

Mississippi to Sauk, and thence by waggons or boats. In the winter season the travelling is by sleighs.

From New York, Boston, Philadelphia, and Baltimore, the time and expense of railroad are about the same.

From New Orleans, passengers can have steam all the way to St. Paul, 1960 miles. Cabin, with meals, £10; deck, without meals, £3 10s. 0d. Time, sixteen days; or by landing at Cairo, and thence by Illinois Railroad to La Crosse, five days would be saved.

Steamers run from Buffalo, Cleveland, Sandusky, Detroit, and Chicago, to Superior, and from Collingwood to the Soo Canal, connecting there with the Superior steamers. Cabin fares, with meals, from £3 to £4; deck, £1 5s. 0d. Provisions can be had on board.

Transient steamers and sailing vessels, from 400 to 2000 tons, trade from Superior to all the Lake Ports and the St. Lawrence. Freights being, to or from the St. Lawrence, 40s.; Lake Ontario, 30s.; and Lake Erie, 25s. per ton. The imports being provisions, breadstuffs, and manufactured goods. Exports, copper, iron, and fish. Freights to or from Great Britain would be about 60s. to 70s. per ton.

In 1860, there will be rail all the way from New York and the Sea Coast to Pembina on the Red River, in eighty to ninety hours, when the Americans will be rivals with the Company in the fur trade, sending their furs to London in twenty days, while the Company only make one annual shipment from York. The Chicago and Fond Du Lac Railroad Company are extending their branches to Superior, Ontoganon, and Marquette on the lake, while the Minnesota Company are sending theirs to Pembina and Superior. From Great Britain the Red River can be reached either by lakes or St. Paul, in twenty-two to twenty-four days, being nearer in time than New York or Boston was to England before steam on the Atlantic.

The Pacific coast to the west of the Rocky Mountains, with Vancouver's Island, can be reached by three routes, viz.: overland, round Cape Horn, or by Panama. Upwards of 100,000 went over the plains to California and Oregon, since 1849, with their cattle, waggons, and families. The journey took from 70 to 110 days. From the end of Lake Superior to Vancouver's Island it could be done in the same time. Sir George Simpson and party crossed, in 1841, in 47 days, from Red River to Fort Colville. The voyage round Cape Horn from Canada or Great Britain would average six months. The most rapid route is from Southampton or New York to Navy Bay, thence per rail to Panama, from which steamers run weekly