

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 doubly 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