

to San Francisco. There are no steamers from it to Vancouver's Island, but those for Puget's Sound come close to the territory. The Nicaraguan route has been for some time closed. Letters are delivered in San Francisco from New York in twenty-two days, and at Puget's Sound in twenty-six, and from England at San Francisco in twenty-eight. A weekly steamer should be put on the station to Victoria, Vancouver's Island.

Having seen that Red River can be reached from Quebec or New York by rail and steam at present in ten days, and from England in twelve more or twenty-two days, does it not seem strange that the Hudson's Bay Company will not adopt for passengers and furs this rapid and cheap route, but use the long, tedious, and dangerous voyage through the frozen waters of Hudson's Bay to the posts on Superior?

Their trade with the whole territory (as large as Russia in Europe, France and Austria together) only employs four vessels—two to the north-west coast, and two to Hudson's Bay; York Factory, their chief depôt there, being 700 miles from the Red River. The cost of bringing goods from England being, £5 per ton to York, and £24 thence to the settlement, or £29 all through, which no business could pay. As vessels of 400 tons can load in England and discharge their cargoes at Superior or Fort William, 250 and 300 miles from the settlement, goods could be delivered at Fort William at £3, with a cost of £8 more to Red River, or £11 all through, in half the time they would take by York,—Superior and York being about the same distance from England. In 1860, a railroad will be finished from Superior to Red River and St. Paul, for which Congress granted 4½ millions of acres. The ship canal, by Pigeon River and little Lake Winnipeg, (a bill for which General Cass introduced into the Michigan legislature) to connect Lake Winnipeg with the ocean, when finished, will be of great benefit to the country, enabling goods to be delivered at Red River from England at £5 per ton, or about one-sixth of the present cost; at the same rate they can ship tallow, beef, furs, grain, minerals, and other produce.

For vessels at present going out to Lake Superior, return cargoes of copper and iron can be got to Lake Ports.

In 1830, there was as little trade on Lakes Michigan, Superior, and Huron, as now on Lake Winnipeg. What a change in 1856!—Lake Michigan exporting over four millions of quarters of grain, with an immense quantity of beef, pork, bacon, and other goods, and importing over 100,000 tons of iron, and one million tons of timber; Lake Superior shipping large quantities of copper, iron, and fish: but then the states