

name Qu'Appelle, that there appears little probability of the name being given up. Port Qu'Appelle, which lies about twenty miles to the north, has long had this name, having been an important trading station of the Hudson's Bay Company for many years past, and thereby it has become a central point to which all the trails of the district are directed. The opening of the North-West by the Canadian Pacific Railway has made the value of the Qu'Appelle district more generally known, and for this reason many now seek to claim association with it. It is, however, only prudent to mention that land varies considerably in value in different parts, even of this generally fertile district.

The Qu'Appelle River, which gives its name to this district, runs from the southern extremity of Long Lake at a point 22 miles north-west from Regina, and after passing through the Qu'Appelle Lakes, finally enters the Assiniboine River, after a run of about 200 miles. Throughout much of its course it follows a deep and winding valley, varying considerably in width; but very generally bounded by bold and frequently almost precipitous hill sides, partially covered by a small woody scrub, which in the autumn of the year presents a very brilliant foliage, like a series of lovely flower beds.

ON THE RAILWAY.

Much as I have been astonished and gratified by the rapid advances which are being made in the opening of the North-West by this gigantic enterprise—the Canadian Pacific Railway—nothing has given a clearer indication of the inflow of settlers than the history of the One Mile Railway Belt during the last nine months. It should perhaps be explained that the land on each side of the railway—for one mile in width—had been reserved for a time by the Dominion Government, but the railway having sufficiently advanced, so as to leave no doubt as to its requirements, these lands were declared open to the public on the first January, 1884. The One Mile Railway Belt extended for a length of about 850 miles, and as it extended to one mile from the line of railway on both sides, it represented a total extent of 1,700 square miles. The whole of the Government sections thus set free for settlers were practically taken up within nine months, for in September it was extremely difficult, if not impossible, to find a single homestead of good quality land which had not been claimed. The filling up of this land by the railway side will materially improve the general appearance of the country as soon as the lands are properly cultivated.

The Survey Department of the Government appears determined to keep up the supply of the lands for settlement, as in 1883 no less than 27,000,000 acres were surveyed and mapped. The variation in the value of land, so far as it is influenced by its distance from the line of railway, is receiving the attention of men of capital, who are taking up land for cultivation. It needs no argument to show that it may be cheaper for a man of capital to purchase land at from £2 to £4 per acre near to a railway station and a market rather than take up free land at a great distance from business centres. So also the variations in quality should be considered in their influence upon its actual value. As the free lands near the Canadian Pacific Railway are so rapidly becoming scarce, it may be as well to state that lands which can be had as a gift are not always cheap, and lands which have to be purchased are not necessarily dear.

As we rush onwards towards the Rocky Mountains, we see that, as in Great Britain, so here also, we may naturally divide the western grazing lands from the corn districts of more eastern districts and provinces. This division is not marked by any rigid boundary line, neither do we find either course of practice kept strictly within its own particular district. The mixed practice of raising stock and growing wheat, oats, &c., may be very advantageously carried out over the greater portion of the North-West,