



steppers, drawing a victoria which contains gay and fashionably dressed ladies is passing a slow-moving wagon drawn by three oxen just starting for a homestead a hundred miles away. Further on one sees a team of good horses belonging to a nearby farmer who has come to town to market, slowly passing a scarlet-coated squad of Royal Western Mounted Police trotting briskly home to Barracks from function of Government duties; a train of packhorses ambles along, headed for some railway survey camp. Then, too, one sees, perhaps an Indian wending his way with his wagon and cayuse through the bustling traffic of the city, stolid, uncomprehending, unconcerned, a relic of the past, which only yesterday was the present, but today is little more than a matter of tradition.

In 1901 Moose Jaw was a village of 1,558 people. Today her population is more than 25,000. What has caused this marvellous growth? Will it continue? Wonderful as has been the progress made, those who best understand the conditions, confidently expect that the figures for the next ten years will show still more remarkable development. This expectation appears to be well-founded when it is considered that progress already achieved has been accomplished with very limited transportation facilities; that great railway development has just commenced; that only a fraction of her vast territory is settled; and that a great rush has now set in to her unsettled territory. Progress, which hitherto has been the result of her agricultural resources alone, will be overshadowed by the tremendous impulse given by larger transportation facilities.

The location of Moose Jaw is unique. It controls the trade of a large area of territory, which is a very rich agricultural country. This trade extends—to the East, half way to Regina; to the North, half way to Saskatoon; to the West, half way to Medicine Hat; and to the South, to the U.S. boundary.