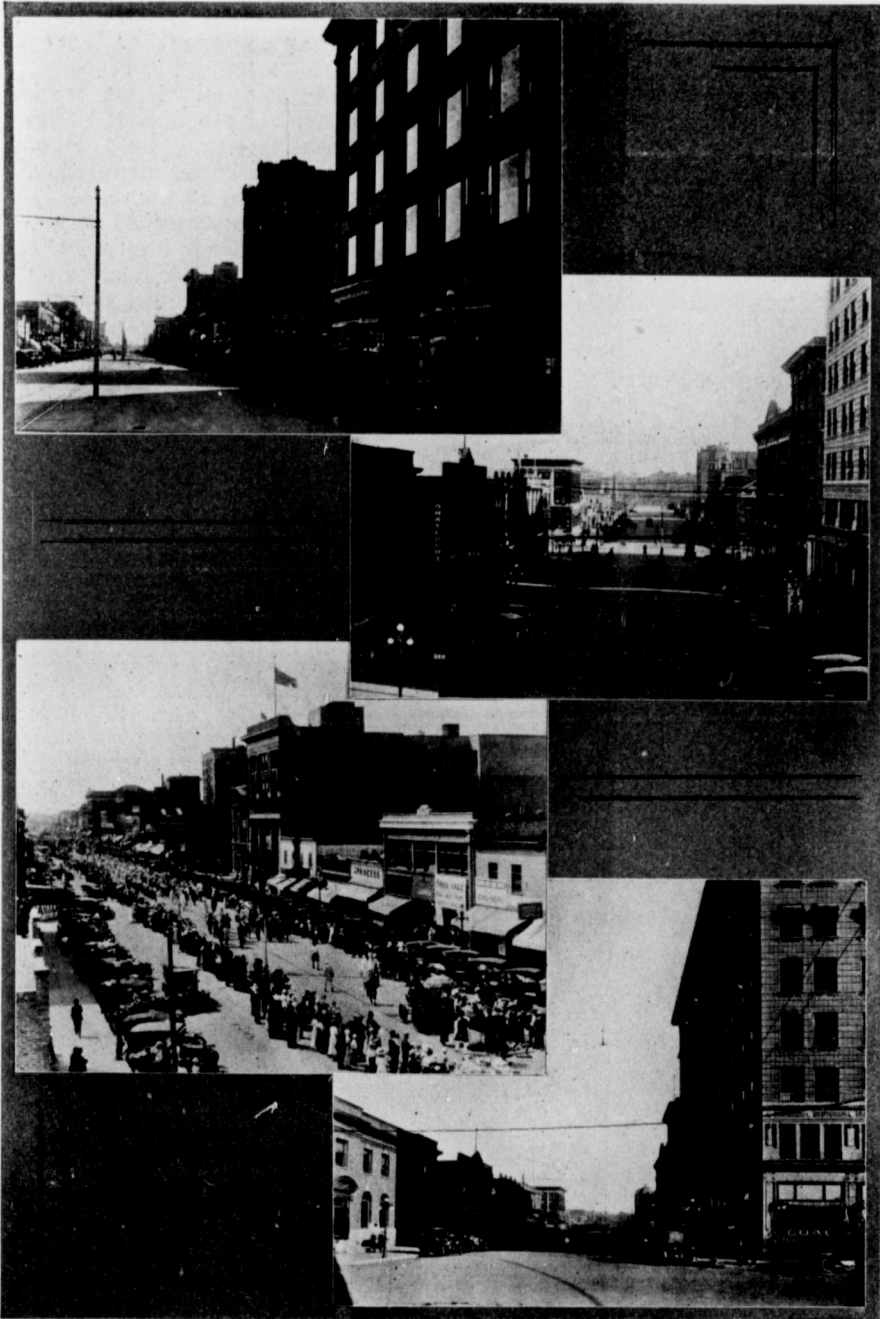
Evidence from the grocery business will serve as an example of the wholesale trade of the city. In the district described there are 288 general stores, 47 which handle groceries only, making a total of 335. These businesses, besides the large number of city grocery stores, draw their supplies almost exclusively from Saskatoon houses.

The reader may make further comparisons with the figures given, but sufficient has been said to show that the potentialities are here and that this city is the commercial centre of them.

Representatives of agricultural implement firms in Saskatoon hold an important place in supplying the farmers' most important needs, while dealers in automobiles, which provide the most popular and satisfactory means of transportation today, are also prominently represented. There are about 30 dealers in agricultural implements, many of which are large firms of national and international reputation. Several of these occupy spacious office and warehouse buildings in the wholesale district.

THE MILLING BUSINESS

There are already two large concerns carrying on a milling business, the Quaker Oats Company and the Interprovincial Flour Mills, with a combined capacity output of 2,250 barrels daily. The Quaker Oats Company has its



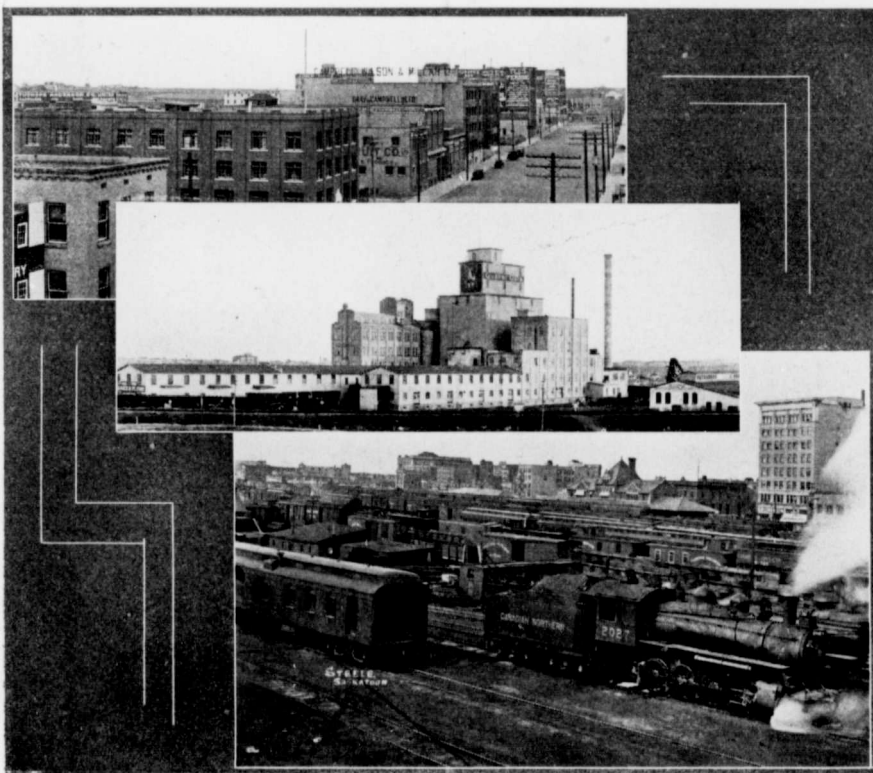
Saskatoon's Principal Business Streets

sole western plant here, representing a large investment. This company chose Saskatoon in preference to all other western points and has made a number of extensions and improvements since locating. Here the well known rolled oats and Quaker flour are produced. The regular employees of the two plants number 225.

Taking no account of smaller industrial concerns, such as a broom works, textile weaving works, baby carriage manufacturer, and others which might be termed "infant industries," but which are, nevertheless, valuable as the nucleus of something greater in the future, the cream and butter plants should be noted. In addition to a fine cold storage plant operated by the Saskatchewan Co-operative Creameries, Limited, which has a capacity of 45 carloads at a conservative estimate and fills a want which was formerly keenly felt by the community, the Saskatoon Pure Milk Company and the Scott Dairy operate large pasteurizing, butter and ice cream making plants. The combined output of these plants is about 300,000 lbs. of butter per year, while the investment represents about \$200,000.00 at pre-war estimates. The number of hands employed varies from 80 to 100, according to the season.

AGRICULTURAL MACHINERY MAKERS

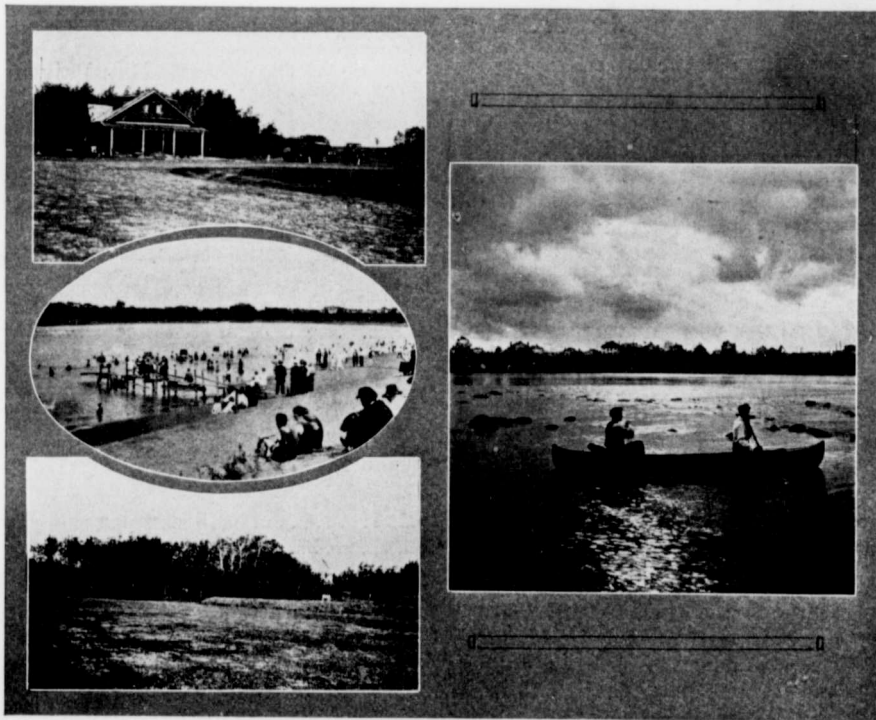
Attention may also be directed to those industries which are important to the carrying on of farm work, such as the iron foundry and the manufacture of threshing machines and sheaf loaders. The John East Iron Foundry



A Street in the Wholesale District, the Plant of the Quaker Oats Company and Part of the Canadian National Railway Yards

represents a minimum investment of over \$100,000.00 and does foundry and lathe work required in the city and district. The A. Stanley Jones Company and the Jackson Farm Machinery Company are manufacturers of threshing machines and a patented sheaf loader. The planing mills and wood-working plants, of which there are several, the principal one being that of Cushing Brothers, Limited, also represent an important industry. The manufacture of boxes, packing cases, etc., and the making of all kinds of interior finish occupy most of the time of these firms.

A list of all the manufacturing and wholesaling firms doing business in Saskatoon may be had on application to the Commissioner, Board of Trade.



Golf Links, Bathing Beach and Canoeing on the River at Saskatoon

Saskatoon as a Railway Centre

**Is Geographical Centre City of Three Prairie Provinces on All Three
Lines of Railway and Midwestern Headquarters of Canadian
National Railways.**

The railways serving Saskatoon and the territory of which Saskatoon wholesalers have sales control by reason of the central location and strategic isolation of the city cannot be fully understood except by a detailed examination of the railway map and a study of the freight rate system of Western Canada. The Saskatoon territory aggregates 47,000 square miles, with about 2,500 miles of operating railway track, and embraces a number of large towns, as well as a host of small villages. As well as being the focus point of the three transcontinental roads and a number of branch lines, the City is the headquarters of C.P.R. and C.N.R. District Superintendents, and of a C.N.R. General Superintendent. It is the mid-western headquarters of the Canadian National System, and large shops are to be built here, an expenditure of about a million dollars being in contemplation for the immediate future.

Although not yet so shown upon many of the maps still in circulation, the Grand Trunk Pacific Railway now operates through the heart of Saskatoon, the Canadian Pacific station serving as a Union Depot, accommodating both C.P.R. and G.T.P. trains.

THE HUDSON BAY RAILWAY

The probable completion in the near future of the Hudson Bay Railway (only 92 miles of steel being required in the summer of 1918) should not be overlooked. The operation of this new Government road is of great significance to Saskatoon in particular, and Western Canada in general. This railway is intended to bring the British consuming market closer to the Western producer, by avoiding the long and expensive rail haul for prairie cereal products through Northern Ontario and Eastern Canada. Whether by existing tracks or by new ones, Saskatoon will be directly connected with the Bay, and is the logical prairie terminus of the line. As a livestock route, and as a means of tapping hitherto unexploited mineral and forest wealth, the Hudson Bay Railway will fill a great need. The following official distances, in their relation to Saskatoon, tell an interesting story:

| | |
|--|-------------|
| Saskatoon to Montreal, rail..... | 1,894 miles |
| Montreal to Liverpool..... | 2,760 " |
| Total | 4,654 " |
| Saskatoon to The Pas..... | 328 miles |
| The Pas to Port Nelson..... | 410 " |
| Port Nelson to Liverpool..... | 3,200 " |
| Total | 3,938 " |
| Distance saved Saskatoon to Liverpool via Port Nelson | 716 miles |
| Saving in railway haul via Port Nelson..... | 1,156 " |

The City of Saskatoon is seen to be the centre of the network of railway

servicing the finest agricultural district of Saskatchewan. As the mid-western headquarters of the Canadian National Railway System, the dominating factor is the C.N.R.

WHY A GREAT RAILWAY CENTRE?

What is Saskatoon's advantage as a distributing point? The people of Western Canada import the greater part of the goods they consume from points in Eastern Canada and the Eastern United States. This means that a large amount of traffic, consisting of carloads of canned goods, staple articles, machinery, etc., travels from the numerous manufacturing cities in Ontario to Western distributing centres. This traffic provides the bulk of the manufactured articles consumed in the West. As it is much cheaper to ship goods in carloads than in less-than-carload lots, it becomes the business of the wholesalers to receive these carloads into their warehouses and reship to the smaller places in small lots—thus doing what is properly termed a distributing business. It is quite obvious from the facts just cited that certain large territories will be adjacent and convenient to particular cities, the size, population and commercial importance of the territory depending upon (1) the proximity of other competing points, (2) the fertility of the soil, (3) the number of settlers, and (4) the railway communications. The reader is invited to consider all these points in relation to Saskatoon, which is far distant from all other large distributing points, the nearest being Regina, a distance of 160 miles.

The fertility and agricultural suitability of the soil is established beyond question (see Agricultural Section), the number of settlers has been shown to be very large (page 8), while the railway communications are excellent, partially owing to the peculiarly central and strategic location of the city.

DEMONSTRATION OF THE EXTENT OF SASKATOON'S DISTRIBUTING AREA FROM CURRENT FREIGHT TARIFFS

An illustration of the commercial advantages the city has over the towns and territory of Western Saskatchewan and Eastern Alberta is best shown by examination of the freight tariffs.

Groceries, hardware, paper and the bulk of articles in every-day use travel under fifth class rating in carloads from Eastern to Western Canada. They are reshipped from Western distributing points in less than carload lots, for the most part under third class rating. Consideration of figures affecting goods travelling under other ratings, according to the Canadian Freight Classification, only serve to further illustrate Saskatoon's superiority as a distributing centre.

That Saskatoon actually controls a distributing area of about 47,000 square miles is shown by the following figures, which are per lake and rail from Eastern Canada, and per 100 pounds:

NORTH TO KINISTINO, COMPETING WITH WINNIPEG

| | |
|--|---------|
| Carload rate, Toronto to Winnipeg..... | \$.87 |
| L.C.L. rate, Winnipeg to Kinistino..... | .86½ |
| <hr/> | |
| Total rate, Toronto to Kinistino, when distributing from Winnipeg | \$1.73½ |
| Carload rate, Toronto to Saskatoon..... | \$1.32 |
| L.C.L. rate, Saskatoon to Kinistino..... | .40 |
| <hr/> | |
| Total rate, Toronto to Kinistino, when distributed from Saskatoon | \$1.72 |
| One and one-half cents in favor of Saskatoon. | |

SOUTH TO KENASTON, COMPETING WITH REGINA

| | |
|---|---------|
| Carload rate, Toronto to Regina..... | \$1.21 |
| L.C.L. rate, Regina to Kenaston..... | .36½ |
| <hr/> | |
| Total rate, Toronto to Kenaston, when distributed from Regina | \$1.57½ |
| Carload rate, Toronto to Saskatoon..... | \$1.32 |
| L.C.L. rate, Saskatoon to Kenaston..... | .22½ |
| <hr/> | |
| Total rate, Toronto to Kenaston, when distributed from Saskatoon | \$1.54½ |
| Three cents in favor of Saskatoon. | |

EAST TO HUMBOLDT, COMPETING WITH WINNIPEG

| | |
|--|--------|
| Carload rate, Toronto to Winnipeg..... | \$.87 |
| L.C.L. rate, Winnipeg to Humboldt..... | .79 |
| <hr/> | |
| Total rate, Toronto to Humboldt, when distributed from Winnipeg | \$1.66 |
| Carload rate, Toronto to Saskatoon..... | \$1.32 |
| L.C.L. rate, Saskatoon to Humboldt..... | .29 |
| <hr/> | |
| Total rate, Toronto Humboldt, when distributed from Saskatoon | \$1.61 |
| Five cents in favor of Saskatoon. | |

WEST TO RANFURLY, COMPETING WITH EDMONTON

| | |
|---|---------|
| Carload rate, Toronto to Edmonton..... | \$1.58½ |
| L.C.L. rate, Edmonton to Ranfurly..... | .32½ |
| <hr/> | |
| Total rate, Toronto to Ranfurly, when distributed from Edmonton..... | \$1.91 |
| Carload rate, Toronto to Saskatoon..... | \$1.32 |
| L.C.L. rate, Saskatoon to Ranfurly..... | .57½ |
| <hr/> | |
| Total rate, Toronto to Ranfurly, when distributed from Saskatoon | \$1.89½ |
| One and one-half cents in favor of Saskatoon. | |

**SOUTHWEST TO CRAIGMYLE, COMPETING WITH
CALGARY**

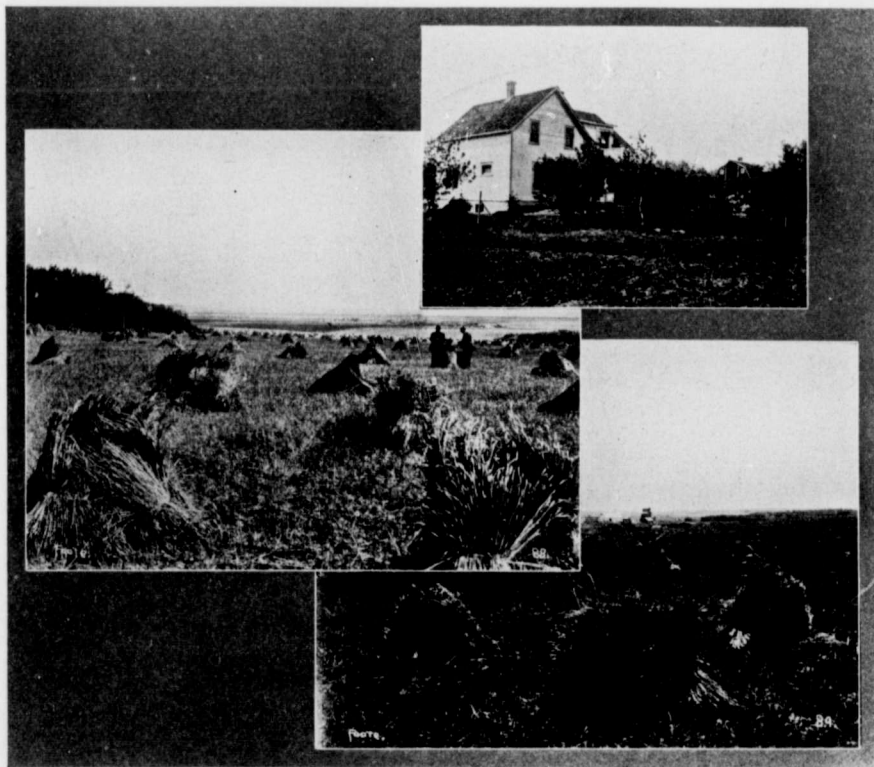
| | |
|--|---------|
| Carload rate, Toronto to Calgary..... | \$1.58½ |
| L.C.L. rate, Calgary to Craigmyle, Alta..... | .39 |
| <hr/> | |
| Total rate, Toronto to Craigmyle, when distributed from Calgary | \$1.97½ |
| Carload rate, Toronto to Saskatoon..... | \$1.32 |
| L.C.L. rate, Saskatoon to Craigmyle..... | .59 |
| <hr/> | |
| Total rate, Toronto to Craigmyle, when distributed from Saskatoon | \$1.91 |
| Six and one-half cents in favor of Saskatoon. | |

Agriculture in Central Saskatchewan

**Splendid Opportunities in Farming Shown by Accomplishments in Field
Husbandry and Livestock Growing.**

Saskatchewan's principal cereal crop is wheat, although large quantities of oats, barley and flax are also grown. The most recent figures show that Saskatchewan produces 55% of all the wheat grown in the Dominion. In 1918 the wheat crop of Saskatchewan exceeded that of all the rest of Canada by 200,000 bushels, the crop being 92,493,000 bushels from 9,249,260 acres, and 1918 was not one of Saskatchewan's best years. The 1919 final estimate figures give the Saskatchewan production at 97,933,000 bushels, and 1919 was considered a very poor year, but, judging from the estimates, the figures will be equally convincing.

In connection with wheat growing in Saskatchewan, it is interesting to



Farm Views in Central Saskatchewan
—Photographs by Courtesy of the Canadian National Railway

note that the ideal temperature for wheat is a mean summer temperature of 60 degrees. This extends as far north as Latitude 65 degrees. The greatest yield is near the northern limit of successful growth. Wheat from Fort Chippewyan, at Latitude 59, took first prize at Philadelphia in 1876. In the northern latitudes four and five grains are found to the cluster, as against two grains usual in the United States wheat fields. The Dominion Cerealists, Experimental Farm, Ottawa, will substantiate this statement.

PAINSTAKING WORK OF SEAGER WHEELER

It is therefore not so wonderful that the "World's Wheat Wizard," Dr. Seager Wheeler, of Rosthern (40 miles north of Saskatoon) should have so successfully grown the world's best wheat for years in succession.

Seager Wheeler was recently given the honorary degree of LL.D. by Queen's University, Kingston, in recognition of his painstaking efforts and remarkable achievements in the interests of agriculture on the western prairies. A full list of Dr. Wheeler's prizes occupies nearly a newspaper column. Mr. Paul Gerlach, of Allan, Sask., 30 miles southeast of Saskatoon, has also obtained a place among the world's most famous wheat growers.

It is, therefore, true that Saskatchewan grows nearly all the famous "Manitoba Hard" wheat so well known in the markets of the world. Inquiry will substantiate the statement, as is evident from the figures given below, that Saskatchewan produces every year more wheat than Manitoba and Alberta combined—a fact not generally realized, especially when it is remembered that the contribution of the other two provinces to the world's wheat supply is no mean one.

Heaton's Annual, a reliable book of Dominion statistics, published in Toronto, says of Saskatchewan:—

EXHIBITION PRIZES

"Saskatchewan has an enviable record regarding prizes won at international exhibitions of agricultural products. At the International Dry Farming Congress held in Denver, Colorado, in 1915, Saskatchewan won first prize for hard spring wheat, hard winter wheat, soft spring wheat, white oats, alfalfa, brome grass, rye, also prizes for white oats, timothy, barley and flax. At the same Congress, in 1913 and 1914, Saskatchewan had taken prizes for wheat, oats, barley and flax. At the International Soil Products and Farm Congress, held at El Paso, Texas, in 1916, Saskatchewan won first prize for hard spring wheat, barley, rye and field peas; also for alfalfa, brome grass, clover, potatoes, parsnips, beets and carrots. In 1917, when the International Soil Products Exposition was held at Peoria, Illinois, Saskatchewan won first prize on wheat and oats, first and sweepstakes on potatoes, and second for the best display of vegetables. At Kansas, in 1918, Saskatchewan won first prizes for hard spring wheat, oats, and barley; Sweepstakes for wheat, Exposition Trophy Cup, and C.P.R. Trophy Cup."

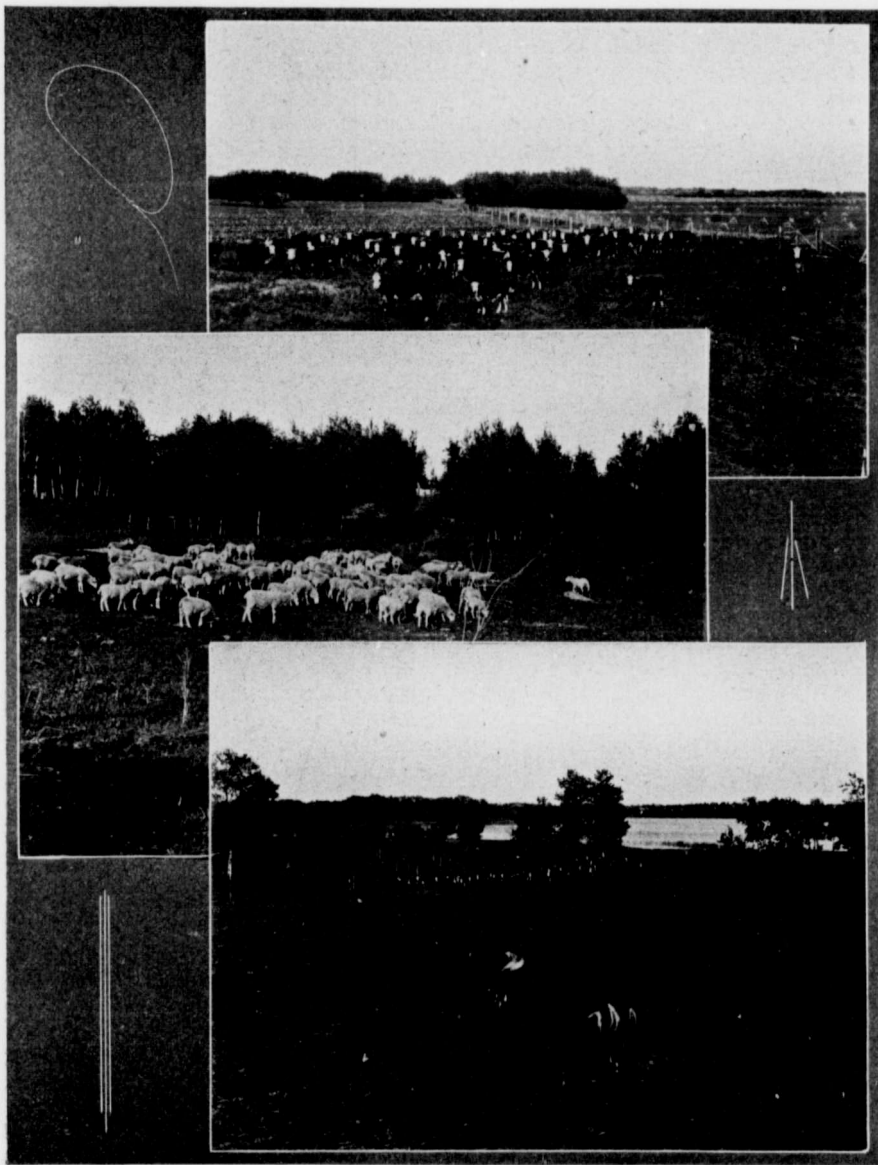
FLAX

Saskatchewan is also the greatest flax-producing province in the Dominion. In 1918 the flax crop amounted to 4,235,000 bushels from 840,957 acres, while in 1919 the final estimate reads 5,580,000 bushels. If 1920 is a banner year, as is confidently expected, the figures relating to cereal crops will be astonishing. The figures here show remarkable results, yet the following is a statement from a reliable source in relation to the 1919 prairie crop:—

"In consequence of drought in June and July, the areas in the Prairie Provinces that failed to produce crops were exceptionally large. Of the area sown to wheat in these three provinces, 12 per cent. was a total loss and 5 per cent. was cut green."

OATS

Oats is the second largest crop grown in Saskatchewan, and the World's Best Oats Championship has been won for a number of consecutive years by J. C. Hill & Sons, of Lloydminster, Sask. The Saskatchewan oat crop in 1918 was 107,253,000 bushels from 4,988,499 acres. In 1919 the Saskatchewan oats crop was 117,316,000 bushels, far larger than that of any other Province in the Dominion.



Cattle, Sheep and Horses Thrive in the Saskatoon Country
—Photographs by Courtesy of the Canadian National Railway

WHEAT

The average yield of wheat in Saskatchewan for the years 1908-1917 is 18½ bushels per acre. The figures for other Canadian provinces over the same period are: Manitoba, Nova Scotia and New Brunswick, 17¾; Ontario, 18¼; Prince Edward Island, 18½; Quebec, 15¾. The United States decennial average from 1907-1916 was 13.2 for spring wheat.

LIVESTOCK

Those who have hitherto regarded Saskatchewan merely as a grain-growing Province have considerably mistaken the facts. The Province stands first in the number of its horses and second in the number and value of all livestock. Farmers are turning their attention more and more to mixed farming. The livestock industry made considerable progress during the years of the war, and subsequently, in spite of the fact that grain prices during these years have been high. The value of the livestock industry to the province is shown by the fact that the approximate total value of animals is considerably over a quarter of a billion dollars.

Herds of dairy cattle are successfully maintained in all parts of Saskatchewan, but in the northern sections particular attention is paid to this industry. Co-operative creameries provide a cash market for all the cream which can be produced. Cream is purchased on a graded basis, a bonus being paid for exceptional quality. The industry is growing rapidly. During recent years more than half of the hogs handled in the Winnipeg stockyards have been shipped from Saskatchewan points.

The following table shows the number of meat animals in the four western Provinces of Canada, and the figures are taken from the latest available record:

| Province | Cattle | Milch Cows | Sheep | Swine |
|------------------------|-----------|------------|---------|---------|
| Manitoba | 553,899 | 227,872 | 167,170 | 261,542 |
| Saskatchewan | 1,005,501 | 347,062 | 146,911 | 432,367 |
| Alberta | 1,247,448 | 336,596 | 364,498 | 445,858 |
| British Columbia | 194,644 | 51,594 | 44,985 | 44,960 |

The profit in the production of beef on Saskatchewan's prairies is probably greater than anywhere on the continent, excepting Alberta. In the northern area is to be found rich, nutritious native prairie grass, on which beef may be furnished at only the cost of "seeing the animal occasionally." Chicago buyers, as records elsewhere show, pay a premium for Saskatchewan prairie beef, showing a preference over the animals from the Corn States.

SPLENDID CHANCE FOR FARMERS

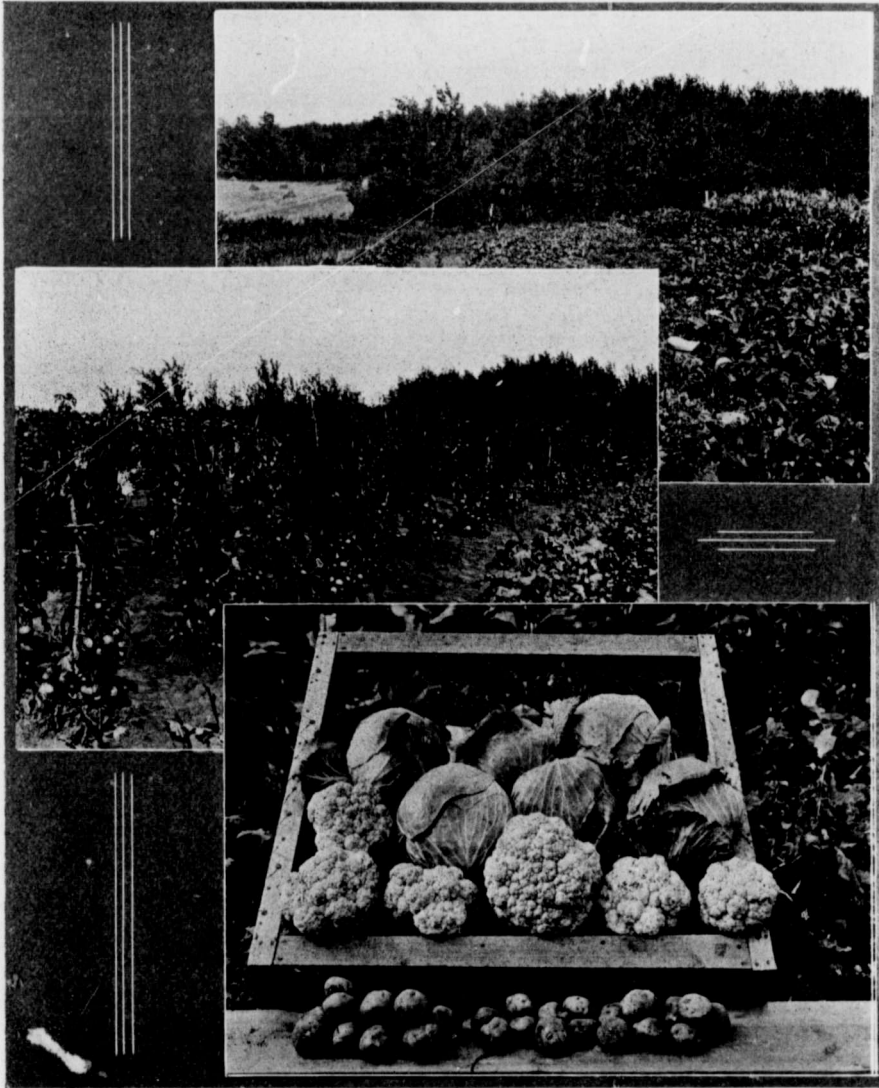
The era of high prices has enabled farmers to make the most of the splendid opportunities for the successful raising of livestock afforded by Saskatchewan's prairie lands, and as prospects are considered to be better than ever they were for continued remunerative prices for all kinds of livestock, the further progress of the industry is assured.

More than \$165,000 worth of livestock was distributed among the farmers of Saskatchewan during 1918 by the Provincial Department of Agriculture, in accordance with the terms of the Livestock Purchase and Sales Act. Under this Act, the Government selects and purchases cattle and sheep, selling them at cost to farmers on easy terms. Instances of animals being sold at double their purchase price after a few months' feeding are not uncommon. A farmer at Senlac, Saskatchewan (in the Saskatoon district), sold to the military authorities 40 head of cattle for \$5,000, an average price of \$125 a head. These were purchased less than a year previously for \$62 a head, and were fed on bran during the winter, and finished on grass.

GREATEST NEEDS IN DEVELOPMENT

Sufficient has been said to show that the potentialities are here, and that Saskatoon is the natural centre of them. The only way ever discovered for the creation of new wealth is by the application of labor to land. What Saskatchewan most needs is greater agricultural development. Our district needs more farmers and more agricultural workers. Our City needs more industries, more businesses, and more people.

It will hardly be necessary, in view of the accompanying illustrations, to more than mention our root crops. No manures are necessary. The fertility of the soil, lying fallow for centuries, and the suitability of the climate are



Vegetables and Small Fruits Grow to Perfection in Central Saskatchewan

—Photos by Courtesy of the Canadian National Railway

sufficient. Amateur gardening during the last few years has led to a large production of potatoes and other garden vegetables, yet the average city man cannot undertake gardening on any large scale. There is scope for market gardening. The majority of the farmers are too busy with cereals and livestock to attempt to grow more garden vegetables than their own households will consume.

DAIRYING

The dairying industry has made wonderful strides in Saskatchewan since its inception in 1906. This advancement has been largely due to the formation of farmers' creamery organizations. The Saskatchewan Co-operative Creameries, Limited, is a Province-wide organization, backed by the Government, under the terms of a Co-operative Act, which provides that at least seventy-five per cent. of the shareholders shall be farmers. This company does an immense business, and handles cream for manufacture into butter. It also operates cold storage plants, in which perishable products may be conserved, at various points throughout the Province. Poultry-killing and dressing stations have been opened at Saskatoon and Regina, crates being provided so that farmers may ship their live poultry to the killing stations and receive immediate returns.

CO-OPERATIVE EFFORTS

The farmers of Saskatchewan already operate a large number of their own grain elevators, their own creameries, their own cold storage plants, and will, in the near future, have their own stockyards, thus embracing the whole field of preparing and marketing their own farm products. At Saskatoon, the organization just mentioned has a large cold storage plant, which will, undoubtedly, be extended rapidly, and is so constructed that it may be. In addition, there are in Saskatoon two large milk concerns, privately owned, doing a good business in supplying pasteurized milk to the public, and in manufacturing ice cream. The Saskatchewan Government aims to encourage the dairying and livestock industries in every legitimate way.

In 1918 there were 20 co-operative creameries, with 8,100 patrons supplying cream, which manufactured 2,482,347 pounds of butter. In the same year there were 15 private creameries, which manufactured 1,738,412 pounds of butter. Cream is purchased on a graded basis, the prices varying with the quality.

POULTRY

There are few large poultry farms, but practically every farmer keeps some poultry. Poultry products are easily sold and the returns are gratifying. The University of Saskatchewan affords instruction in the best and most profitable methods of poultry raising and egg producing.

AVAILABLE LAND

During the last few years homesteads in Western Canada have become harder to obtain, except in districts to which railway communication has not been extended. There are, however, a few homesteads yet available, and settlers can obtain them if they are prepared to go far enough back from close settlement. On the other hand, it is generally agreed that it is cheaper in the long run to buy suitable land than to homestead, provided a man is in earnest about his farming. Raw land can be obtained close to Saskatoon from \$20 to \$30 per acre, and improved land from \$25 to \$60 per acre, on easy terms. A large number of our best settlers have been farmers from the United States and Eastern Canada who have sold their previous holdings and invested the proceeds in Saskatchewan. They came here because the proceeds from the sale of their old farms would buy three or four times as

much more productive land in the Saskatoon district. Their only regrets were their old friends, and they soon made new ones.

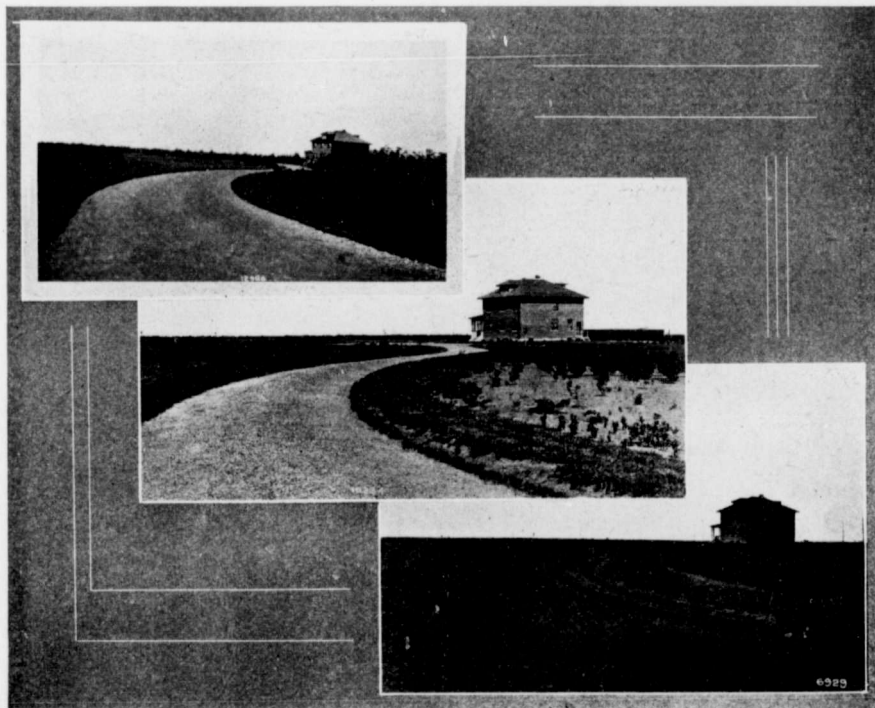
RURAL CONVENIENCES

Rural telephones, rural mail delivery, and rural schools have done wonders, and the loneliness, which was, at one time, the traditional drawback to prairie farming, has vanished. The Government of Saskatchewan make easy, by rendering aid, the acquisition of telephones for farmers even in sparsely settled districts. This is accomplished by the formation of rural telephone companies organized and financed by the farmers themselves, but backed and supervised by the Department of Telephones.

TO ENCOURAGE TREE PLANTING

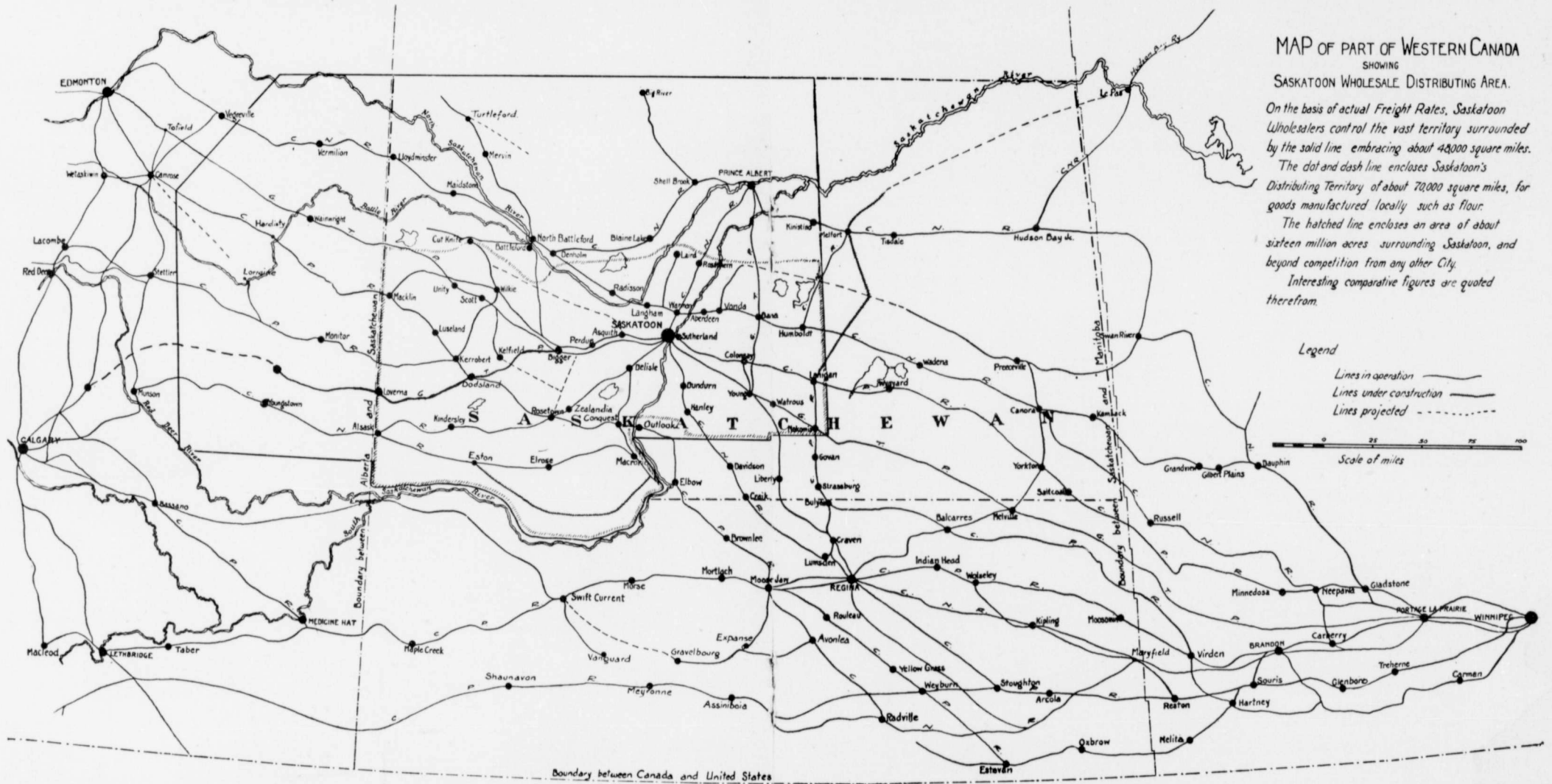
Much has been done in recent years to make the homes of farmers and the country generally more attractive by the planting of trees, and the Dominion Government has taken great pains to encourage the farmers on the prairies to plant suitable trees and care for them.

A Forestry Farm, near Sutherland (a village about four miles east of the City), has been established by the Dominion Government, and occupies 320 acres. A farm, which had been allowed to go out of cultivation, was purchased and first ploughed in 1913, the first seeds being planted the following year. The purpose of the farm is to distribute for re-planting free trees to farmers, not only to improve the appearance of their farms, but to prevent soil drifting. Trees are grown principally from seed, the Manitoba Maple, Green Ash, and Caragana being the chief kinds. Willows and the various kinds of Poplar are grown from cuttings. The accompanying photograph shows the progress



Three Views of the Superintendent's House at the Forestry Farm, Sutherland, Showing the Effect of the Planting of Trees Without Artificial Watering

Saskatoon's Railway Facilities and Central Position Offer Great Advantages to Wholesalers and Manufacturers



The development of Western Canada has been particularly dependent upon the building of railways, and in this respect has been different from most other countries, where the railways have followed settlement rather than preceded it. Saskatoon has been fortunate in securing a large share of this work and has thus become the focus of a network of railways which have established the city as the distributing centre of the large territory indicated by the boundary lines drawn on the map. Added to this is Saskatoon's unique position on the banks of the South Saskatchewan River, forming the gateway by which the fertile territory between the two rivers—the north and south branches of the Saskatchewan—is most easily reached, and from which it is most adequately served with merchandise.

TABLE OF RAILROAD DISTANCES

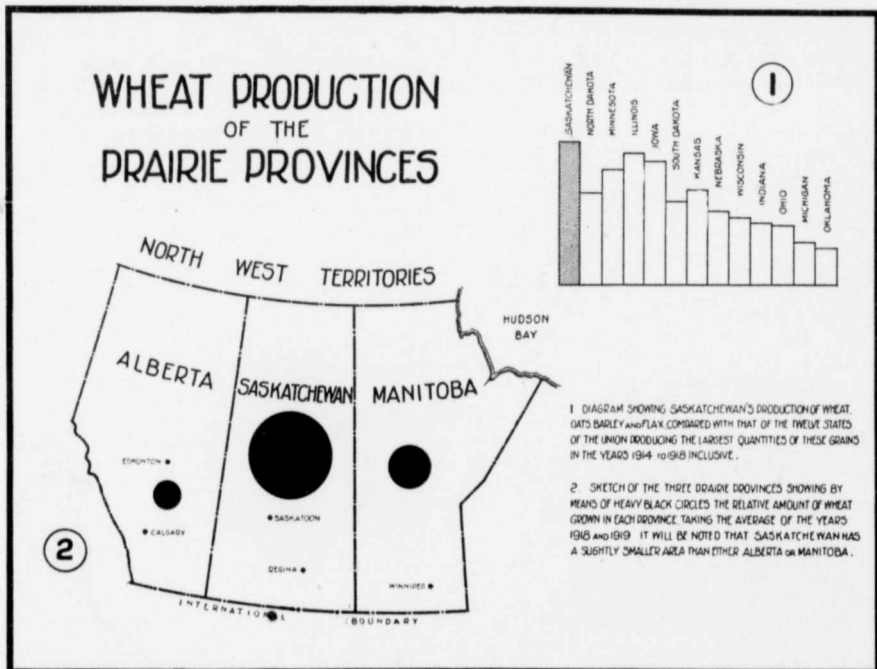
| | | | |
|---------------------------|-----------|-----------------------------------|-----------|
| Saskatoon to Regina..... | 160 miles | Saskatoon to Edmonton..... | 327 miles |
| Saskatoon to Calgary..... | 400 miles | Saskatoon to North Battleford.... | 96 miles |
| | | Saskatoon to Prince Albert..... | 96 miles |

which has been made at the Forestry Farm since 1914 without artificial watering. It will be noted that each of the three photographs is taken from the same point and with the camera the same height from the ground. Besides the growing of trees for ornamental purposes, the Forestry Farm is carrying out experiments in the raising of fruit trees, with very promising results. The superintendent and staff grow most of the small fruits, including strawberries, raspberries, gooseberries, and black and white currants.

CANADIAN GOVERNMENT ELEVATOR

At strategic points in the Prairie Provinces, the Dominion Government has constructed three interior terminal elevators in order to provide an adequate means of storing farmers' grain and relieving congestion in the grain handling season, either at the head of the Lakes or at the Eastern seaboard.

Saskatoon, as the logical great prairie terminus of the nearly completed Hudson Bay Railway, and as an important grain handling point, was made the site for one of these elevators. It is constructed entirely of reinforced concrete at a cost of \$1,150,000, and has storage capacity for 3,500,000 bushels of grain. Its equipment is adequate to handle 18 carloads of grain per hour. It cleans and dries grain according to the most up-to-date methods. A 10,000-volt underground cable from the City plant supplies the necessary power. The main uses of the elevator are to clean and store grain, to treat damaged or moist grain and thus render it suitable for transportation, and to distribute seed grain as the Dominion Government and the needs of the farmers dictate.



Saskatoon as an Educational Centre

Has the University of Saskatchewan, Agricultural College, Collegiate Institute, Normal School, and Fine Public Schools.

The University of Saskatchewan is one of the most interesting places to which visitors to the City of Saskatoon can be taken, typifying as it does the apex of the provincial educational system, which is singularly complete for so new a country. When many eminent men educated in the foremost universities of the American continent were students, the City of Saskatoon itself was unconceived.

The buildings shown in the accompanying photographs have been erected upon a site which in those days had only been trodden by the Indians, the explorer, and the pioneer.

The site of the new University, one of the junior seats of learning in the Dominion, is exceptionally attractive.

UNIVERSITY BUILDINGS OVERLOOK CITY

The buildings of the University of Saskatchewan crown the height of land northeast of the city, and the site could hardly have been more fortunately chosen. It includes half a mile of well-wooded river front and altogether embraces 1,333 acres of rich land, 293 acres of which are set aside for a campus, 160 acres for purposes of agricultural experimentation, and 880 for the Agricultural College farm. The plan provides for the eventual accommodation of 5,000 students.

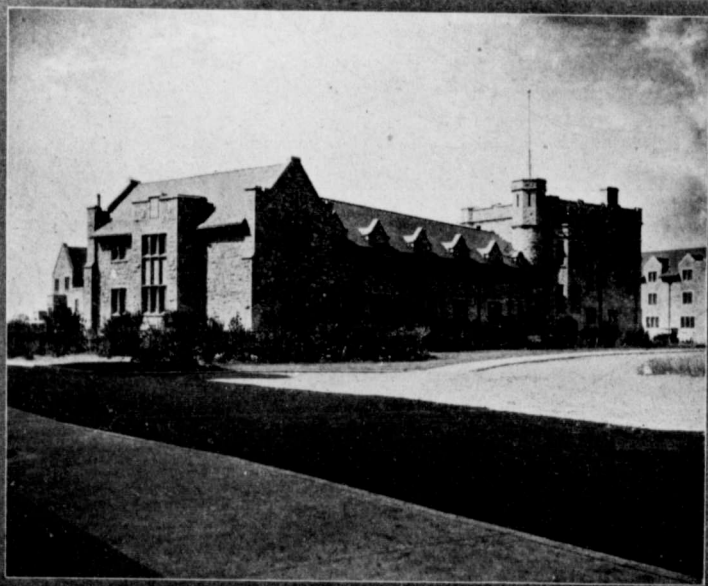
The present buildings consist of an administration building, containing a hall and offices for the different departments, as well as class-rooms; two students' residences, one containing a spacious dining hall, and the other a gymnasium and swimming pool; an engineering building; livestock pavilion and up-to-date model farm buildings. All the buildings conform to pre-conceived plan and will, like those already erected, be of stone in the Gothic style. Work has just recently begun on a new science building. There are also several private residences on the campus, the two principal stone ones provided for in the architect's plan being those of the President of the University and the Dean of Agriculture. The buildings of Emmanuel College, a Church of England Divinity School, the first of its kind in Saskatchewan, also occupy a part of the campus. The University grants sites of from three to five acres to such affiliated colleges at a nominal rental.

Eight thousand dollars has already been subscribed towards a beautiful structure, which will be the home of the Presbyterian College.

GREAT PROGRESS BEING MADE

As indicative of the progress which is being made in the building of the University of Saskatchewan, it is significant that a medical laboratory now stands in one place, where a short time ago there was a pile of potatoes.

The present enrolment is between 1,400 and 1,500, including returned soldiers, who are retrained in various branches of skilled work, particularly engineering. Scores of promising returned soldiers have been turned out as capable motor mechanics.



Students' Residences, University of Saskatchewan

Steam engineering and the handling and repairing of farm tractors are also taught. Agricultural students, principally the sons of farmers, are training in livestock handling and judging, and even in the care and management of poultry.

THE BETTER FARMING TRAIN

An important feature of the work of the University of Saskatchewan has been its Extension Department, consisting of short instructional courses at seasonable times for farmers and farmers' wives. Each year a special train is fitted out and a regular course of instruction mapped out, including lectures to farmers. This train is widely advertised as the "Better Farming Train." It makes a tour of the province, stopping at all important points, and the farmers drive in for miles to examine the exhibits, talk over their problems with experts and hear the lectures. Realizing that the average busy farmer cannot go to the University, an effort is made to take the University to him and let him know at first hand the results of experiments with special varieties of grain, the latest information about methods of soil tillage and the like.

During the recent winter evenings lecture courses have been given at a nominal fee for the benefit of city residents. Some of the best educated people in the community have attended these classes.

The University was established by Act of the Provincial Legislature, April 3rd, 1907, and Saskatoon was chosen as its seat April 7th, 1909. The cornerstone was laid by Sir Wilfrid Laurier July 29th, 1910. Saskatoon is, therefore, for all time the educational headquarters of Saskatchewan. With the exception of theological degrees, the University has the sole degree-conferring power in the Province. Degrees are provided in Arts, Science, Law, Agriculture and Civil Engineering, and a Diploma in Pharmacy.

The College of Law was opened in 1913, and offers a four years' course leading to the degree of LL.B. A four years' course in Civil Engineering is provided, leading to a B.E. degree, while the College of Arts and Science has courses terminating in B.A., M.A., B.Sc., and M.Sc. degrees.

THE COLLEGIATE INSTITUTE

Our Collegiate Institute is considered one of the most imposing buildings of its kind in Canada. Pupils who have passed from the public schools are here given a high school training preparatory to entering the University. The Institute stands on the right bank of the river on the summit of a hill, from which an unusually fine view of the city is obtained. Pupils from all parts of the province attend Saskatoon Collegiate Institute. Its usefulness is indicated by the following figures, which show its steady growth during the last decade.

HIGH SCHOOL ATTENDANCE

| Year | Number of Teachers | Pupils Enrolled | Year | Number of Teachers | Pupils Enrolled |
|------|--------------------|-----------------|------|--------------------|-----------------|
| 1908 | 3 | 81 | 1914 | 14 | 534 |
| 1909 | 5 | 133 | 1915 | 16 | 624 |
| 1910 | 6 | 187 | 1916 | 17 | 678 |
| 1911 | 8 | 257 | 1917 | 19 | 700 |
| 1912 | 9 | 327 | 1918 | 22 | 1,072 |
| 1913 | 12 | 414 | 1919 | 27 | 1,223 |

THE NORMAL SCHOOL

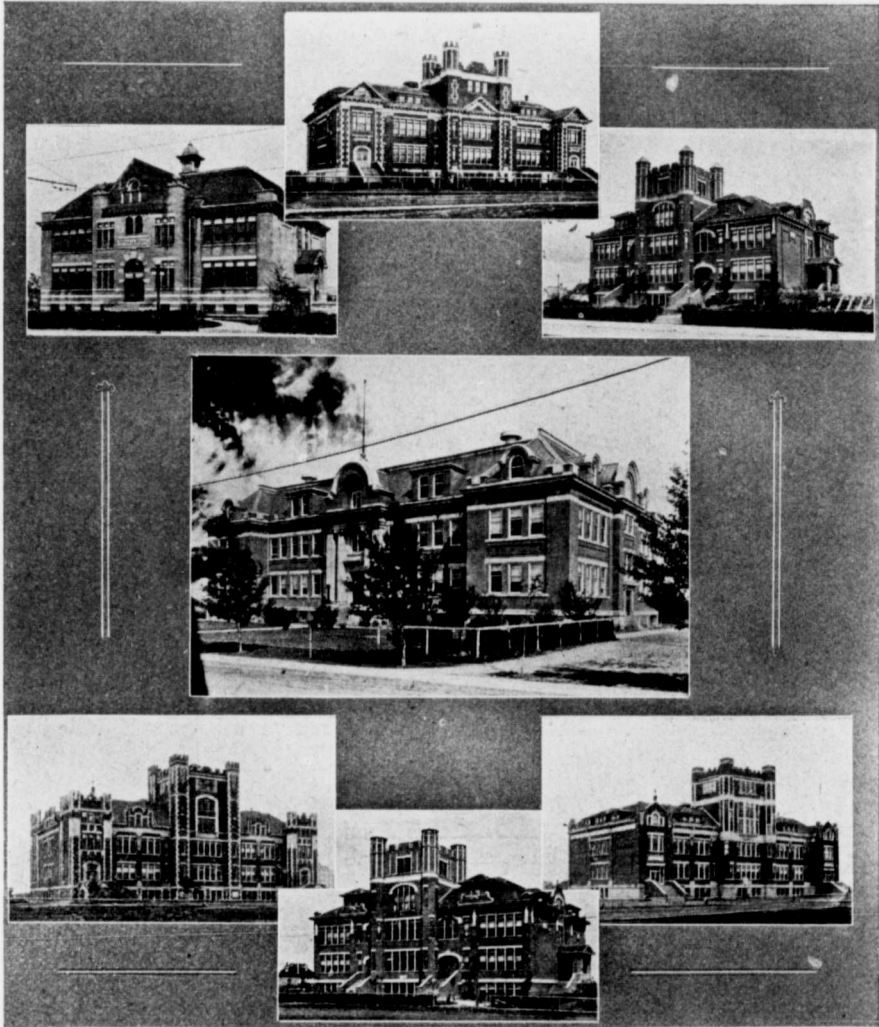
The Provincial Normal School has been established for the training of first, second and third class and high school teachers. It commenced its work here in August, 1912, and is carried on at St. Mary's School. Plans have been completed for the erection of a new building, and work will be commenced during 1920. The new building will be in the Gothic style, of brick and

Bedford stone. It will have 258 feet frontage and 95 feet on the wings. The auditorium will have a seating capacity of 600, and will extend 60 feet back of the centre. A landscape scheme has been planned for the grounds.

THE PUBLIC SCHOOLS

The educational facilities now established offer complete training from Kindergarten to University. This fact will appeal strongly to parents. A child may commence in the public school and thence proceed to the Collegiate Institute, continuing to the University, from which he may finally emerge with a degree, all without leaving Saskatoon. No other city in Saskatchewan can offer such advantages.

Eleven of our large public schools ranged in cost from \$118,000 to \$156,000 at pre-war prices. Including one in the Town of Sutherland, which is virtually

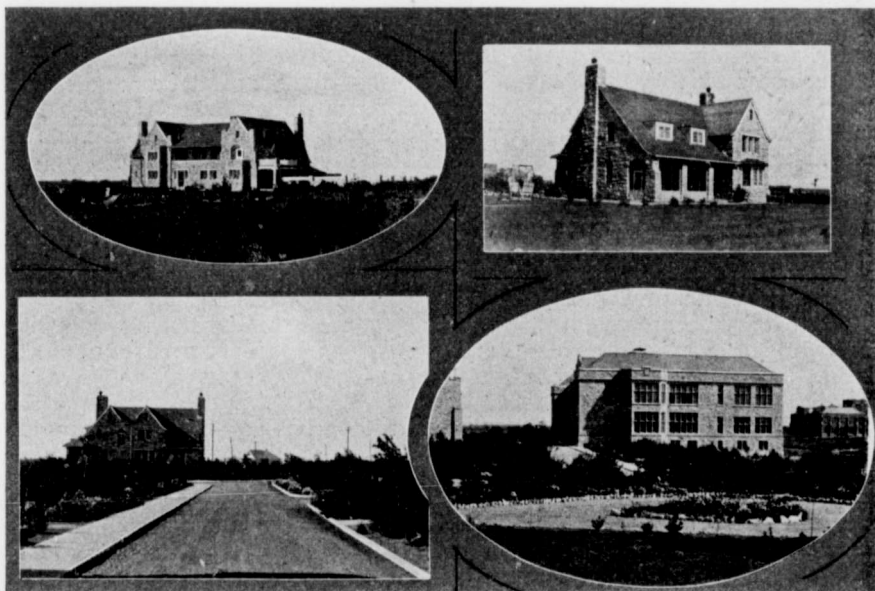


The Collegiate Institute (Centre) and Six of Saskatoon's Splendid Public Schools

a suburb of Saskatoon, although with its own municipal government, there are thirteen schools, three of them being housed in frame buildings. Figures showing Saskatoon's school attendance from 1902 to 1918 indicate a steady growth of the city. The school attendance in any community is the true index of its health and prosperity.

PUBLIC SCHOOL ATTENDANCE

| Year | Number of Teachers | Pupils Enrolled | Year | Number of Teachers | Pupils Enrolled |
|------|--------------------|-----------------|------|--------------------|-----------------|
| 1902 | 2 | 112 | 1911 | 43 | 2,077 |
| 1903 | 3 | 136 | 1912 | 58 | 2,160 |
| 1904 | 4 | 158 | 1913 | 74 | 2,892 |
| 1905 | 5 | 213 | 1914 | 92 | 3,268 |
| 1906 | 6 | 296 | 1915 | 93 | 3,260 |
| 1907 | 10 | 364 | 1916 | 91 | 3,127 |
| 1908 | 16 | 651 | 1917 | 100 | 3,411 |
| 1909 | 29 | 1,113 | 1918 | 110 | 3,678 |
| 1910 | 33 | 1,500 | 1919 | 123 | 3,930 |



Residences of Members of the Faculty of the University of Saskatchewan on the Campus.
(Bottom, right) Side View of Administration Building, with Engineering Building
in the Background.

Saskatoon's Publicly Owned Utilities

Water Supply, Electric Light and Power, Street Railway, Parks, Public Library and Streets.

Saskatoon has the advantage over most of its prairie contemporaries in its unlimited pure water supply.

Situated as it is on both sides of the beautiful South Saskatchewan River, with its tree-lined banks, the city is very fortunate in that, as there is no town higher up the river for hundreds of miles to drain its sewerage into the stream, the water cannot be other than pure. Although the river water in its raw state is quite fit to drink, it is passed through sedimentation basins for filtering, in order that when it is drawn from the taps for domestic use it may be clear and sparkling.

The capacity of the pumps from the intake well is 4,000,000 gallons per day, with provision for doubling the capacity whenever the needs of the city require it. There are also direct acting pumps of 750,000 gallons per day for increasing the pressure in case of fire. The Saskatoon filtration and pumping plant is considered a model, and various engineering journals have published articles descriptive of it. It is electrically operating, with steam plant standby should the electric operation at any time fail. The quantity of water pumped during 1917 was 599,474,000 gallons; during 1918, 576,372,000 gallons, and during 1919, 756,083,000 gallons. The steadily increasing growth of the city is indicated by the above figures. There are 45.82 miles of water mains, 467 hydrants, and about 3,000 metered water connections.

The city's sewerage system consists of both sanitary and storm sewers, each being quite separate. With one exception, storm sewers have only been laid on streets where permanent pavements have been put down. There are 42.7 miles of sanitary sewers, and 5.4 miles of storm sewers.

SASKATOON'S PICTURESQUE SITE

The city's picturesque site on both sides of the broad and swiftly flowing river, with high wooded banks, appeals to the imagination and relieves the monotony sometimes associated with the level expanses of the prairie.

Considering future needs, the probable growth of the city and the necessity for suitable places of recreation, ample provision has been made for public parks. Seventeen parks, with a total area of 595.52 acres, have been provided for within the city limits. Central Park, which is the most central and the most frequented, is a delightful spot, occupying a site of 58.25 acres, and one side skirts the left bank of the river. In this park are a race track, an automobile driveway, bowling green, tennis courts and football ground. Trees, flowers and lawns, cared for by gardeners, enhance the natural beauty of wild growth which fringes the river. Along such paths it is indeed delightful to roam in the summer evenings. Wild flowers grow in profusion and the trees reach to the water's edge. In addition to the park acreage mentioned above, the city owns two parks, amounting to some 61 acres, outside the city limits, and has a 99-year lease at a nominal rental from the Dominion Government on an island situated in the South Saskatchewan River, about two miles south

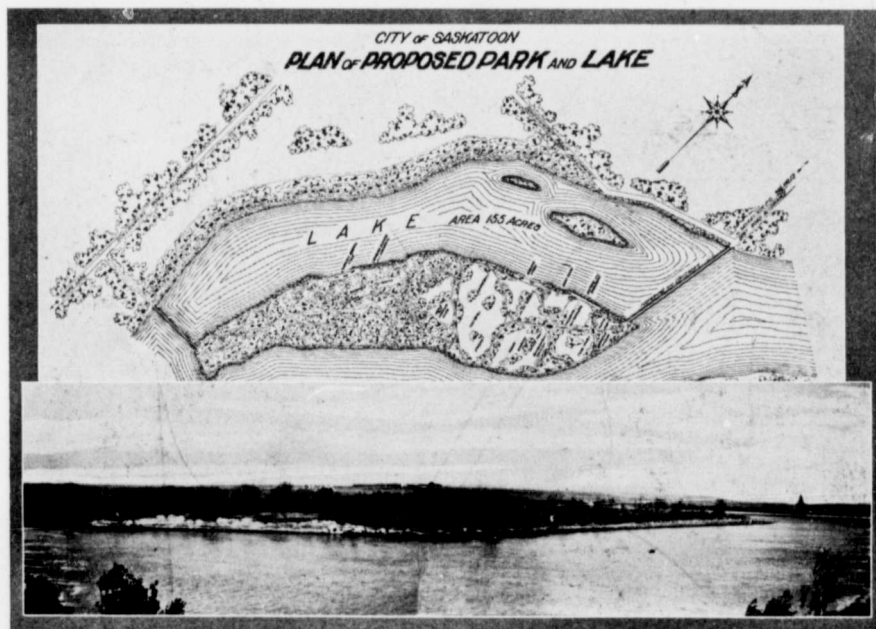
of the City. This island has an area of approximately ten acres. Plans have been made whereby this island is eventually to be made into an attractive park and picnic ground.

The area of the City is $13\frac{1}{4}$ square miles, or 8,480 acres, 8,000 acres being land and 480 water. Within this area there are 62 miles of graded streets, 17.7 miles boulevarded, 5.8 miles paved with asphaltic concrete, while the remainder are earth roads with curb and gutter. There are 53.8 miles of concrete sidewalks and 14.8 miles of wooden sidewalks.

ELECTRIC LIGHT AND POWER

The power-house, fire-proof throughout and erected on a central site, is designed so that additions may be made as required. The total capacity is 10,200 kilowatts, created by three turbo generators of 2,000, 3,200 and 5,000 kilowatts capacity, respectively. When the City first began to supply electric light and power the greatest demand (or peak load) was 80 kilowatts, with 5,537 connections. In 1907 the revenue from the electric light department was \$5,851.58, while in 1919 it was \$392,488.60. The electric light rates are 8, 7 and 6 cents per kilowatt hour, according to the quantity used. The electric power rates vary from 5.4 cents to 2.00 cents per kilowatt hour, but in cases where large quantities of power are used by industrial concerns special arrangements can be made for a lower quotation than the 2.00 cents.

For street lighting there are well over 800 electric light standards, with varying number of lights on each, and of these 529 are on ornamental metal standards on the main business streets.



The Island in the River, South of Saskatoon. The Photograph Shows the Island in Its Natural State as Seen from the Opposite Bank to That Which Will form One Side of the Proposed Lake. When Laid Out as Shown in the Above Plan, "Island Park" Will be a Most Attractive Picnic and Pleasure Ground Within Easy Reach of Saskatoon by Street Car or Automobile

—Plan Supplied by Courtesy of the City Commissioner

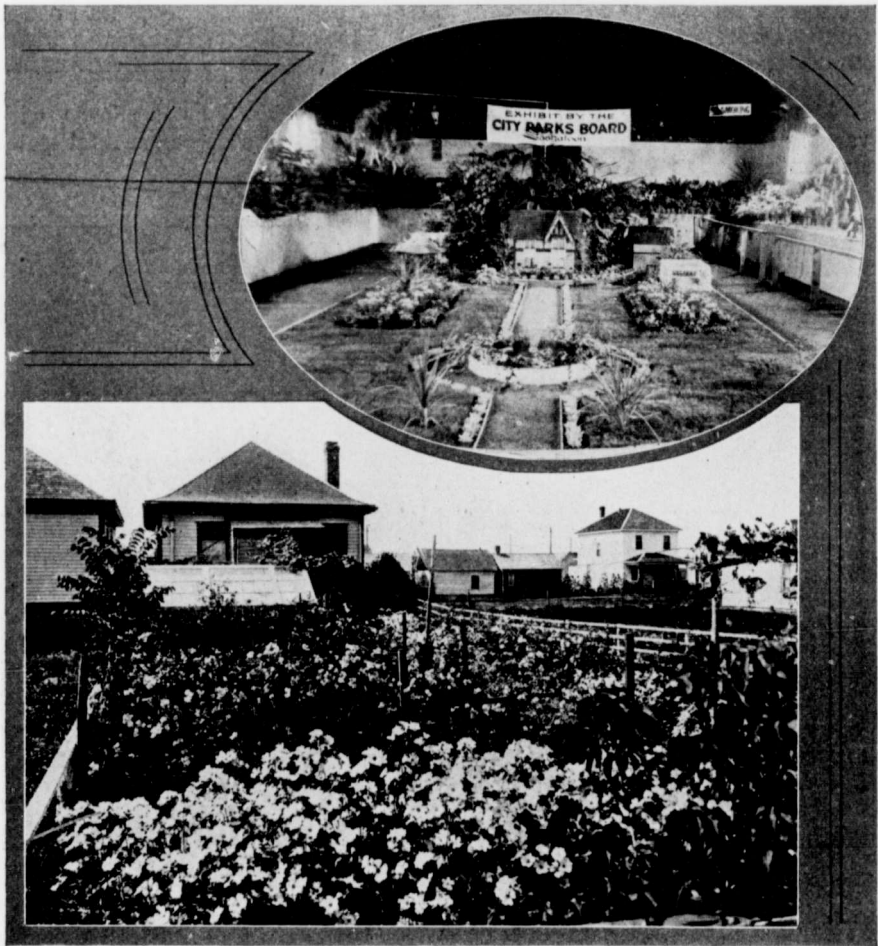
ELECTRIC STREET RAILWAY SYSTEM

The street railway system comprises 16½ miles of track within the city limits, in addition to a suburban line connecting the Town of Sutherland, 3½ miles east of the City. The Sutherland route is operated as part of the regular City service. The present equipment consists of 19 cars, each with a seating capacity of 32, and five cars, each with a seating capacity of 30. The business done is indicated by the following figures:—

| Year | Passengers Carried | Gross Revenue | Operating Expenses | Miles Run |
|------|--------------------|---------------|--------------------|-----------|
| 1916 | 3,504,524 | \$180,541.60 | \$129,156.60 | 737,475 |
| 1917 | 3,910,101 | 197,716.57 | 146,915.05 | 756,701 |
| 1918 | 3,940,480 | 200,134.09 | 214,676.78 | 755,565 |
| 1919 | 4,978,250 | 252,047.37 | 202,467.98 | 784,818 |

SASKATOON PUBLIC LIBRARY

In 1911 the City purchased a site for a public library for \$25,000.00. This site is situated on Spadina Crescent and commands a fine view of the Saskat-



What the Amateur Gardener Can Accomplish in Saskatoon

chewan River. The present library, occupying temporary premises in the basement of the Oddfellows Temple, was opened in 1913, with 900 books available for circulation, compared with 10,000 today. During 1919, 3,430 persons of the City held borrowers' cards, while over 100 visitors took advantage of the privileges extended to transients. The total circulation for 1919 was 60,441, the highest in the history of the institution. The library is well stocked with literature of all classes, and the reading room carries a well selected list of daily, weekly and monthly Canadian, American and British newspapers and periodicals. The staff consists of a librarian and two assistants.

ADMINISTRATION, FINANCES AND TAXATION

Public ownership and operation of utilities are favorably regarded by our citizens. Consequently, the City Council has installed in succession a waterworks, electric light and power plant, and electric street railway system. For successful and economical operation of these utilities and the City's business generally, the services of a municipal expert were secured in the form of a City Commissioner. The policy and affairs of the City are conducted by a Mayor and ten Alderman, the Mayor being elected annually by a vote of the electors of the whole City. The Aldermen are each elected for a period of two years, one-half retiring each year.

Municipal and school taxes, levied upon land, buildings, businesses and incomes, are the chief means of revenue. In assessing businesses, the Assessor's Department calculates the number of square feet in the premises to be assessed, and different rates are fixed for each class of business. Land is assessed at its fair actual value, and buildings and improvements at 35 per cent. of their actual value. Discounts as high as five per cent. are allowed on taxes if paid by specified dates.

For further information about assessment and taxation, application should be made to the City Clerk, City Hall, Saskatoon.

FINANCIAL STATEMENT

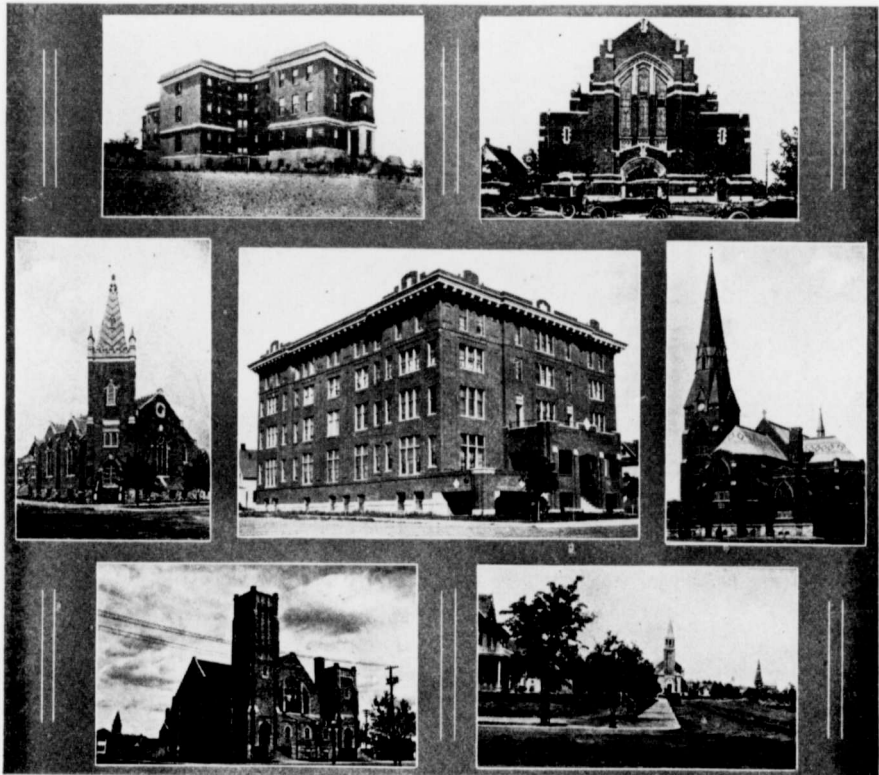
| | |
|--|--------------------|
| Assessed value for taxation in 1920..... | \$29,654,232.00 |
| Exemptions not included in above..... | 2,669,955.00 |
| Debenture Debt— | |
| (a) Total debenture debt, including local improvement debentures (1919)..... | 8,893,691.00 |
| (b) Net debenture debt. Total debentures and stock issued December 31st, 1919..... | 8,893,691.00 |
| Less Waterworks Debentures..... | \$ 863,439.32 |
| Less Electric Light Debentures..... | 1,477,712.10 |
| Street Railway Debentures..... | 827,035.90 |
| Local Improvement Debentures..... | 1,982,992.57 |
| | <hr/> 5,151,179.89 |
| Net General Debt..... | \$3,742,511.11 |
| Less Sinking Fund in respect to net general debt | \$681,145.33 |
| Debentures redeemed | 7,319.26 |
| | <hr/> 688,464.59 |
| Net Debenture Debt..... | \$3,054,046.52 |
| Value of Corporation's Assets Dec. 31st, 1919..... | \$11,418,570.26 |
| Current Revenue, 1919..... | \$747,933.73 |
| Current Expenses, 1919..... | 752,592.29 |
| Office of the City Clerk, Saskatoon, 16th April, 1920. | |

TAX RATES

| Year | Total | | Municipal General | Public School | Separate School | High School | Public Library |
|------|--------|-------|----------------------|------------------|--------------------|----------------|-------------------|
| | Public | Total | | | | | |
| 1913 | 18. | 18.4 | 13.5 | 4.1 | 4.5 | .2 | .2 |
| 1914 | 17.55 | 17.55 | 12. | 5. | 5. | .4 | .15 |
| 1915 | 15.77 | 16.26 | 10.5 | 4.5 | 5. | .7 | .07 |
| 1916 | 19.55 | 20.30 | 11.5 | 5.9 | 6.65 | .80 | .15 |
| 1917 | 21.80 | 21.80 | 11.65 | 7. | 7. | 1.50 | .15 |
| 1918 | 30.25 | 34.15 | 17.20 | 9. | 12.90 | 1.85 | .20 |
| 1919 | 33.00 | 41.40 | 19.10 | 11.60 | 20. | 2.05 | .25 |
| 1920 | 38.40 | 40.30 | 20.20 | 15.10 | 17. | 2.80 | .30 |

In addition to the above, there is a tax of 2 mills imposed by the Provincial Government, but collected as part of the City's taxes.

The finances of the City are, roughly speaking, divided into (a) current account and (b) capital account. Improvements of a permanent nature are paid out of capital account, while the ordinary operations of the City, such as salaries, interest, sinking fund, and depreciation, are paid out of current account. Capital account funds are raised by the sale of debentures, which must, in each case, be approved by the Local Government Board of the Province and by vote of the electors.



(Top, Left) St. Paul's Hospital; (Centre) The Vocational Training School for Returned Soldiers. Views of Saskatoon's Principal Churches

POLICE AND FIRE DEPARTMENTS

The police force of the City is under the control of a Police Commission, consisting of the Mayor, the District Court Judge and the permanent Police Court Magistrate. A system of telegraph stations is used, whereby constables on their beats may communicate with headquarters, thus enabling a comparatively small force, with patrol wagon and motor cycle, to adequately cover the City. The efficiency of the force may be judged by the fact that during 1919 the value of property reported stolen was \$43,890.29, while the value of recovered was \$35,315.09, or 80.46 per cent. The value of property reported lost in 1919 was \$29,434.95, whilst the value of lost property recovered was \$24,659.15, being 83.77 per cent.

A chief and 46 men form the personnel of the Fire Department, operating from three fire stations, well equipped with motor engines and all modern improvements.

HOSPITALS AND CHURCHES

There are two hospitals, the City Hospital and St. Paul's. The first is municipally owned and operated, and is under the control and management of a Board of Governors. The buildings are situated in Central Park, and, with the isolation building, have accommodation for 150 patients. There is a nurses' home in connection, providing accommodation for 55 nurses and 15 ward maids. Much larger buildings and facilities are contemplated, and, indeed, planned for, as soon as economic conditions are favorable. St. Paul's Hospital is under the direction of the Grey Nuns (Roman Catholic), and has accommodation for 140 patients. It consists of an old and new hospital, the new building being a most up-to-date and well-equipped institution, and the old one being now used as a nurses' residence.

The churches represent all the leading denominations, there being no fewer than seventeen places of worship. There are, however, four principal buildings, which will rank amongst the most beautiful in Western Canada. These are St. John's (Anglican), Knox (Presbyterian), Third Avenue (Methodist), and St. Paul's (Roman Catholic).

In addition, there is a fine Y.M.C.A. building, erected by public subscription, at a cost of \$150,000. It is used as a vocational training home for soldiers and was turned over by the City Council to the Dominion Government for the purpose. The Y.W.C.A. has its own building.

Saskatoon's Remarkable Growth and Prosperity

Illustrated by Increase from a Hamlet to a Large City Within Seven
Years and Continuous Subsequent Expansion.

Our pioneer settlers, who evinced a remarkable spirit of harmonious co-operation where the interests of Saskatoon were concerned, soon recognized their advantages of location when the productiveness of the surrounding country was impressed by every sod turned by the plow. The three villages, West Saskatoon, Nutana, and Riversdale, merged into one community, and, for all practical purposes, the Town of Sutherland, about three miles east, where are the C.P.R. roundhouse and car repair shops, could not avoid the partnership, with the result that Saskatoon grew into a City, as one might say, over night. During Canada's busy years, 1909 to 1913, Saskatoon's building activities were phenomenal. Whole streets sprang into existence, with hotels, stores, and office buildings, where shortly before there had only been raw prairie. Such a state of affairs had no discoverable precedent.

A HAMLET IN 1903

From being a small village in 1903, with a population of slightly over 100, Saskatoon had grown in 1914 to be a flourishing City containing over 20,000 people. The Provincial Census of 1916 gave a population of 21,064, after two years of war and vigorous recruiting. The population in 1918, based on the man-power registration figures as published by the Dominion Government and calculated upon their approved method of estimating, is 25,411. The present population is estimated at about 30,000.

The official building permits taken from the City records for the years in question are most instructive as showing the continuing growth of the City. The figures are as follows:—

| Year | No. of Permits | Value of Buildings | Year | No. of Permits | Value of Buildings |
|------|-------------------|-----------------------|------|-------------------|-----------------------|
| 1909 | 254 | \$1,002,055 | 1914 | 396 | \$ 561,500 |
| 1910 | 433 | 2,817,771 | 1915 | 24 | 20,200 |
| 1911 | 806 | 5,029,366 | 1916 | 110 | 146,150 |
| 1912 | 1,783 | 7,640,530 | 1917 | 178 | 582,739 |
| 1913 | 834 | 4,453,845 | 1918 | 275 | 604,715 |
| | | | 1919 | 357 | 1,404,590 |

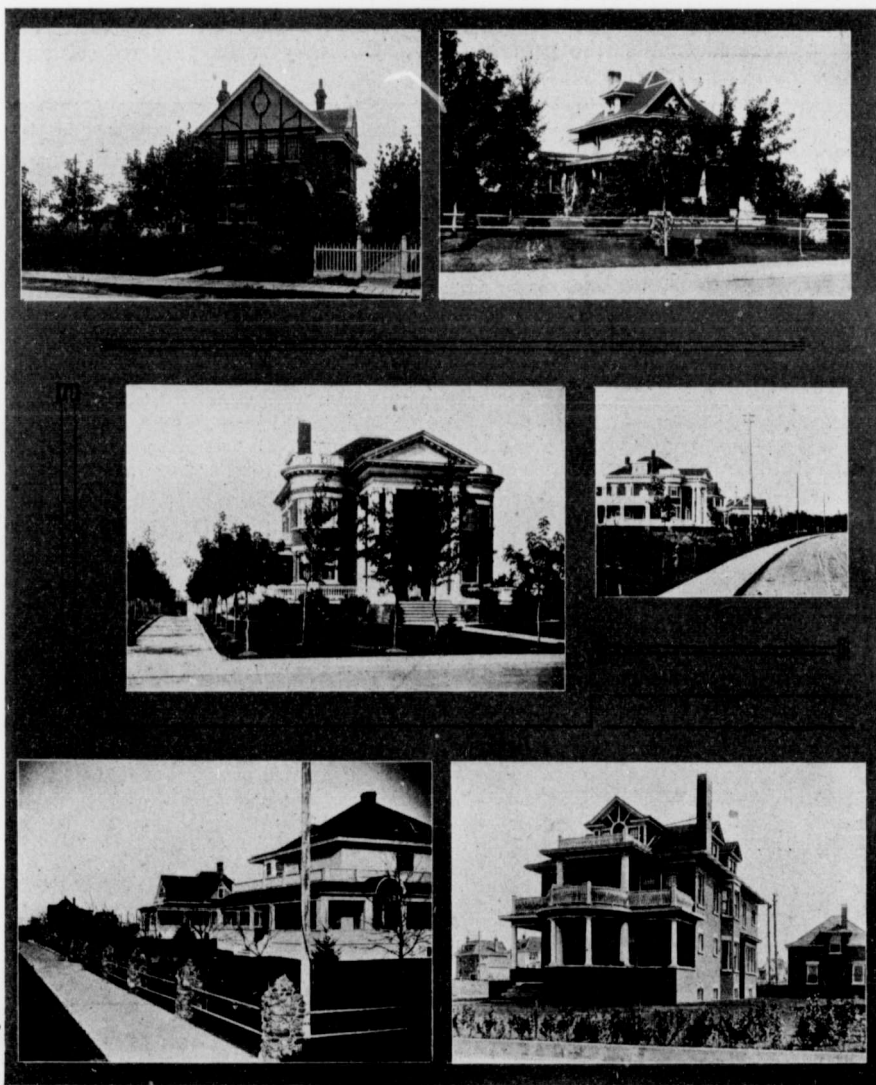
Readers will note effect of the outbreak of war and consequent locking up of capital and then the steady growth after recovery from the blow.

A CITY OF FIVE BRIDGES

Saskatoon might aptly be termed "A City of Five Bridges." These five bridges all cross the South Saskatchewan River—the great waterway of the Prairies—within the City limits. The newest,

known as the University (or 25th Street) Bridge, is a handsome, arched structure of reinforced concrete, which cost approximately \$600,000.00 to construct. It is generally admitted that there is no more beautiful bridge anywhere. Four of its ten arches have a span of 150 feet—the longest in Canada.

Three of our five bridges joint the central portions of the City, two of them being for vehicular and pedestrian traffic, while the third carries the Canadian National Railway tracks and has a foot bridge alongside. The remaining two, one in the northeast and the other in the southwest portions of the City, are railway bridges and carry, respectively, the Canadian Pacific and Grand Trunk Pacific rails. The existing bridges, with their lengths, are as follows:



Residences of Saskatoon Business Men

Canadian National Railway Bridge, 1,000 feet.
 Canadian Pacific Railway Bridge, 1,300 feet.
 Grand Trunk Pacific Railway Bridge, 1,530 feet.
 19th Street Traffic Bridge, 1,000 feet.
 University (25th Street) Traffic Bridge, 1,593 feet.

HOTELS

In the telephone directory there are sixteen different hotels listed for Saskatoon, taking no account of rooming-houses or boarding-houses. It has been claimed that Saskatoon has more and better hotel accommodation than any other two cities in the Province, and there is some truth in the statement, for, certainly, there is no city in Saskatchewan with hotel accommodation better than that afforded here. It is a mistake, however, for visitors to expect inferior hotel accommodation in the prairie cities. One may reasonably expect and



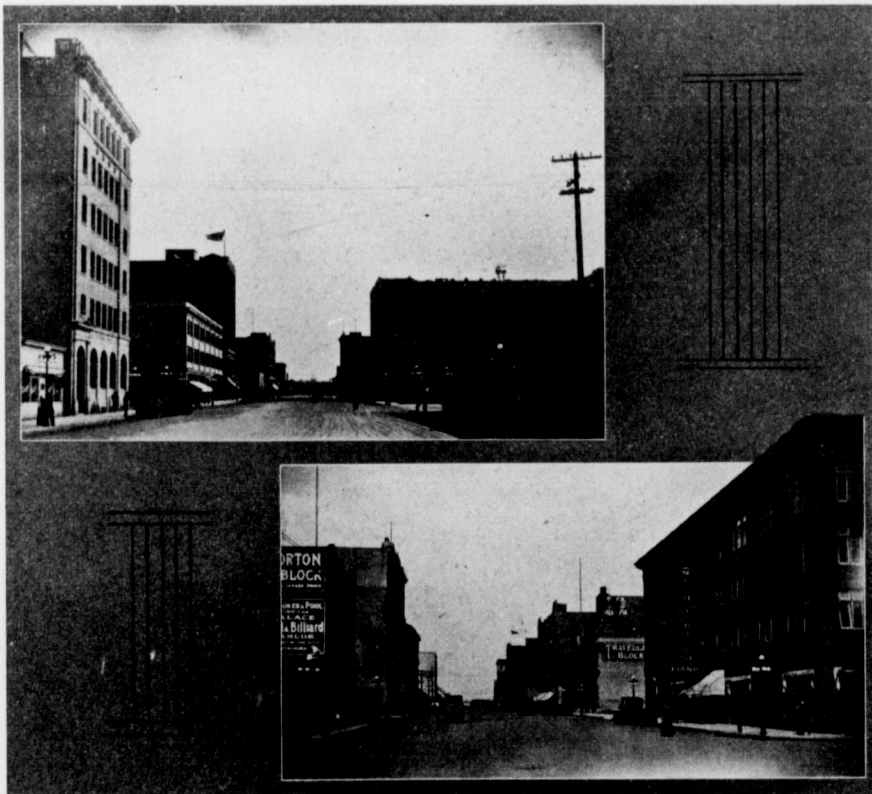
(Top, Left) The Canada Building; (Top, Centre) The King George Hotel; (Top, Right) The Standard Trusts Building; (Centre, Left) The J. F. Cairns Department Store; (Centre, Right) The J. H. Ashdown Hardware Company's New Warehouse; (Bottom, Left) Office of The Saskatoon Daily Star; (Bottom, Centre) The Ross Building; (Bottom, Right) The F. R. MacMillan Department Store

enjoy all the comforts and conveniences of hotels in large Eastern centres. The King George, built in 1911 by an English syndicate and still operated by them, is generally considered our premier hotel.

Saskatoon is far away from any other large city, and because it is the centre of supply for a vast area containing many towns and villages and magnificent agricultural land, it is necessarily the trading centre of Central and Northern Saskatchewan. This means that our stores carry large and varied stocks. There are two large and up-to-date department stores, besides those customarily found in all large cities, so that our citizens can shop as cheaply and conveniently here as anywhere. We are far enough away from great metropolitan centres to have learned the wisdom of looking after our own needs in this respect.

BANKS

The business done by our merchants and professional men is indicated by the fact that the city has no fewer than eleven chartered banks, exclusive of branches, as well as five trust companies, two of which do a banking business. These banks, with one or two exceptions, occupy their own splendid buildings. The list includes the Canadian Bank of Commerce, the Bank of Montreal, the Union Bank, the Royal Bank, the Bank of Hamilton, the Dominion Bank, the Imperial Bank, the Bank of Nova Scotia, the Merchants Bank, and the



Third Avenue (Upper), Looking South; (Lower) Looking North

Hettle-Drennan Company's Bank. The local banks operate a clearing-house, returns of which are made public weekly and monthly. The figures since 1915, prior to which public record was not kept, are as follows:—

| | |
|------------|------------------|
| 1915 | \$ 50,246,841.00 |
| 1916 | 68,316,154.00 |
| 1917 | 93,730,650.00 |
| 1918 | 91,412,813.52 |
| 1919 | 105,886,584.11 |

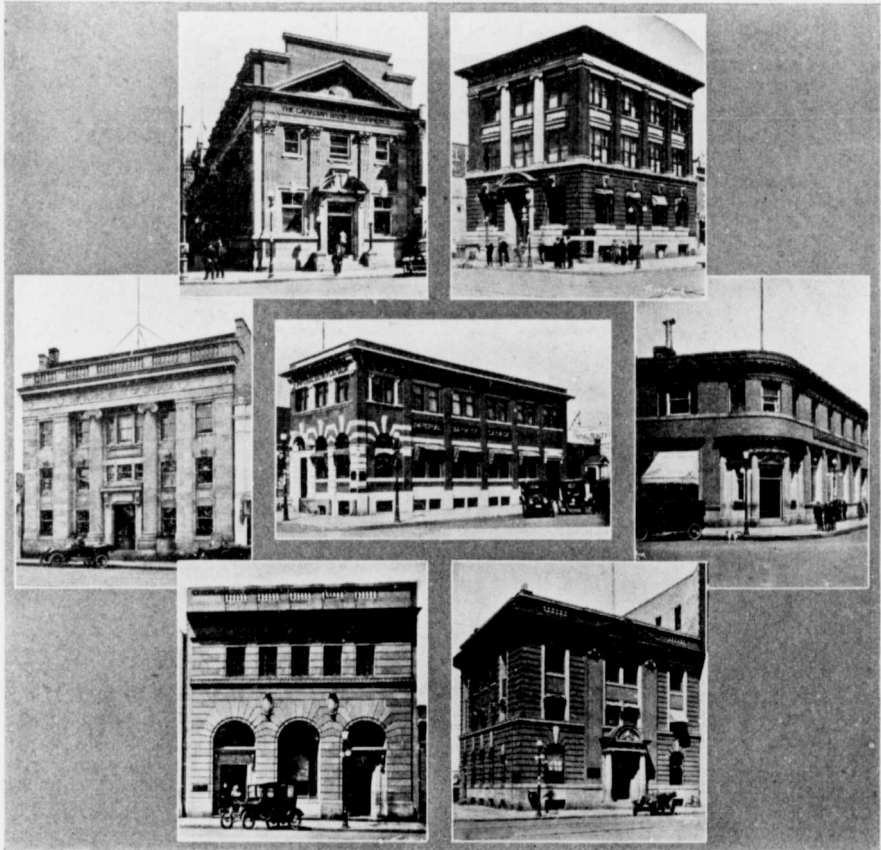
POST-OFFICE REVENUE

No more eloquent figures could be procured to testify to the soundness and prosperity of any community than those showing the revenue of the Post-Office. Recent figures tell that, with the exception of the amount of money orders issued. Every department in 1919 showed a considerable increase over 1918, and the comparative loss in the department mentioned is due to the fact that for a period of December, 1919, no orders were issuable on the United States.

1918

Stamp sales, \$17,570.00.

Money orders issued, 5,159, totalling \$80,733.00.



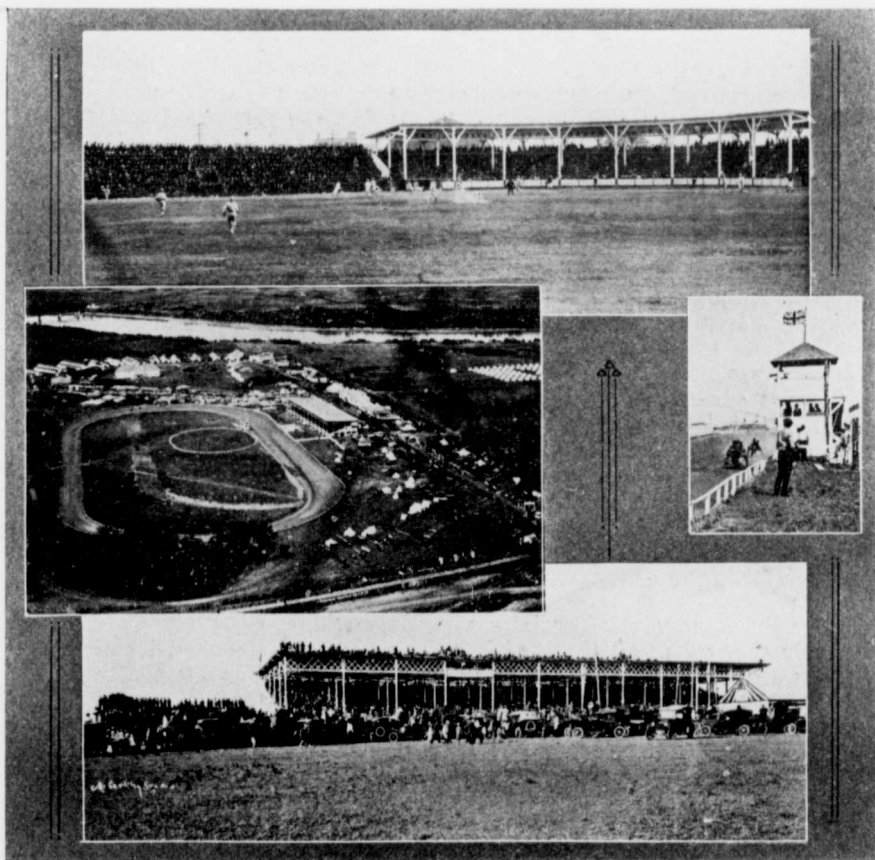
Seven of Saskatoon's Banks

Money orders paid, 10,669, totalling \$226,794.03.
 Registered letters mailed in the city, 12,358.
 Delivered in city, 14,801.

1919

Stamp sales, \$22,590.
 Money orders issued, 5,425, totalling \$79,612.47.
 Money orders paid, 13,302, totalling \$264,315.80.
 Registered letters mailed in the city, 18,356.
 Delivered in city, 16,214.

Many more columns of similar portent might be included, but figures are notoriously dry reading. Such as have already been submitted, however, leave no room for doubt about our City's present accomplishments and its future prospects. Continuous commercial growth and increasing population has brought in many professional men, barristers, physicians, and specialists in many lines. Our office buildings are adequate. Premier amongst them is the Canada Building, which is centrally located, has eight floors, and contains three elevators. Here, financial firms, insurance companies, real estate concerns, physicians and barristers have their offices. The building cost approximately \$1,000,000.00 to erect.



(Top) Baseball at Cairns' Field; (Centre) The Exhibition Grounds, Seen from an Aeroplane;
 (Bottom) The Grandstand on the Occasion of the Prince of Wales' Visit

TELEPHONES EVERYWHERE

As in all parts of Western Canada, telephones are to be found in nearly every home and every place of business. Throughout the cities and towns the telephones are operated by the Department of Telephones of the Provincial Government. Saskatoon has the automatic system which enables subscribers to communicate without calling Central by the simple expedient of using a small numbered dial on each instrument. This plan obviates the employment of a large staff of girls at the Central office, insures absolutely private conversation, and eliminates the "third party" entirely. An expert mechanic and a few girls at Central are sufficient to keep in working order the whole City system, with nearly 4,000 telephones, if rural subscribers directly connected with the Saskatoon office be counted. Saskatoon was one of the first cities in America in which the automatic system was installed, and it has been a great success. Long distance connection with all parts of the country, including rural systems which reach the majority of farm homes in the Province, is available for every subscriber.

NEWSPAPERS

If a city may be judged by its newspapers, Saskatoon will gladly accept the challenge. There are three: The Saskatoon Phoenix (morning), The Saskatoon Daily Star (noon and evening), and Turner's Weekly. Both the dailies have a leased wire service to and from Eastern Canada and the Pacific Coast and intermediate points. Our newspapers go out on every train, and by means of them, not only the citizens of Saskatoon, but the merchants and farmers of the tributary territory are kept constantly informed of commercial, public and world events.

SASKATOON INDUSTRIAL EXHIBITION AND AGRICULTURAL SHOW

The Saskatoon Industrial Exhibition has, during recent years, become an important and attractive feature of the life of the City and district. Exhibits are brought from all parts of the country, ranging from hogs to automobiles. Valuable livestock of all kinds compete for prizes, and, in view of the stimulus to agriculture and stock-raising which the Exhibition provides, grants of money are made by the Dominion and Provincial Governments. An unequalled opportunity is also provided for exhibits of commodities and machinery. Horse and automobile racing prove most attractive feature of Exhibition Week, which is held in July or August each year. Saskatoon Exhibition is now an event of outstanding importance in the life of the Province, and special train service is provided to accommodate the crowds.

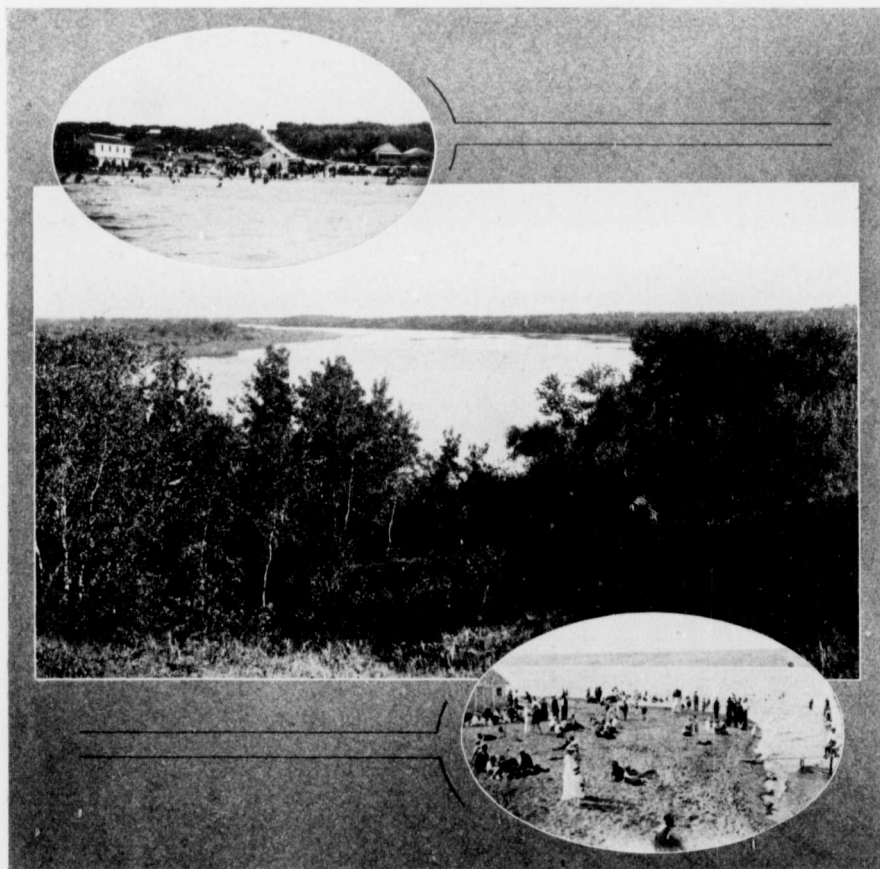
AVIATION

From the standpoint of aerial navigation, Saskatoon is probably the most favorably situated of all the Prairie cities, owing to its central location. To find Saskatoon it is only necessary to place one's finger on the centre of any map of Western Canada. Saskatoon is nearer by rail or by air to a larger territory and number of places of considerable size in Western Canada than any other city, just as the hub of a wheel is the point nearest to the greatest number of points on the tire. There are two areodromes within the City limits, and two machines doing a regular passenger-carrying business. Much of the success of aviation in this territory is due to the energy and enterprise of Lieut. H. S. McClelland, who was the first in the field, and has now been carrying passengers successfully for three seasons. Some of the photographs in this publication were secured with the assistance of his machines.

Holiday Resorts in the Saskatoon District

One of the needs of all modern cities, and one which the greatest cities today are making special efforts to satisfy, is the provision of adequate recreational facilities. This need has been met in the West by the establishment within easy automobile driving distance of lakeside pleasure and health resorts.

The nearest to Saskatoon is Pike Lake, a placid and pretty sheet of water, about 25 miles south of the city, reached by a pleasant and picturesque drive through heavily wooded country. The lake lies in park-like country and is almost wholly surrounded by trees. Many summer cottages nestle on its banks and fine boating, bathing, dancing and refreshment facilities are provided. The families of business men often reside at Pike Lake all summer, the head of the family driving out there each evening, as the run can be comfortably made by auto in about an hour.



View of Pike Lake (Centre) and the Bathing Beaches at Little Lake Manitou

While Pike Lake, by reason of its nearness, is an attractive spot at which to spend the summer, it is principally the scene of half-day and whole-day picnic parties and a spot where the tired business man goes for brief recreation.

LITTLE LAKE MANITOU

A pleasure resort of a more distinctively holiday type is to be found at Little Manitou Lake, about 60 miles southeast of Saskatoon (nearest station Watrous on the G.T.P. Ry.). The lake is easily reached, the trains running out in the evening and citywards in the morning, so that citizens whose families live at the lake can visit them without loss of valuable business time. The lake is about 14 miles long and has high wooded banks, upon which are built literally hundreds of cottages. Besides these, there are two hotels and a sanitarium, as well as a Y.W.C.A. establishment for ladies. Facilities are offered for boating, bathing, tennis, golf and dancing. Reference to the usual refreshment booths and other attractions would be superfluous, but a word should be said about the bathing, which is excellent. The lake has a gently shelving beach, with a firm, sandy bottom, and as the specific gravity of the water is very high owing to the amount of chemicals in solution, it is exceptional as a safe place for swimmers. It is quite evident to any observer that the buoyancy is very great, and the first drowning fatality is yet to be announced.

MEDICINAL VALUE OF THE WATERS

It is only during recent years that the curative properties of the waters of Little Lake Manitou have become widely known. They are recommended as a cure for rheumatic patients and for the treatment of intractable skin diseases. It is not easy to convince a sceptical public in matters of this kind, but unbiased testimony is becoming quite common that for the diseases mentioned the waters do provide remedy as good or better than that offered by the world's famous watering places. The specific gravity of the water is higher than that procured at Hunyadi Janos or Carlsbad, two of the world's most famous watering places, and by solution of similar chemicals. The waters at Carlsbad contain Magnesium Sulphate, Potassium Sulphate, Sodium Chloride, Calcium Sulphate, Oxide of Iron, Silica and Carbonate of Soda, and the Specific Gravity is 1.02. The waters at Hunyadi Janos contain Magnesium Sulphate, Sodium Sulphate, Potassium Sulphate, Sodium Chloride, Calcium Sulphate, Oxide of Iron, Silica and Bicarbonate of Soda, and the Specific Gravity is 1.05. The Specific Gravity at Little Manitou Lake is 1.06, and the following is an analysis of the water:

| | |
|---------------------------------|---------|
| Sodium Chloride..... | 1405.60 |
| Sodium Sulphate..... | 50.92 |
| Magnesium Sulphate..... | 308.88 |
| Oxide of Iron and Aluminum..... | 0.28 |
| Calcium Sulphate..... | 104.96 |
| Potassium Sulphate..... | 116.62 |
| Magnesium Bicarbonate..... | 63.42 |
| Silica | 0.69 |

The lake at its centre is of great depth. The evaporation of from seven to ten gallons of water will produce one pound of pure sun-dried crystals, and a light oil may also be extracted, which, used as an embrocation for rheumatism, is claimed to possess remarkably remedial properties.

As a matter of commercial fact, the crystals and oil are being extracted in large quantities from the lake and shipped by the earload to Winnipeg, where they are sold as proprietary medicines. Intelligent steps are now being taken to make Little Manitou Lake more popular, a movement which is gaining momentum and which will result in the curative properties of these waters becoming much better known.

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SASKATOON-HISTORY

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