

"possessory rights," as the phrase is. The recognition of them in Oregon by our Government is a familiar example of great benefits secured, while apparently making a sacrifice. So from Lakes Superior and Winnipeg to the Pacific. How easy now to see, in the language of the report, that the members of the Company will receive an hundred fold more advantage as proprietors of future cities and towns, than as incorporated fur-traders. Fort William on Thunder Bay, Lake Superior North shore; Fort Francis on Rainy River; Fort Garry on Red River; Carlton, Pitt and Edmonton on the North Saskatchewan; Chesterfield on its south branch, and points on the Upper Columbia and Frazer river, besides Victoria, already indicated as the naval station of England on the Pacific—these and many other locations will be the scenes of operations far more remunerative and exciting than these trading posts have ever before witnessed.

It is reasonable to anticipate that all connected with the Hudson Bay Company, will now facilitate emigration from the direction of Minnesota, as its agents and servants have at the Pacific posts. The English or Australian plan may be adopted of issuing licenses to miners, but such a tax implies the obligation of protection, and as to the attempt to confine the trade in supplies to the Company, there is great doubt whether such a regulation can be enforced, and even if it is, it may be well for the protection of the miners from extortion by other parties.

Upon the practical question of an overland journey to British Oregon, a preference has been generally expressed, during this discussion, for the more northern route, by way of Pembina, Carlton, the north branch of the Saskatchewan and the Athabasca Portage to the Boat Encampment on the Upper Columbia. The advantages of this route consist of the succession of grass, water, timber, and game, as detailed in Sir George Simpson's narrative—the frequent posts of the Hudson Bay Company, the security from Indian attacks, and the important fact that the point of egress from the Rocky Mountains, namely, the Boat Encampment, is immediately adjacent to the gold district.

Still, a route from Pembina, far more to the south, has every advantage of the route above named, except that a party might be annoyed by Blackfoot Indians; and there are no trading posts as a resource against unforeseen accidents. A Mr. JAMES BIRD, for 35 years in the employment of the Hudson Bay Company and the American Fur Company, and occasionally acting as interpreter to negotiations with the Blackfoot Indians, has often traversed the plains and mountains between Salt Lake City and Athabasca, and