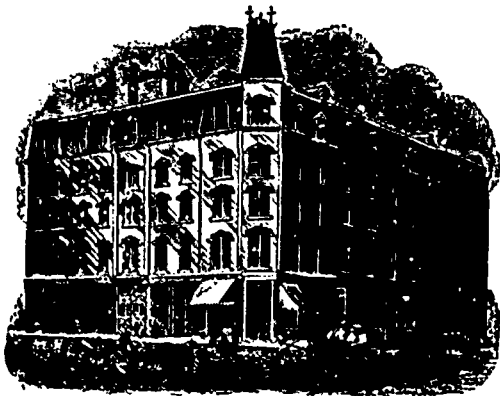


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ing upon Manitoba and the Territories to the south, and as so used may sometimes be misunderstood as applying to the indefinite portion of Canada supposed to be included under the same vague term.

THE Prince Albert *Times* calls attention to the fact that there will be a large surplus of grain in that district this year, for which there is no available export route. Prince Albert is situated on the north branch of the Saskatchewan river, not far from the junction with the south branch of the same river. The region has long been famous as an excellent agricultural country, and those who have visited the place are always loud in their praise of the country. On account of the advantages of the district, a good many settlers have gone into the region, and Prince Albert is now the centre of quite an extensive colony. The place is fully 250 miles from the nearest railway station, and consequently the exportation of surplus products is out of the question. The people made an effort during the last session of the



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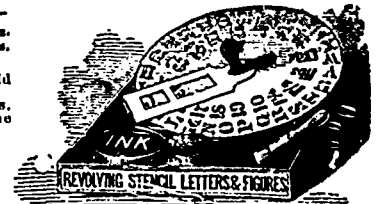
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Dominion Parliament, to draw the attention of the Government to their position. A deputation was sent to Ottawa to impress upon the Government the necessity of railway communication for the district, with the object of inducing the Government to offer such assistance as would secure the early construction of a railway to Prince Albert. The Manitoba Northwestern railway is heading in the direction of Prince Albert, but the company are only building about twenty-five miles this season, and at the present rate of progress it will take at least twelve years to reach the distant settlement. The C. P. R. company have an "imaginary" line, projected to run from their main line at about Regina or Moose Jaw, northward to Prince Albert. This road, however, has not yet gone beyond the imaginary state. Another road, the Regina and Long Lake railway, is also headed toward Prince Albert. About twenty miles of this road, northward from Regina, were built a few years ago, but nothing further has been done. It was understood awhile ago, that in view of the representations made by the Prince Albert deputation, the Government had decided to give the last mentioned railway company such assistance as would enable it to push its road northward a considerable distance

this season, in the direction of Prince Albert. The Company, however, seem to be making no effort to go on with the work this season. At present Prince Albert is reached by driving 250 miles from Qu'Appelle station, on the C. P. R. main line west. In the summer season the place is also reached by water from Winnipeg, via Lake Winnipeg and the Saskatchewan river. The latter route answers for passenger and some general freight traffic, but is not available for shipping out farm produce at a paying rate.

**Epitaph on a Bootmaker.**

He to a better land has gone:

The crown of victory he has won.

His boots were always ready on

The day he said he'd have them done.

—Boston Courier.

ANOTHER WRONG TO BE RIGHTED.—Employer (to spokesman of deputation): "So you want your pay raised, do you? Don't you think this is rather cool, just after I have given you the benefit of the Saturday half holiday?"

Spokesman: "Sure that's just the cause of it. You don't suppose we can get along with the same wages when we have a half-holiday every week!"—New York Life.