

IMMIGRATION CENTRES

FOUR LAND DISTRICTS TO WHICH
TIDE OF EMIGRATION FLOWS.

No Good Homestead Land Left Within 30 Miles of the Canadian Pacific Railway in the Calgary District—This Shows the Rapid Development of the Canadian Northwest—Alberta Raises the Finest Quality of No. 1 Hard Wheat.

There are four great central land districts toward which the tide of emigrants flows in Western Canada. They are Regina, Calgary, Red Deer and Edmonton. Lethbridge, on the south, and Battleford and Prince Albert on the north, are the other three points where general land offices are maintained. The first four are receiving the bulk of the new settlers this year. In the past Regina has led all other land offices in point of numbers of homestead entries made in the territories. Three thousand a year was the high water mark, and a month that did not witness 300 applications at Regina was considered dull. That has been the story for the past three or four years. The territory tributary to the Regina land office is equal to that of Lethbridge, Calgary, Red Deer and Edmonton. It extends from the fourth meridian on the west to the second on the east, and from the state line on the south to within fifty miles of the town of Battleford, on the north. This vast district consists almost wholly of surveyed lands, subject to homesteading.

The Calgary district is being flooded so rapidly by ranchers and farmers that the surveyed lands are down to a close margin. In other words, the homesteaders are keeping up with the Government surveyors. J. R. Sutherland, the Calgary land agent, said to me that the Government surveyors worked overtime last year, and will have to do even better this year if the land in demand is to be ready for the newcomers. Large numbers of squatters have overrun the big stretch of unsurveyed land north of the Calgary district, extending into Red River, Edmonton and Battleford. Squatter rights are not recognized, and only the man on the ground when the Government surveyors arrive can be recognized. This makes squatter sovereignty a very uncertain quantity.

Calgary Leads This Year.

This year the Calgary land office leads all others in the territories. The agents cast a balance as at June 1 for the previous year. At Calgary, for the year ending June 1, 1903, the record shows 1,916 entries. Regina was two thousand in advance, while the four other big districts, with Prince Albert added, were less than Calgary, but combined they exceeded the entries at Regina by two thousand.

Ten months of the fiscal year have passed. Calgary shows to-day, according to Mr. Sutherland's latest compilation, 2,416 homestead entries. He estimated that the next two months—very favorable months—would swell the total for the fiscal year to 3,000. At the same time Regina is falling behind these figures, though Red Deer and Edmonton are approaching closer.

While there is plenty of desirable farming and grazing land to be had on the homestead plan all over the territories, nothing worthy of the name may be secured closer than thirty miles from the railroad. Replying to an inquiry as to how much longer this rush of settlers could be handled, with a guarantee of free homes for all who come, Mr. Sutherland said that it was uncertain, but that Canada would have twenty to thirty millions of inhabitants before the supply would be exhausted.

From \$10 to \$50 Per Acre.

The casual observer is impressed, however, with the rapid settlement of the territories and the certainty that within a short time—as time goes in the life of a nation—the immense public domain that is so generously distributed among all who seek the west will be a thing of the past. Driving a mile from Calgary with President Talbot of the Pure Bred Cattle Breeders' Association of the Territories, I was entertained with interesting stories of rapid development. With a sweep of his hand over a considerable area, showing farm-houses on every quarter section and cattle grazing on every hill, Mr. Talbot alluded to the fact that but a few years ago the best could be pre-empted for a ten-dollar Government fee. Now it is held at from thirty to forty dollars an acre.

But from a former Ontario boy I received the clearest analysis of the conditions prevailing in the territories. John R. Sutherland, brother of Hugh Sutherland, is the land agent at Calgary. He came west from Ingersoll, Ont., in 1875. For many years he was located in Manitoba. With papers piled up to his ears around his desk, each representing the hopes and the wealth of some homesteader, Mr. Sutherland discussed the situation. The rush has carried the employees of the office to the point where they must work night and day to keep anywhere near the head of the line, with no hope of catching up until an increase of help is secured.

Alberta Grows Wheat.

"Alberta has become well known as a grain country. The truth is that we raise as fine quality of number 1 hard north and south of Calgary as the farmers of Manitoba. This is the evolution of the farm. For years it was not supposed the territory was

1875 that when I first went to Manitoba the agent of the Hudson Bay Company was insisting that wheat could not be grown there. Apparently he was right. The first put in around Portage la Prairie was caught by the frost. It would not ripen. Before it could mature the frost ruined it for commercial purposes. But to-day the plains of Portage la Prairie produce the finest No. 1 hard that goes into the Liverpool elevators. Why? The farmers have learned to farm. The increased area of cultivated soil reduced the probabilities of frost. They learned that after all frost goes in streaks. While it might make its appearance in one field or section, it did no damage in adjacent farms. In other words, they learned that frost acts as erratically as hail.

"They talked for years of Alberta being a fine ranching country, but impossible for wheat raising, yet to-day they are raising in some sections of Alberta 52 bushels of No. 1 hard to the acre. I still advocate mixed farming as the most productive in this section, but the point is that farmers learn to overcome what appears to be insurmountable natural barriers to the cultivation of the soil of Alberta. To-day in Southern Alberta they are producing immense quantities of what we call fall wheat. In the States they call it winter wheat. It grades No. 1 hard, and is of superior quality. This variety is better adapted to Alberta than the spring article, because it matures several weeks earlier and the chances of its destruction by frost are materially less. Yet fall wheat was an unknown quantity with the pioneer farmers of Alberta. They could produce nothing but spring wheat.

Ontario and Alberta Compared.

"Farming in Ontario and here are entirely different propositions. Here wheat grows twice as high as in Ontario. I have seen wheat as high as a man's head and well developed grains, grading No. 1 hard. When I first came to Calgary I remember that farmers who had gone in around Regina abandoned their farms, asserting that the country was not adapted to wheat raising. They went into Manitoba and some came here, yet to-day that same section of Regina is included in the great wheat belt. This illustrates the idea. Men who cultivate the soil successfully in Ontario and the States will be successful in this region, but it is not reasonable to suppose they will farm as profitably the first year as the second. The practical chaps recognize this as a fact."—G. C. Porter in The Toronto World.

Nervous Reaction.

A Frenchman who had by chance passed over a narrow plank lying across a deep gorge in the dark, on viewing the spot the next day fell down dead while contemplating the dangers of the previous night.

INTERCOLONIAL RAILWAY.

TENDER FOR CRIBWORK.

Sealed tenders, addressed to the undersigned, and marked on the outside "Tender for Cribwork, Point Tupper," will be received up to and including

TUESDAY, THE 19TH DAY OF JULY, 1904, For the construction of a CRIBWORK PROTECTION PIER at POINT TUPPER, N.S.

Plan and specification may be seen at the Station Master's office, Point Tupper, N.S., and at the office of the Chief Engineer, Moncton, N.B., where forms of tender may be obtained.

All the conditions of the specification must be complied with.

D. POTTINGER,

General Manager

Railway Office, Moncton, N.B.,

28th June, 1904

July 5—d101

INTERCOLONIAL RAILWAY.

Tender for Engine House and Office

Sealed tenders, addressed to the undersigned, and marked on the outside "Tender for ENGINE HOUSE and OFFICE, Pirat Harbour, N.S., will be received up to and including

THURSDAY, THE 21ST DAY OF JULY, 1904,

For the construction of an ENGINE HOUSE and OFFICE at Pirat Harbour, near Mulgrave, N.S.

Plans and specifications may be seen at the Station Master's Office, Moncton, N.B., where forms of tender may be obtained.

All the conditions of the specifications must be complied with.

D. POTTINGER,

General Manager

Railway Office, Moncton, N.B.,

29th June, 1904

July 6—111

Intercolonial Railway.

Tender for Pipes, Fittings, Etc.

Sealed tenders, addressed to the undersigned, and marked on the outside "Tender for Pipe Fitting," will be received up to and including

FRIDAY, THE 22ND DAY OF JULY, 1904,

For the providing and erecting of all Pipes, Fittings, Valves, etc., in connection with the Pipe-Fitting in the Engine Houses at St. John, N.B., CHAUDIERE JUNCTION, P. Q., STE. FLAVIE, P. Q., and RIVIERE DU LOUP, P. Q.

Tenders will be received for one or more of these places.

Plans and specifications may be seen at the Station Master's Office at St. John, N.B., Chaudiere Junction, P. Q., and at the Chief Engineer's Office, Moncton, N.B., where forms of tender may be obtained.

All the conditions of the specifications must be complied with.

D. POTTINGER,

General Manager

Railway Office, Moncton, N.B.,

4th July, 1904

April 7—d111

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The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of

Chas. H. Fletcher

and has been made under his personal supervision since its infancy.

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Bears the Signature of

Chas. H. Fletcher

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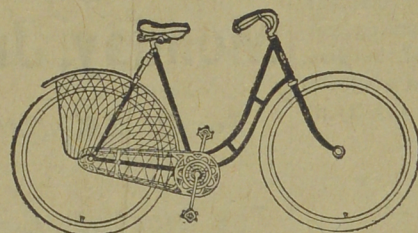
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York Street Drug Store.

INTERCOLONIAL
RAILWAY

On and after Sunday, June 12th, 1904, trains will run daily (Sundays excepted), as follows:

TRAINS WILL LEAVE ST. JOHN

No. 6 Mixed for Moncton	6.25
No. 2 Express for Halifax, the Sydneys and Campbellton	7.50
No. 4 Express for Point du Chene	11.00
No. 26 Express for Point du Chene, Halifax and Pictou	11.45
No. 136 Suburban for Hampton	13.15
No. 8 Express for Sussex	17.15
No. 138 Suburban for Hampton	18.15
No. 134 Express for Quebec and Montreal	19.00
No. 156 Suburban for Hampton	22.40
No. 10 Express for Halifax and Sydney	23.25

TRAINS WILL ARRIVE AT ST. JOHN

No. 9 Express from Halifax and Sydney	6.25
No. 135 Suburban from Hampton	7.45
No. 7 Express from Sussex	9.00
No. 133 Express from Montreal and Quebec	12.50
No. 5 Mixed from Moncton	15.10
No. 137 Suburban from Hampton	15.30
No. 3 Mixed from Point du Chene	17.30
No. 25 Express from Halifax, Pictou and Moncton	17.15
No. 1 Express from Halifax	19.15
No. 22.40 Suburban from Hampton	22.05
No. 81 Express from Moncton, (Sunday only)	1.35

All trains are run by Atlantic Standard Time. Twenty-four o'clock is midnight.

Moncton, June 9, 1904.

W. J. IRVINE, D.D.S.

(And Special Practitioner's Certificate from Chicago College of Dental Surgery).

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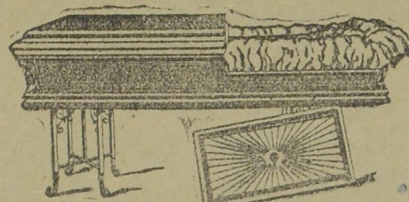
Queen st., opp. City Hall, Tel. 78.

The Point

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Emphasize

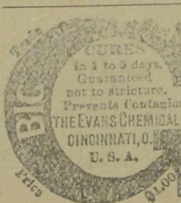
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