

La Pierre's House, on Rat river, and the Rampart House, on the Porcupine. The heat of the summer sun in that far north country is more scorching than in the Tropics. The chief occupations are hunting and fishing. Minerals are not absent—iron, gold, coal, sulphur, petroleum and salt having been discovered at various points. Fur-bearing animals—fox, marten, beaver, lynx, otter, mink—are numerous. Among the larger fauna are bears, black and grisly, wolverines, wolves, moose, reindeer and (in the Barren Grounds) the musk ox. In the rivers and lakes there is no lack of fish, and the whale, walrus and seal of the Arctic seas are hunted by the Esquimaux. Birds also are found in considerable variety. Pine, birch, willow, alder and other trees exist here and there, but are of small size. Berries of all kinds grow in great quantities. In the extreme north the earth is carpeted with moss—the reindeer's food. How much of this vast tract may eventually prove suitable for colonization is only matter for conjecture. But it can hardly be doubted that Athabasca District, with perhaps a considerable margin on the eastern side, can be turned to account in the years to come. The northern boundary of the district is in the latitude of St. Petersburg.

It is satisfactory to see that in the impulse which the study of our history has received in recent years, that of our constitution and institutions is not neglected. "The Rise of Law in Rupert's Land" is the title of an interesting study begun in the June number of the *Western Law Times*, a meritorious legal magazine edited by Messrs. Archer Martin and J. T. Huggard, barristers, and published by the Stovel Company, of Winnipeg. Its object is to ascertain whether the grants of the soil of Rupert's Land and of privileges therein made to the Hudson's Bay Company in 1670 were valid; what was the area and extent of the plantation and what laws were introduced in the region by the provisions of the charter. As to the first of these points the opinions of able lawyers both in England and Canada are quoted in favour of the charter's validity; as to the second point, it is shown that the greatest part of the North-West Territories, Keewatin and the North-East Territories, with a portion of Ontario, were within the original grant, while the company exercised control over a still larger portion of the continent by royal licence, dated December 6, 1821, confirmed on the 30th of May, 1838. As to the laws in force throughout the company's jurisdiction, the common law of England was the common law of the plantations. English subjects, when they formed colonies and received the sovereign's protection through royal charters, carried with them the law of the United Kingdom. This is the opinion of several British lawyers, including the Irish Lord Chancellor, West, Attorney-General Pratt, Solicitor-General Yorke, Chief Justice (now Sir) F. G. Johnson, Mr. Sheriff Ross and Mr. Recorder Thom—the last three of whom held office in the Red River Settlement. Such, then, was the state of the law when Lord Selkirk, having acquired possession of the District of Assiniboine, appointed Captain Miles McDonnell governor, who, in turn, made John Spencer sheriff, of the district, and had notice to quit served on the agent of the North-West Company. The latter made strenuous opposition to the new governor's authority, and, after a stormy rule of less than three years, he was succeeded by the chivalrous but ill-fated Governor Semple. The tragedy that followed—the Governor and some twenty of his followers being slain at the "battle of Seven Oaks"—led to the institution of a commission of inquiry and to a fresh stage in the legal history of Rupert's Land. The trial of the offenders at York (Toronto) and Quebec, the condemnation at the latter place of Dr. Reinhard and his subsequent pardon, on the ground of deficient jurisdiction, the voluminous report of the investigating commission, and the reserving clause in the Fur Trade Regulation Act of 1821 (inserted at the suggestion of the Right Hon. E. Ellice) are then considered with reference to the company's rights within their own territories.

The delegates from the people of Newfoundland to the Mother Country have published a pamphlet setting forth their case as they laid it before their fellow-citizens of the Empire in the United Kingdom, and indicating the chief results of their recent mission. It is accompanied by an excellent map of Newfoundland, showing the "French Shore," and having seasonable annotations as to the resources of the island, the natural sphere of French influence and other topics of current interest. We hope to make fuller reference to this pamphlet, just received as we go to press, in our next issue. Meanwhile, we may hazard the remark that, before any settlement can be reached, it is indispensable that Newfoundlanders agree in the first place among themselves.

CANADA'S NORTHWARD EXPANSION.

While the movement of colonization has been impelled westward by the opening up of the region beyond Lake Superior, there has been a contemporaneous advance northward, which is beginning to show appreciable results. If we examine the map of this province, we shall have no difficulty in ascertaining that a vast area of habitable land lies north of the St. Lawrence and the Ottawa between Lake St. John and Lake Temiscaming. The portion of it that has as yet been occupied is but a small fraction of the whole. But at several points along the river front colonization has been pushed to a considerable distance beyond the narrow fringe that formerly represented the population. At the north-eastern extremity of the tract in question the course of settlement has been fitful, revealing a sort of intermittent fever of colonizing enterprise during the last two centuries. Tadoussac at the mouth of the Saguenay was one of the first spots to attract the attention of the early navigators. An expedition was organized in 1543 under de Roberval to make an exploration of the country, but nothing came of it that affected the course of our history. In the beginning of the 17th century Tadoussac again comes under notice as a centre of trade, and Champlain refers to it as a sort of aboriginal emporium. Subsequently it became the headquarters of missionary operations both along the shore and in the interior; and in the last quarter century of the Old Régime, the region of the Saguenay and Lake St. John was constituted the *Domaine du Roi* and was in part surveyed by M. Normandin, whose name has been given to one of the most flourishing of the lake townships. Chicoutimi was the chief trading-station, and as such became a place of some importance. After the Conquest, the Saguenay country was still held as the King's Domain, and was leased to the North-West Company. The Domain extended along the coast for seventy-six leagues, and up the Saguenay to Lake St. John and beyond it to Lake Mistassini. In the year 1820 the attention of the Quebec Assembly was called to the region, and Mr. Pascal Taché, who had spent many years there, was examined as to its resources and suitability for settlement. The result was a series of expeditions through the Saguenay, the St. Maurice and the Ottawa valleys, which may be deemed the starting-point of our northern colonization. M. Bouchette made the exploration of the central stream his peculiar task. Setting out from Three Rivers, he followed the course of the St. Maurice to the post of La Tuque, and ascending the Bastonnais, he crossed the interval between that river and the Outatchouan, which he descended to its mouth at Lake St. John. Having circumnavigated the lake, he traced the Chicoutimi to its junction with the Saguenay, completing a journey of exploration of some eight hundred miles in a simple bark canoe. Meanwhile Messrs. Hamel and Proulx, with their companions, Captain Nixon and Lieut. (afterwards General) Baddeley were not idle, and the published report of the triple exploration was made the basis for systematic colonizing effort. It was not, however, until some twenty years later that the era of northerly expansion really began, and it has only been since

the inception of the railway movement in the back country that the value of this great northern region—a region as large as some old-world empires—has been realized by even our leading men. The most of our people are still in the dark as to the enviable wealth of territory and the multiplicity of natural productions that have thus been disclosed at our very doors.

Proceeding west, we can easily learn by comparing the maps of fifty or even twenty-five years ago how much the Ontario of to-day differs from the Upper Canada of the past. It seems only the other day since Lake Simcoe was regarded as the *ultima thule* of the province. Now the Muskoka district is one of the most prosperous parts of it, while Parry Sound and Algoma have been invaded by the pioneer, and every year adds new conquests still further to the north as well as to the west. Where the land is not fit for agriculture, it is found to contain valuable minerals, fertile valleys adapted for wheat-raising alternating with districts that yield copper, lead, iron, gold and silver. This may be said of the whole region north of Lakes Huron and Superior. The country between the latter lake and a circle cutting through Lake Long, Lake Nipigon and Lac des Mille Lacs is exceptionally rich in minerals, and Port Arthur, its metropolis, is destined to be one of Canada's great entrepôts in a future not very distant. The projected railway from Sault Ste. Marie to James Bay is the latest instance of the changed valuation which recent developments have put upon a region once deemed practically worthless. Between Port Arthur and Winnipeg is a tract which circumstances, as well as nature, have hitherto doomed to neglect, but it will doubtless share in its turn in Ontario's general progress. The railway movement of the great West, of which it is the gate, has taken it within its comprehensive sweep. The region between the Albany, James Bay, and the Height of Land, is not likely to be overrun with settlers for some years to come. But the prairie steppes traversed by the Pacific Railway are already showing a capability for a northward expansion to which it would be rash to set limits.

The initiation of new lines of railway from Winnipeg—still bent on reaching Hudson's Bay—to Calgary, looking hopefully to Edmonton, and with designs that embrace the Peace River valley, and even the great Mackenzie basin, abounds in promise which, in the nature of things, must be largely fulfilled. Indeed, when its natural attractions induced thousands of settlers to anticipate railways, the north of our great central plain may be allowed to have an assured future. Edmonton and Battleford will not long be the terminal points of the Alberta and Saskatchewan north country. Crossing the mountains, we find even greater than corresponding opportunities for extending northward the area of habitation. There we have a climate which (due allowance being, of course, made for the elevated tracts) resembles that of Western Europe rather than that of Eastern Canada. Unhappily the limits of our advance are political, not physical. But it will be long before the growth of population occasions regrets on that score. There is ample room for expansion northward, and, though an unsettled boundary may lead to complications (as, indeed, it has already done), it is the associated maritime control and the preposterous claims of which it has been made the pretext, which make the alien ownership of Alaska vexatious to the Dominion. On the whole, however, we have no reason to complain of either the extent or the resources of that northern Canada which is our great reserve for the years to come. As it is, we would not be cramped for many generations, even if we had a boundary line (51° for instance) to the north as well as to the south. We should still be among the greatest land-owners in the world. But it is a comfort to know that we are provided with enough to satisfy the wants and afford scope for the enterprise, not only of our children's children, but of the superfluous millions of over-crowded Europe; nor can we show our gratitude more worthily than by occupying our heritage and making it ready for those who come after us.