

A SHORT ACCOUNT  
OF THE  
HUDSON'S BAY TERRITORY,  
WITH  
THE ROUTES TO THE RED RIVER,  
IN 1857.

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THERE is a general impression that the territory of the Hudson's Bay Company is almost inaccessible, caused in a great measure by the tedious and dangerous route the Company use through the frozen waters of Hudson's Bay; as also, that it is unfit for cultivation and settlement. So far has the former prevailed, that the War Office this season, contrary to the wishes of the Canadians, have sent troops from Toronto to the Red River, a round of 3000 miles, with a delay of fifty to sixty days, at great risk to the men. The object of this small pamphlet will be to do away with these erroneous views.

As public attention is much directed to the Red River Settlement, from which there is a natural navigation of many thousand miles west to the Rocky Mountains, and north by Lake Winnipeg, we will take the various routes from the sea-coast to it, beginning with the great highway through Canada opened by the Grand Trunk and Great Western Railways, with their connections.

	Miles	Hours	1st. Class	Emigrants
Quebec, per Grand Trunk to Windsor or Detroit ...	724	32	3 9 10	1 8 10
Detroit to Superior, per Steamer ... ..	750	80	3 10 0	1 5 0
Superior to Red River ... ..	250	by horses, waggons, and boats.		
Via Collingwood it would be a day less.				

If passengers preferred railroad travelling to that of the lakes, the Grand Trunk Railroad would book them to St. Paul, 1555 miles from Quebec, at £7 9s. 0d. first class, and £3 2s. 11d. third, in five days; or from Portland, 1679 miles, at four shillings extra. From St. Paul to the Red River is about 280 miles, part of which is done by steam on the upper