

tide has at length arrived. Plowing and sowing now proceed with the least possible delay, germination quickly follows, and the grain, receiving ample moisture as the soil gradually thaws out, grows with astonishing rapidity.

June is usually a rainy month and it is for the regularity and plenitude of its rainfall that the district of Kinistino stands pre-eminent. This satisfactory state of things is chiefly owing to the ranges of wooded hills which traverse the district, and the thickly timbered country in the south which engender humidity and attract thunderstorms; it is also noteworthy that notwithstanding this abundant rainfall there is no lack of sunshine; the sky is but seldom entirely overcast, and the alternation of heavy showers with unclouded summer heat offers the most favorable condition for rapid development of growing crops. From the middle of August fine weather may be expected right through the fall, and harvesting operations are seldom interrupted by rain. About the equinox snowstorms generally occur, after which comes another spell of fine weather, which lasts until the setting in of winter in the early part of November. That the climate is healthy all are agreed; even in the height of summer, when the glass occasionally rises above 90° in the shade, the heat is far less oppressive and sultry than in more humid climates. There is generally a cool breeze all day and men can work in the sun without the feeling of lassitude which a hot day in England produces. Sunstroke is comparatively unknown, and let the days be ever so hot they are invariably followed by cool, pleasant nights. No malaria exists, even in marshy localities, and notwithstanding the severity of the winter, diseases of the chest and lungs are extremely rare, in fact cases are not unfrequent in which persons with a tendency to pulmonary weakness have been set up in health by a change to the invigorating air of the North-West.

Much has been said and written concerning the risk of damage to growing wheat by early frosts; in many cases this risk has been greatly exaggerated. That such frosts do occasionally occur is undeniable, and it is equally true the farmers in the district of Kinistino are from time to time subjected to loss from this cause, though to a less extent than in most other localities. The period of anxiety is in the latter part of August when a lowering of temperature sometimes takes place on calm nights, causing the thermometer to fall a few degrees below freezing point at a time when the wheat is in the milk stage and thereby causing some damage to crops, especially if the field be situated in a hollow or below the level of the surrounding country, but wheat sown in good time, in a suitable situation on properly cultivated ground, is very seldom frozen, and what danger exists can be still further lessened by the employment of early varieties of seed grain. It should also be remembered that wheat even if frosted is not a total loss but is still available for fattening live stock.

Of all the advantages, natural and otherwise, which render the district of Kinistino so greatly adapted in every way to the needs of settlers, the most important, and that which places it far in advance of other new settlements in the North-West Territories, is the early prospect of direct railway communication. There is now no reasonable doubt that the Manitoba and North-Western railway which is already open from Portage la Prairie, on the main line of the Canadian Pacific Railway, to Yorkton, in the Wallace district, will in the near future be carried on to Prince Albert. This line

will pass through the heart of the most fertile portion of the unsettled as well as the settled parts of the district, with an effect upon their prosperity which cannot be over estimated. Let us pause for a moment to consider what this effect will be. It will mean primarily an influx of settlers to be followed by the erection of grain elevators, the establishment of creameries, a rise in the value of real estate, the advent of men of enterprise and capital, a ready market for all kinds of produce, and the formation of the nucleus of another city to be added to the list of those glorious monuments of progress which, mushroom like in their speedy growth, though resembling the oak in stability, are year by year steadily increasing in number throughout the western portion of the vast Dominion. And vain would be the endeavor to fix a limit to the rise and progress of such a city, for great as are the immediate advantages to be derived from the transit of the Manitoba and North-Western line through the district, they are slight when compared with the stupendous impulse to commercial and agricultural enterprise which will thrill through the North-West on the completion of a railway from Winnipeg to Hudson's Bay, with a shipping terminus at Fort Churchill. This projected railway has already been sanctioned by the Dominion Parliament and its construction in view of the rapidly increasing population of Manitoba and the North-West Territories will in all probability be not much longer deferred. That such an outlet has become a necessity to the proper development of the resources of this country is patent to all, to say nothing of its value as a port of shipment of food supplies to Great Britain in the event of war, while its effect as a stimulus to the trade and well-being of Western Canada is simply incalculable.

The settlers in the district of Kinistino will probably, owing to its geographical position, be more directly benefitted by the proposed Hudson's Bay line than those of any other portion of the Territories. Their cattle, for example, will naturally command a considerably higher price and will reach the coast in better condition when sold within 500 miles of a shipping port than when, as at present, they have to be conveyed by rail to Montreal, a distance of over 2500 miles, and what is of still more importance to farmers in these regions there will be a ready market for coarse grain as well as wheat. If one considers the immense quantities of barley and other cereals annually shipped to the United Kingdom from the Danube, Odessa, Taganrog and other places in the Black Sea and Sea of Azov, and reflects that the sea transit from these ports is longer and the navigation more intricate than is the voyage from Churchill to Liverpool, it is natural to conclude that as soon as the Hudson's Bay Railway is open to traffic the demand for barley, oats, etc., for shipment by this outlet will speedily attain proportions extremely satisfactory to farmers who are fortunate enough to be located in the vicinity of the new route.

Speaking of barley leads to the subject of hog raising. These animals can be reared in this district with great facility and at a minimum of cost. There can be little doubt that speculative enterprise will shortly prompt the erection of a curing factory and there is no reason why, with the Hudson's Bay line as a means of transport, pork and bacon from the North-West Territories should not be placed on the English markets at as cheap a rate and equal, if not superior, in quality to that which is at present exported to Great Britain from Chicago, thus opening the door to an industry both lucrative in character and unbounded in extent.