

uprising in any district a few seconds serve to send word to the military centres, and in a few hours the troops are on the spot in overwhelming numbers. So the only trouble the Indian can make now is to hang on to his reservation when the government wants to take it from him or some railway wishes right of way through it. Occasionally we hear complaints of starvation in the winter, but it is doubtful if the red men are not better off now than when they had to depend solely on their own improvident housekeeping, and when Hiawatha rushed wildly out into the wintry forest imploring food for his Minnehaha.

Great systems of railway—the most potent influence in bringing about the new state of affairs—have been established with marvellous rapidity. The two States I visited—North Dakota and Montana—are traversed by two great lines. The older of these, the Northern Pacific, passes near the southern limits of these States, and extends from St. Paul to the Pacific coast, having numerous branches extending into the more thickly settled districts. Between the Northern Pacific and the Canadian Pacific another great line crosses the central plain, running from St. Paul through Dakota to Helena, the capital of Montana. This is known as the St. Paul, Minneapolis and Manitoba. Thus the country is amply supplied with main lines of railway, and to the south, the Chicago, Milwaukee and St. Paul, the Union Pacific, the Central Pacific, and a host of others bind the whole enormous country into one closely connected whole.

The earlier settlers in the west were compelled to take long waggon journeys to their destinations, but those of the present day are carried swiftly and with comparative comfort to any place where they may wish to establish themselves. Indeed, the most

remote western settler nowadays is little farther from civilization than the inhabitants of the back townships living a short distance from some populous eastern city. Fuel, and some other of the necessities of life are rather expensive as yet on the prairie, where there is no wood, and the native coal is as yet very little developed, largely owing to the influence of the railways which make large profits on hauling the fuel from the east, but in other respects living is no higher than elsewhere for those who raise their own chief supplies, and the farming class is, of course, greatly in the majority. On the average the people enjoy as much comfort as those similarly circumstanced in point of wealth in older countries. Crops are not always successful in the west, but land is so cheap, and it is so easy to seed a large area that when a good crop comes it easily makes up for several bad ones.

This year the eastern part of the continent had abundance of rain in the spring and early summer, and as far as the Red River Valley. As a result the yield of grain in eastern Dakota and Manitoba has been enormous; but west from there, almost to the Pacific Ocean, the rainfall has been very slight. The climate is always drier the farther west one travels, and this year the great forest fires in the mountains of Montana and Idaho gave evidence of the condition of the country. In the part of Dakota where the writer spent most of the summer, considerable rain fell, and, although too late to save a large part of the crop, yet it secured a good growth of grass for the fall and winter's grazing. In no part of Dakota is the drought so severe as it is liable to become in Montana or Washington, and it will certainly prove a fine district for stock-raising. There is always abundance of water a few feet below the surface. This water is, it