

MEMORANDA

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AND

PROSPECTUS

OF THE

North-West Transportation

AND

LAND COMPANY.

An Act of Incorporation will be applied for this Session of Parliament, due notice of which has
already been given.

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1858.

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With a population equal to that of Scotland when as an independent nation, she defied England in her might; equal to that of the United States of America when they spurned the tyrannical acts of a despotic power, proclaimed their independence, and took their stand among the nations of the world; equal to that of Belgium, when she became a kingdom;—Canada is subjected to the insults of a Colonial Secretary, whose dispatches recently laid before the Legislature of this country, openly and distinctly avow that the profits of some two hundred fur-traders of the city of London are deemed of more importance than those principles of commercial freedom which they violate—than those rights, liberties and privileges of a British people which they outrage; and worthy of more consideration than the progress and welfare of this Province. Mr. Labouchere seeks to perpetuate upon this continent an odious monopoly, the entire fabric of which has been built upon utterly false and fictitious grounds, without one shadow of reality in law or in justice for the exercise of those acts of control heretofore indulged in, and which are now claimed to be continued as “rights.”

It is this conviction that urges us to submit the following arguments and statements to the Canadian public, in order to show that the Hudson's Bay Company, while claiming authority under an old charter invalid in law, have only exercised a monopoly in trade since the year 1821, and that this trade so monopolized was first opened out and successfully carried on by Canadian Traders, long before the Hudson's Bay Company had entered into that country now claimed by them either under charter or license of exclusive trade.

“I do not propose to discuss the question of the validity of the claims of the Company in virtue of their charter over the whole territory known as Rupert's Land.”—(Dispatch of Mr. Labouchere to Sir E. W. Head, dated 22nd Jan. 1858.)

The under-Secretary, Mr. Merivale, in his letter to Mr. Shepherd, the Governor of the Hudson's Bay Company, dated 20th Jan. 1858, says that Mr. Labouchere is disposed to “advise Her Majesty to renew the existing license of exclusive trade for a further period of 21 years, and adds that Mr. Labouchere is prepared to propose to Canada and to the Hudson's Bay Company as a further condition for the renewal

of the license, “That the Company shall surrender to the Crown such portions of the territory now claimed by it under the Charter as may be available to and required by Canada for purposes of settlement.”

Thus although Mr. Labouchere does not propose to discuss the validity of the charter, nevertheless he has decided *that it is valid*. Unless it is so, the Hudson's Bay Company own no territories, and they cannot be called upon to surrender that which they do not possess.

Should Canada prove so false to herself, so blind to her interests as to yield assent to this artful and designing proposition of the Hudson's Bay Company, she will have placed that Company in a position which it has never yet acquired; Canada would thereby recognize claims and rights in the Hudson's Bay Company which have never existed, and which her traders, during half a century after the year 1763, had not heard of.

Should Canada yield assent to the proposition, she would make that legal which is illegal now, and she would deprive herself of rights which cannot be controverted, but which if carelessly surrendered or flung away, will enable the Hudson's Bay Company to ask compensation from Canada for yielding up to her lands and territories which, in fact, are portions of that Canada which was purchased by British blood for Britain's Crown, not for the Hudson's Bay Company.

The Attorney General and the Solicitor General of England, in a letter dated Lincoln's Inn, July, 1857, give their opinion to Mr. Labouchere, and say: “That the question of the validity and construction of the Hudson's Bay Company's Charter cannot be considered apart from the enjoyment that has been had under it during nearly two centuries, and the recognition made of the rights of the Company in various acts, both of the Government and the Legislature.”

This opinion involves the admission that of itself the charter is *invalid*, and it assumes that a recognition by acts of the Legislature has cured its illegality. The acts referred to are 6th Ann, ch. 37; 14th Geo. III, ch. 83; 1st & 2nd Geo. IV., ch. 66. The last one created the license of exclusive trade. In each of them allusion is incidentally made to the lands granted to adventurers trading at Hudson's Bay. No one of the acts gives validity to the Charter, which is left as it stood previous to these acts, and entirely unaffected by any or all of them.

Had any one of these acts confirmed or ratified the Charter, there would have been no necessity for setting up a *prescriptive title*; the very fact of doing so involves the admission, likewise, that the acts referred to by those learned gentlemen are not sufficient to give validity to the Charter.

When false premises are given in order to draw deductions favourable to the Company, and adverse to Canada, the friends of Canada will assert it, and the public will believe it, that the Hudson's Bay Company are the clients of those gentlemen whose opinion has been thus laid up in the archives of the Colonial Office, by Mr. Labouchere, the impartial Chairman of the Hudson's Bay Company Committee. Had those learned gentlemen—Mr. Attorney General Bethel, and Mr. Solicitor General Keating—stated that the claims set up by the Hudson's Bay Company *had not been exercised* during a period of two centuries from the date of the charter, then they would have stated something of historical facts.

The fur trade is coeval with the history of Canada. In the year 1626, Louis XIII. of France granted a charter to a company formed in Quebec for the purpose of trading throughout Canada, called "La Compagnie de la Nouvelle France." Canada, as described in this Charter, extended from the Atlantic shores to the Arctic circle, and to the westward beyond Lake Superior its limits were undefined.

That Company continued to trade throughout the whole of what is now British North America, up to the year 1763, when Canada was ceded to the British Crown.

Hudson's Straits, and Hudson's Bay had, however, been ceded to Britain by the treaty of Utrecht, in 1714, and in accordance with this treaty, "La Compagnie de la Nouvelle France" were permitted to withdraw their forts, establishments, munitions of war and merchandise from the shores of the bay.

They withdrew, accordingly, to about sixty miles inland, and continued to carry on their trade at about that distance from the shores of the bay, communicating with their forts not by the bay, but the lakes to the west, and by the chain of rivers and lakes to Montreal and the Atlantic.

Thus the charter of Louis the 13th dates 44 years anterior to the pretended charter of Charles the Second, and 137 years prior to the conquest of Canada. The articles of capitulation guaranteed to the Canadian people the continued exercise of the trade then being carried on by the traders of Canada. Immediately after the conquest, numerous Canadian merchants of British origin followed in the footsteps of the French traders, and traded not only to the westward of the great lakes, but they also entered into Hudson's Bay, and exercising the inherent rights of British subjects, built establishments and carried an ex-

tensive trade along its coasts in *open defiance and contempt* of the preposterous claims of the Hudson's Bay Company. In the year 1783 a number of these independent traders formed an union of interests, and organized themselves as the "*North West Company*" of Montreal.

The magnitude of the operations of this Company was enormous. It carried on a most extensive and lucrative trade, making Montreal the great centre and depot of that trade. They traversed Canada in every direction, not only from Montreal to Hudson's Bay; but with their fleets of boats and canoes crossing the continent through a connected chain of lakes and rivers from Montreal to Puget's Sound, and to the Russian possessions within the Arctic circle; laden with goods for the Indians and returning with furs for Europe. On every water-course, in every mountain gorge, on every plain, in every forest, between Atlantic and Pacific shores, and the coasts of Arctic seas,—did the servants of this Company appear bartering the varied necessities of life, and the products of European looms, the scarlet cloth, the flaunting print and ribbon, the tinselled ornament, the flashing gew-gaw so attractive to barbaric life, for the rich furs of the north, destined in their turn to minister no less to the vanity of those who dwell in the countries of civilization.

From a work entitled "*McKenzie's Voyages*," published in 1801, we learn something of the trade which was carried on by the North West Company in the earlier period of its existence. In two or three years after the formation of that Company, the annual value of the trade had reached \$600,000, and it continued yearly to increase its dividends until the year 1816, when the Hudson's Bay Company had entered the field, and resorted to violence. 5000 Canadians found employment in the service of the North West Company, and the wealth that Company realized was freely flung back to circulate in Canada, amid the varied industrial pursuits of life which a trade like this had called into action.

The North West Company had pioneered the way in every instance. The Hudson's Bay Company have but feebly though selfishly trodden in the steps of those Canadian merchants.

In the year 1821, the North West Company was induced to form an union of interests with the Hudson's Bay Company of London. From that hour Canadian interests in the North West were sought to be crushed out; *and the revenues arising to Canada from that trade altogether ceased.* The selfish policy of the Hudson's Bay Company was to keep the trade a secret and thereby to monopolize it.

In the year 1821, a license of exclusive trade was procured from the Imperial Government over certain territories, *and this license was in fact the origin of the exercise of exclusive claims to monopoly.* Until that year, they did not

exercise those pretended rights they now claim in virtue of the Charter of Charles the Second.

In that year the trade of the North-West ceased to belong to Canada. The route of transit was changed. Time, and the wealth, and power, and influence of the Hudson's Bay Company has, as it were, obliterated from the mind of Canadians, that a North-West Company had ever existed, or that such a trade had ever been.

Aided by the wonderful improvements and facilities in transport, both in navigation and land carriage undreamed of by those enterprising Canadian traders of times past, let us now revive that trade, and exercise those rights which they enjoyed during half a century subsequent to the conquest of this country.

To carry on their trade the North-West Company had chains of trading posts at various distances apart, extending from Montreal along the shores of the great lakes to the head of Lake Superior. Also they had chains of posts from Montreal to Hudson's Bay; and likewise chains of posts and forts along the Ottawa to Lake Nipissing and to Lake Huron, and thence to the head of Lake Superior. The two latter were canoe routes, the first a batteau route.

Michipicoton, at the North Eastern extremity of Lake Superior, was the depot for the Hudson's Bay trade. The river connects the Lake and that Bay. Fort William, at the Western extremity of Lake Superior, was the grand depot for the trade of the West.

To lay down the yearly supply of goods at Fort William, cost the Company £30,000.

The same quantity of goods might now be laid down there for £250. A steamer could now take them from Toronto, or from Montreal. Notwithstanding this enormous expenditure—£30,000—the profits of the Company were immense. Their trade was confined to the skins of wild animals. A greater traffic than that Company enjoyed, is open to the Canadian merchants of the present day. Enterprise will grasp it, and give an almost unlimited extent to Canadian commerce and to Canadian trade.

The North West Company had in their employment the most scientific men that could be engaged, among whom was the late David Thompson, Esq. These have surveyed and explored the whole country from the Eastern shores of Lake Superior to those of the Pacific Ocean, and northward to the Arctic Seas. We have the benefit of these explorations and surveys made and continued from the year 1790 up to the year 1821. These have never yet been published, but there are in existence topographical surveys of every route from the head of Lake Superior to the westward and to the Pacific shores, with all the portages, levels and distances, accurately and correctly taken.

More recent geological researches, and sur-

veys and explorations made in 1851, 1852, 1853 and 1854, as regards the country between Lake Superior and the Red River Valley, corroborate the former information prepared for the North West Company.

There are several points besides those used by the North West Company whence good roads may be constructed to navigable waters, affording an excellent navigation to the Red River settlement. This navigation is interrupted by various portages, none of which are of any great extent, nor is there a single one over which a loaded batteau cannot be transported with ease.

There are long reaches of water communication capable of taking large steamers, the water being deep and free from obstructions. The distance in which steamers might even now be used varies from 10, 25, 60, and 150 miles.

Taking the Red River settlement as a centre of operations, a good communication may be had partly by water and partly by land, from either of two points upon Lake Superior, and the distance be about 380 miles, though the canoe route now travelled is about 683 miles.

From the Red River is an uninterrupted navigation direct to the valley of the Saskatchewan, and but for a trifling obstruction in the river of that name, steam navigation can be carried on from the Red River, for a distance of 1800 miles into the interior, to localities where goods now do not reach, coming *via* Hudson's Bay, until the second year after leaving England.

The advantages of the old route through Lake Superior, are so immeasurably greater, that the Hudson's Bay Company could only compete for the trade by using the route proposed.

Goods can be laid down at the Red River Settlement, *via* Lake Superior, by the month of June. By the Hudson's Bay route goods cannot be laid down at the same point before the month of October. Goods can likewise be laid down on the shores of Hudson's Bay, *via* Lake Superior, by the month of June. They cannot be laid down there by the Hudson's Bay route before the month of September.

Hudson's straits leading into Hudson's Bay, are frequently blocked with ice until the month of August, and the Company's ships do not leave England for Hudson's Bay until the month of June, so that goods could be sent from England and landed on the shores of the Hudson's Bay, *via* the St. Lawrence route, before the goods for the Hudson's Bay Company could even leave England.

The Americans are now opening a trade with the Red River Settlement, and have constructed roads and built bridges over the rivers and swamps, in order to afford facilities for traffic, and thereby cause the trade to enter at St. Paul's.

The distance travelled from the Red River Settlement to that point, is between 600, and 700 miles.

The traffic is carried on by means of carts; each cart carries about 700 pounds weight, and the charge for transport is from \$45 to \$49: the time occupied in the transport is from 20 to 30 days. The route being intersected by lakes and rivers, over which the carts, the goods, and the merchandise must be ferried, and the cattle swam across, involves not only time but the labour and assistance of many men.

Upwards of 500 carts went from the Red River to St. Paul's the last year and carried \$180,000 worth of furs.

The goods taken in exchange would in all probability average about the same value, but be of much greater weight, and consequently cost more in the transport than the furs.

Besides there is the duty paid on the furs, and also a duty paid upon the articles carried back. This hitherto has been exacted by the Hudson's Bay Company, but is perhaps now not paid by importers.

Thus it is shown that notwithstanding the difficulties of transport a large trade has sprung into existence, although it is but confined to the fur trade, and is still in its infancy.

Against the 700 miles of land carriage we offer 380 miles of water navigation, interrupted, it is true, by short land carriage occasionally; and perhaps by a road from the lake of the Woods to the Red River, if we do not use the *Reed Grass* or the *Rat rivers*, which connect the *Lake of the Woods and Red River*. These routes were sometimes used by the old North West Company.

Even though we should confine ourselves to the transport by batteaux, we would possess a decided advantage over the American route.

A batteau would easily carry 5 tons, and 5 men would man her and transport her cargo from the shores of lake Superior to the Red River in the space of 15 days. If with favourable weather, it could be accomplished in much less time, for on the long reaches of water which the chain of lakes and rivers afford, with a good breeze a batteau will make 100 miles a day; in fact the distance might be done in 7 days, or less.

The cost, then, of transport—say wages to men \$20 per month, which are high wages—voyageurs may be had very readily at \$15 per month; 5 men 15 days at the rate of \$20 per month would be \$50. The cost, then, of transporting five tons would be but \$50; this without the aid of steam on the water or horse power to haul across the portages. As these improvements would be introduced, the cost would be less.

To transport five tons by the carts to St. Paul's requires 16 carts besides men and cattle,

which at present rate—\$45 per cart—would cost \$720, against the \$50 by our route.

When facilities for the transport of merchandise to the Red River are afforded, the trade and traffic on the route will increase at a compound ratio, for with it will advance immigration and all those industrial pursuits which are incidental to the opening up a new and progressive country.

This route re-opened—by which the old French traders, and their British Canadian successors, and the North West Company entered into, and traded throughout the North West territories, long before the *Hudson's Bay Company* attempted to do so, or advance their preposterous and anti-British claims to exclusive monopoly—other traders and trading companies will be induced to follow and participate in the trade of the country; their only rivalry a fair and honest competition, which doubtly blesses. It blesses him who gives and him who receives. It is a creative charity which brings forth a thousand-fold. It converts the wilderness into smiling fields and happy homes of an industrious and enterprising population, and gives to millions employment for ages. Exclusive trade is a blighting curse, the most iron of all despotisms, because a despotism without personality or conscience; a trading monopoly, whose fruits as it were perish in their selfish enjoyment. By it no fields are won to bless the labours of mankind.

The Hudson's Bay Company are deriving immense emoluments from their trade with that country—a trade which emphatically belongs to Canada, and which until the year 1821, was enjoyed by the merchants of Canada; from the time that the flag of France first waved over her, when that gave place to Britain's banner, the exercise of that trade was guaranteed to the Canadian people for all time to come.

The time has arrived, the feelings of the Canadian people proclaim it. If Canada hopes to secure commercial freedom, and the rights and privileges of a British people, that trade must now be revived.

In the Parliamentary papers of 1842, Sir John Pelly, the *Governor of the Hudson's Bay Company*—(Sir George Simpson is called the Governor of Rupert's land)—says in his letter to Lord Glenelg, that from sixty to seventy per cent. is generally divided among the shareholders. Now the capital of the Company is called £500,000, consequently the profits must be £350,000 per annum. Alex. Simpson sets the profits down at £450,000. The original capital stock of the Company was £10,000. When the Companies united each called their respective stocks £200,000, thus making £400,000. And this, in fact, a nominal capital.

The capital stock is, however, now shown as above stated.

The trade of the Company is confined exclusively to the skins of wild animals, no other

article of commerce, save, perhaps, oil, from Hudson's Bay, is traded in. And yet there are various productions which are open to a Canadian Fur Company.

Take for instance the buffalo. The hunters from the Red River settlement alone kill 25,000 annually, and this in about three months of the year. Each buffalo will produce from 50 to 70 pounds of tallow; but let us take an average at 40 pounds per buffalo:—

25,000, at 40 lbs., = one million lbs.
This at say 10 cents per lb. \$100,000
Hides at say \$3 per hide. 75,000

\$175,000

This calculation is made supposing the above to be the value of these articles in the city of Toronto. The value may possibly be greater. No calculation is made for the value of the carcass, or the tongues, each of which would be articles of trade, and probably of quite as much value as those above given.

There is no meat better adapted for curing than that of the buffalo, scarcely any that can command so high a price in the market.

It is estimated that upwards of 150,000 buffalo are annually slaughtered in the valley of Saskatchewan,—thousands of them wantonly killed, and as many killed only for their tongues.

Sir George Simpson, an authority not likely to state anything favourable to the resources of the country, tells us that “he has seen 10,000 carcasses lying putrid in one bed of the valley of the Saskatchewan, infecting the air for many miles around. When the Indians find that the carcass, the tallow, the tongue, &c., would procure the necessities of life just as well as rich furs, the only coin with which they purchase the goods of the Hudson's Bay Company, a most important trade would be brought into existence.

Time and again, efforts have been made by some of the Red River people to embark in the tallow trade, but the Hudson's Bay Company have invariably prevented their doing so, by refusing to export the article.

The hide of the buffalo may be exported in its raw state, just as hides are brought here from South America.

Canada imports annually from the United States, *three and-a-half million* pounds of tallow, and pays therefor the sum of \$360,000.

We import and pay large sums of money for the very articles of production which are peculiar to our own country. We import annually:

Fur goods, value \$169,572, duty thereon \$24,076.	\$ 193,648
Furs, undressed, no duty thereon.	50,624
Tallow " " 	360,000
Hides " " 	259,136
Fish oil " " 	249,588

Total. \$1,112,996

With the exception of such furs as are brought from England, the residue of the above imports are all from the United States.

Immense fisheries may be carried on on Hudson's Bay, distant from Lake Superior via the Michipicoton and Moose rivers only 300 miles.

Thus we pay for those very articles of commerce which abound in our own country, and may be made articles of *exportation*. It only requires the energy and enterprise of our *former* Canadian traders to speedily develop and bring into market these articles of commerce. 100,000 buffalo can be as readily procured by a trading company from this city, as 25,000 by the hunters from the Red River settlement. According to the above calculation, for hides and tallow the value would be \$700,000. The reader may make his own calculation as to beef, tongue, horns, and all which would be articles of trade. The cost of procuring the buffalo is very trifling, and the transport from the Saskatchewan to the city of Toronto might be made easy and cheap.

Besides the trade in furs there are numerous other productions of the country that are capable of being made articles of vast trade, but which, under the system of the Hudson's Bay Company, are useless to mankind.

Immense quantities of salt exist in various parts of the country adjacent to the Red River and at Lake Manitoba.

Inexhaustible beds of mineral pitch are found in several portions of the country. The Hudson's Bay Company use it for their boats and river craft.

Sarsaparilla grows in abundance throughout the whole extent of the so-called Hudson's Bay Territories. England imports annually from Russia and Honduras 180,000 lbs. The United States import an immense quantity from South America.

England also imports from Russia 40,000 gallons cranberries. The so-called Territories of the Hudson's Bay Company abound in this fruit. Here, at least, are two articles of trade with which Indian women and Indian children can purchase the necessities of their existence, and thereby cease to be dependent for them upon the successful hunt by the father of the family.

The Hudson's Bay Company show that 158,000 souls are dependent upon them for all the necessities of life, and the skin of the fur-bearing animal the only coin which is received by them as current.

Each Indian, upon an average, will take or would take at the rate of \$20 a year in clothing, gunpowder, shot, &c.; but call it \$10, and take 100,000 as the number to be supplied. Here is a vast demand for Canadian manufactures, and an importation of goods required for the wants of a people; and their country pos-

sesses the resources wherewith to pay for them.

The following is taken from appendix "C," in the evidence adduced before the Committee of the House of Commons upon the Hudson's Bay Company in the month of June last, showing the number of Indians dependent upon them for supplies :—

Thickwood Indians on the East side of the Rocky Mountains	35,000
The Plain Tribes, Black Foot, &c.	25,000
The Esquimaux	4,000
Indians settled in Canada	3,000
Indians in British Oregon and the N. W. Coast	80,000
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	147,000
White and half breeds in the Hudson's Bay Territories	11,000
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Total	158,000

These are supplied with goods brought via Hudson's Bay ; with the exception of some small portion of country immediately on the Pacific coast, which is supplied with goods &c. via Cape Horn. With a route through Canada we would not only supply the British Territories along the Pacific coast, but also the Russian possessions on the north.

From the shores of Lake Huron to those of the Pacific the Hudson's Bay Company have a series of Forts or chief trading depots, upon which smaller forts are again dependent. Each chief Fort has therefore dependent upon it for supplies the number of Indians as follows :—

LAKE HURON.

La Cloche Fort Indians	150
Little Current	500
Mississaga 150, Green Lake 150,	300
White Fish Lake	150
Sault St. Marie	150
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	1,250

At the Sault St. Marie, more than double the number ought to be set down.

NIPISSISING.

The forts there about	350
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LAKE SUPERIOR.

Batchewaning 100, Maimainse 50	150
Michipicoton	300
Pic 100, Neepigon, 250	350
Fort William 350, Pigeon River 50 ...	400
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1,850

LAC LA PLUIE.

Fort Frances	1,500
Fort Alexander	300
Rat portage 500, White Dog, 100	600
Lac du Bonnet	50
Lac de Bois Blanc, 200, Shoal Lake 200	400
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Total on Lakes in Canada	4,650
Assiniboine and Red River, Winnipeg and Manitoba	10,000

SASKATCHEWAN.

Fort Edmonton	7,500
Carlton 6000, Fort Pitt 7000	13,000
Mountain House	6,000
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31,150

These are called the Tribes of the Plain.

North and West of the Saskatchewan, and along the slopes of the Rocky Mountains, the tribes denominated the "Thickwood Indians," these number 35,000 ; thus we find 66,150 souls on this side the Rocky Mountains, dependent upon the Hudson's Bay Company for the necessaries of life, which can be more speedily and readily supplied by a Canadian Company.

If the traders of Canada and the North West Company of Montreal, carried on a traffic with the shores of the Pacific, and with the Arctic seas, from the year 1763 up to the year 1821, and when the population of Canada did not much exceed that of our large cities at present, a period when steam was unknown and the difficulties of transportation existed in all their primeval wildness,—surely we can do so now, when those great obstructions to their enterprise have long since been removed, and our population, our wealth, our power are increased ten thousand fold. It is a well established fact that the greatest difficulties to be surmounted by these enterprising men, existed between Montreal and Lake Huron. From that Lake to the Pacific shores, the route was comparatively facile, and easy of transportation, and steam now bears us to the head of Lake Superior. Thence our route is easy to the Pacific shores.

PROSPECTUS.

The North-West Transportation and Land Company.

CAPITAL, £100,000,

IN 20,000 SHARES OF £5 EACH, WITH POWER TO INCREASE THE CAPITAL.

In the summer of 1851, an application was made to the Legislative Assembly of Canada, for the purpose of incorporating a company to make a railroad from Lake Superior through British Territories to the Pacific Ocean, when the same was referred to a Committee, of which Sir Allan MacNab was the Chairman, and on the 30th August, 1851, they made their Eighth Report, and the following extracts are selected therefrom :—

“ Your Committee have already reported their opinion that RAILWAY Charters should only be granted to parties who can show their ability and desire to proceed with their undertaking at once, and with energy and effect, and they adhere to that opinion.

“ At the same time your Committee feel bound to state their impression that the scheme ought not to be regarded as *visionary* or *impracticable*.

“ Your Committee are strongly inclined to believe that this great work will, at *some future period* (should this continent continue to advance as heretofore in prosperity and population) be undertaken by both Great Britain and the United States.

“ The superior advantages of the route to the Pacific Ocean through the *British Territory*, has been ably urged on the public attention by Mr. Allan McDonnell, of Toronto, and others, and your Committee indulge a hope that the Imperial Government will be led to entertain the subject as one of national concern, and combine with it a well-organized system of colonization.”

In order more fully to carry out the suggestions contained in the above Report, certain parties in this city have associated themselves together for the purpose of forming the North West Transportation and Land Company, with the view of ultimately opening a direct communication between Lake Superior and the Pacific, the communication, in the first instance, to be made by water (*not railroad*) so far as it can be made available, and on this point it will be found that we have a stupendous advantage over our American neighbours, as we combine a splendid line of navigable lakes (from Lake Superior running west) with the north and south branches of the Saskatchewan River taking their rise in the Rocky Mountains.

The object of this Company is, in the first instance, the opening a direct transportation communication between Lake Superior towards the Red River, and as some years *must* necessarily elapse before a *direct* railway communication can, under the most favourable circumstances, be established, it is proposed, in the meantime, with the view to carry out the furtherance of this scheme, that every facility shall be afforded towards the locating emigrants, on the proposed or probable line ; for without such aid, a direct railroad appears futile. Let us commence by doing that which is within our grasp—not attempt that which is beyond it at the present time. Great schemes, to be thoroughly and safely developed, are to be arrived at only (like the launch of the great *Leviathan*) inch by inch. Let us, on the same principle, commence only by doing that which we are fully prepared to carry into effect.

A lucrative trade has sprung into existence between the British inhabitants on the Red River, and Saint Paul's, in Minnesota. Heretofore, their supplies were brought from York Factory, on the shores of Hudson's Bay, a distance of 845 miles, nearly the whole of which is only adapted to a small boat navigation, and interrupted by numerous and difficult portages, a route which forbids the possibility of ever using steamboats. The distance from the Red River to Saint Paul's, by the route now travelled, is about 700 miles, and at the expenss of about 500 men and 500 waggons, and at a loss of nearly three months, at the most important season of the year to the settlers for action at home. To obviate this difficulty, and to bring supplies within an easy distance (and ultimately to their very doors) the Transportation and Land Company propose to construct roads and open a highway by improving the water communication, or building canals between navigable waters, so as to effect a rapid communication between the shores of Lake Superior and the Red River, and ultimately to extend the same westward to the Pacific shores, as circumstances require. They proposed to establish certain permanent depots, where goods, &c., can be exchanged, and the provisions, and the various productions of the country taken at a fair valuation. This will prove to present to Red River settlers, as well as to those who may, in consequence of such facilities, become settlers, an immense benefit and encouragement. The profits of the Company being anticipated to arise from the country, becoming a producing one, a great object will be to afford every facility and encouragement to our immigrant population, entering it as speedily as possible. With that view, favourable localities along the route will be selected for establishments where all those necessities of life may be procured readily and cheaply. Should the Government be disposed to sell to the Company any considerable tract of land, the Company would bind themselves to survey the tract selected, and place a certain number of immigrants upon the locality within a given space of time, and dispose of the lands upon the most liberal terms.

Inasmuch as the Company must incur considerable expense in building roads, erecting bridges, improving and creating water communications necessary for the commerce and traffic of the country, it cannot be deemed unreasonable that the Company should hold possession and control of all improvements made by them, until such time as the Government should deem it necessary to acquire them. In the meantime, they should be open to all others upon the payment of certain fixed tolls or charges, as regulated upon any other highway built by Joint Stock Companies. Whenever the Government deem it necessary to take possession of the works, roads, bridges, &c., so built by the Company, the Government to pay to the Company the value of the same, and which may be paid for in lands.

Until a more expeditious mode of communication has been established, a proposition may be made for carrying the mails; the revenue arising from that source would assist somewhat towards current expenses.

The chief point, and the most important at present, is the formation of a cheap route, both for passengers and merchandize, as far as the river that empties Lac La Pluie into the Lake of the Woods, and from the Lake of the Woods to the Red River. With a view of carrying out this project, it is proposed to construct roads, build bridges and canals where the distance between navigable water is short (some do not exceed 200 yards, some as short as 16 yards). The number and extent of the portages have all been carefully measured, and levels taken. At many localities are several portages within short distance of each other; these, by constructing a longer road, may be obviated and thrown into one.

In others, again, by a slight improvement in the navigation, a portage will

be rendered unnecessary ; thus the number of portages will be considerably reduced, so that in a navigation of about 300 miles, namely, to the west side of the Lake of the Woods, we may not have more than nine or ten short portages. Until it is deemed necessary to place steamboats upon the several reaches of water navigation, it is proposed to employ boats suitable for the trade, and constructed so as to be easily hauled across the portages without unloading ; a wooden rail or tramway from the head of the portage to the next clear water, would suffice thus effecting an immense saving in time and labour.

Where the distances are long, such as from Lake Superior to the first water, good waggon roads will be constructed. It also should be borne in mind that on the River Ohio, at certain seasons of the year, loaded boats navigate that river with passengers and freight drawing from 24 to 30 inches water, propelled by a stern wheel whose dip does not exceed 18 inches.

It is obvious, that in the early stages of working a transportation Company, it is all-important to use water communication wherever it can be made available. It requires but comparatively small outlay, a most important feature, as the increased force need only be taken on as the demand for traffic and transport expands.

One of the most notable features of the country under consideration, is the great multiplicity of lakes and water courses with which it is provided. It contains within it the water sheds from which nearly all the great river systems of this continent derive their sources.

It is a curious fact that there are numerous routes of communication, with occasional portages, from twenty yards to not beyond eight or ten miles in length, through the whole extent of country from Lake Superior, across the continent to the Pacific Ocean. Instances are upon record in which the servants and partners of the North West Company of Montreal, have passed from that city to the shores of the Pacific Ocean, and *vice versa*, with merchandize or with furs, performing the entire distance in the same canoe.

The next question which suggests itself is, as to the cheapest and most direct route to the Pacific shores. This will be found in the old travelled routes used by the North West Company of Montreal, and the course would appear to be after availing ourselves of such lakes and rivers as may be suitable for steamers, to strike into the Saskatchewan, which is navigable for such vessels to its sources in the Rocky Mountains, affording a steam navigation from the Red River to a distance of 1,800 miles ; ample evidence having been furnished that abundance of coal exists along its banks. From the head waters of that river perhaps the greatest difficulty in the whole route will be found to exist. Nevertheless, when we know that in 1842, a body of two hundred settlers from the Red River, passed over and through the gorges of the Rocky Mountains with ox teams, it is not likely that with the superior facilities for transportation, any serious obstruction will be encountered by us.

In 1846, Sir George Simpson travelled from the Red River Settlement with a large party, taking carts the greater part of the way, and some 46 horses, to the mouth of the Columbia, within the space of 47 days, the distance being 2000 miles, averaging about 43 miles per day. Is there any part of Canada still in a state of nature, without roads or the facilities of travel where such a speed can be attained ? It affords a strong proof that the route cannot be much broken or difficult to pass over.

A very small portion of the route proposed forbids the use of steam navigation, and when once a communication is opened, the route will immediately become most important in a commercial point of view. It would soon be estab-

lished as the cheapest route for the production of the East Indies, the particulars of which it is not the present object of this prospectus to touch upon :

Canton to London.....	19,000 miles.
London to Montreal	2,800 "
Montreal to Toronto.....	350 "

22,150 "

Canton to mouth of Fraser's River	5,400
Fraser's River to Head of Lake Superior.....	1,500
Head of Lake Superior to Toronto.....	600

7,500 miles.

Difference in favour of Toronto 14,750 miles.

Europe would likewise find this the cheapest and speediest route for the traffic of the world :—

Canton to London.....	19,000 miles.
" to Fraser's River.....	5,400
Fraser's River to Montreal.....	2,450
Montreal to London.....	2,800

10,650 miles.

Difference 8,350 miles.

With a difference like this in our favour, we place before us a mart of 600,000,000 of people, and enable us geographically to command them ; opening the route, and leaving it to the guidance of commercial interests, Canada will, sooner or later, become the great toll-gate for the commerce of the world.

The objects of the North-west Transportation and Land Company will be to encourage traffic and trade, promote immigration, carry passengers and merchandise, supply present and future settlers with all necessaries and requirements, and return laden with all such productions as may be offered in exchange. It seeks no exclusive privileges or unpopular monopoly in trade, all it asks for is the exercise of the right to which every British subject is entitled—that of freedom to trade throughout their own country and Her Majesty's possessions in British North America.

As individual capital would not be adequate to accomplish what here is suggested, a Joint Stock Association affords the only means.

It is therefore proposed to form the above named Company with a capital of £100,000 in 20,000 shares of £5 each, and with power to increase stock to £200,000. The price of shares being put at £5 each will bring the stock within the reach of every farmer, of every mechanic, of all those who take an interest in developing the great resource of Canadian prosperity and power, and enabling them to participate in that copious shower of wealth which for 37 years past since 1821, only poured itself exclusively into the coffers of the Hudson's Bay Company of London.

It is scarcely necessary to remark that the Citizens of Toronto, the Shareholders of the Northern Railway, the Canadian Merchants generally, are particularly interested in this Company being brought into operation.

A Government that has the welfare of Canada at heart, of whatever shade of politics it may be, cannot fail to side with our views and extend to us every legitimate protection and assistance.

Notice of an application to the Legislature for charter has been duly given. Parties who are desirous of joining in the undertaking are requested to communicate with **ALLAN MACDONELL, Esq.**

