

the north and south forks—the latter having its rise in the Rocky Mountains a hundred miles or so north of the international boundary, and the former in the same range a little farther north. The two forks diverge fully 250 miles in their eastern course, but finally come together in the District of Saskatchewan, near the town of Prince Albert. The stream then continues its course eastward and empties into Lake Winnipeg. It is navigable, and will play an important part in the transportation of bulky freights as the country is opened up.

STOCK-RAISING AND RANCHING.

The country is remarkably well adapted for stock raising, and large shipments are made annually. Cattle must be fed and sheltered three to four months every winter. Horses winter out well, and can, therefore, be kept in large bands. Sheep require the same care as cattle, and do better in small flocks.

DAIRY FARMING.

Any portion of this district will answer all the requirements for dairy farming. On the slopes of the Eagle Hills, or south of the Saskatchewan, conditions are most suitable, owing to the luxuriance of the grass and abundance of springs. North of the Saskatchewan are good grass lands, particularly in the vicinity of Jackfish Lake and Turtle Mountain. In the former district an extensive creamery has been established, which makes large shipments to British Columbia. The abundance of pure water and the coolness of the nights favour dairying. The home demand is now and always has been large, so that dairy products command good prices.

SOIL, WATER, AND FUEL.

The soil ranges from clay loam to sandy loam, with rich, chocolate-colored clay to sandy subsoil.

The country is well watered; not everyone can locate on the banks of a running stream, but anyone can get a plentiful supply of good water by digging a few feet for it.

To the north there are bluffs of spruce and pine, and the miles of outcropping coal, with the forests on the North Saskatchewan, insure an ample supply of cheap fuel and building material.

DEVELOPMENT RAPID AND GENERAL.

The tide of immigration to the Saskatchewan District has been steadily increasing year by year, as the country has become better known, and doubtless its development will receive a very considerable impulse with the spread of railway communication and the greater facility thus afforded for marketing produce.

Along the line of the Canadian Northern, as well as along the Regina & Long Lake Railway, the northern terminus of which at present is Prince Albert, hundreds of settlers from the United States have gone within the past year. Most of them took up a homestead and bought additional land from other large owners or dealers.

The town of Prince Albert, on the north branch of the Saskatchewan, is the seat of various industries. Three lumber mills are now in operation—two in the town and a third at Steep Creek, a few miles distant. From these mills a large quantity of lumber is exported by the railway, in addition to the supply required for the various building needs of the region. At Duck Lake the traveller leaves prairie behind, and enters a wooded, park-like area, resembling in appearance the country of old Ontario.

In addition to districts previously mentioned, the Melfort district, on the Saskatchewan, forty miles east of Prince Albert, is highly spoken of. Another large tract is the stretch of prairie west from Redberry Lake, lying toward Battleford, in the elbow formed by the North Saskatchewan. This fertile plain reaches over to the Vermilion River country, into which outposts of settlement have been planted, going by way of Edmonton.

VAST RAILWAY PROJECTS.

The Canadian Northern is already at work on the extension of its Swan River branch toward the Saskatchewan. This will give access to the Carrot River country, where settlers from all parts of the United States and Europe have taken up land sixty and seventy miles from present railways.

While this railway will be of material benefit, it is only a small part of the great projects of the rival companies for opening up the Saskatchewan Valley. The race across the northern grain belt toward the Pacific on the part of the Canadian Pacific Railway and the Canadian Northern Railway is now on, and it may be said that they will give Saskatchewan two great east and west trunk lines hundreds of miles in length. The engineers and surveyors of the Grand Trunk Pacific are on the ground selecting a location for that railway and its branches. It is not surprising, under these circumstances, that the rich lands of the Saskatchewan Valley should suddenly become valuable.

MOISTURE.

Moisture is ample in Saskatchewan District, the precipitation being about eighteen inches annually. It is notable that about 75 per cent of the rainfall is during the crop months. With rain coming when needed and with several hours' more sunshine daily during the growing season than farther south, it is not difficult to understand why crops mature quickly and yield bountifully.



Western Canada Potato Field—Prairie Park in the Distance.

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