

Of all its possessions, in Rupert's Land, the only sections which the Company can be said to have turned to profitable account are those lying beyond this fertile belt. Their own statement is that their "trading operations are chiefly carried on in the fur-bearing and northern portion of the territory, where the climate is too severe for European civilization;" and their position need not be disputed. But although their operations are carried on in the wilds, and they have done their utmost to uphold their monopoly, by flinging their charter at the heads of all interlopers, these efforts were vain, and the fur-bearing section of their territory has been for a few years past as free to all who may come and go there, as though no monopoly of the trade was ever held by the Company. They own some thirty-three small forts, it is true, scattered over an area of hundreds of thousand of miles, and they have a costly staff of chief factors and chief traders,—the former of whom have realized £5,000 to £6,000 per annum each, in the olden time, when they had a monopoly of the business. They have these and many other appliances yet for securing the lion's share of the furs. But these are not sufficient to deter the hunters of Minnesota and the River from doing a large and yearly increasing business in this direction, too; and the Company has now a position on the same level as other "adventurers," and no more.

The territory other than the fur-bearing section—east of the Rocky Mountains, at least—has always been regarded rather as a drawback to them than otherwise. It was adapted for settlement—hither emigrants would come,—millions would yet people this fertile tract, and once that colonization began, good-by to the fur trade. Half a century ago the small end of the wedge was introduced in this way by Lord Selkirk. He founded the Red River colony, and ever since it has been a thorn in the Company's sides. The settlement grew to 10,000 souls, and from being a purely commercial company—which suited them admirably—they had to become a governmental company, which did not square with their interests at all,—which involved them in endless trouble and expense, and injured their reputation materially. Their pretensions to possessory rights were stoutly opposed by the inhabitants—Canadians, Americans, and the white settlers, with mixed races and Indians. One and all disputed the ownership of the land with the Company. They squatted on it, refusing payment, except in a very few instances, principally the Company's own servants. So little revenue was collected in this way that up to 1857 only £2,000 or £3,000 had been received from land sales; and when, at a later period, the Company demanded payment from the French settlers, the Journal published in the settlement stated there was a point blank refusal. But more troublesome still than these have been the Indians. They claim proprietorship of every acre of the Company's vast domain. They have prior, and they assert stronger rights. It is their country, and their white brethren must not steal it from them; payment must be made to them, and not to the Company. And, add the mixed race, we are descendants of these Indians; and if they were disposed to abandon their claims, which is not the case, we would, as the next of kin, demand payment from the Company, or whoever else assumes the government. So the land controversy has ever gone on in Red River settlement, and outside it, to this day. One day a band of Crees come knocking at the gates of Fort Garry, demanding a settlement from the Company; then the Chippewas put in their claims, and so on through all the tribes: they all demand compensation for their lands, and most certainly that demand will have to be met to some extent. With admirable art the Company have contrived to stave off the evil day. But either they or their successors will have to deal with it before long. Buying out the Hudson's Bay Co's claim to the land will not extinguish the Indian title to it; and looking at the 20,000 or 30,000 Indians in that country, we should say that the paying off these would take, at the least, a very handsome sum. And unless their title is extinguished, fairly and equitably, be assured there can be no prosperous settlement in that land, and as for running railroads or telegraphs through it,—why, you might as well try to run them to the moon.

But there are another body of claimants for the North-West—the people of Canada themselves. They claim as belonging to the Province all the country to the Rocky Mountains, and even to the Pacific, and hold that Canada has no westerly limit, except the ocean. Now, then, we divide the Company's territory between Lake Superior and the Mountains into two sections. First, the fur-bearing regions, where the Company can trade as much as their capital will allow them, and which we presume no government would purchase from them. Second, the fertile belt, which they are incapable of holding or governing, part of which they have hitherto governed at a loss—where their authority is set at naught and where another, more numerous and rightful, body of claimants set themselves up as the real owners. And, last though not least, where Canada also puts in a substantial claim to being lords of the soil. With this grouping of facts, the question of compensation may be more easily and fully approached, and we will close our first paper.

## MODERN TRAVEL BY RAIL.

**A**MONG the great revolutions effected during the present century, probably none has been greater than that in modes of travelling. In the days of tub-built ships and of the lumbering stage-coach, a journey was regarded with no pleasant feelings. Besides its slowness and tediousness, it was a costly enterprise which could only be indulged in by the privileged few, and even then only on important occasions. But since George Stephenson projected the iron rail, what vast changes have been effected? Now we can steam across the broad Atlantic in eight days, or speed along this American Continent at the rate of fifty miles an hour—and still more wonderful, these facilities for travelling have been brought within the reach of the humblest classes. It is not possible to regard this great revolution in travelling otherwise than as an inestimable blessing to our race. But every rose has its thorn, and it must be admitted that our modern travel by rail is not without its disadvantages.

The greatest objection which can at present be raised against Railway travelling is its insecurity. The number of accidents which occur is large, and the number of deaths appalling. The year 1865 has been unusually prolific of disasters. Throughout the United States the number of people torn, mangled and sealed to death on the different lines of Railroad, is believed to reach nearly one thousand souls! Among these have been many able, learned, and distinguished men. Quick travel is desirable, but surely such a holocaust of victims is too great a price to pay. There must be something radically wrong when so many and such terrible catastrophes occur. It betrays a terrible recklessness as to human life, and calls aloud for a prompt and thorough remedy.

The principal reason why Railway travelling is so much more dangerous in America than in England arises, in our opinion, from the fact that on most of our lines there is only a single track. This renders trains meeting each other always in danger of collision, and often so crowds the line with work that it is impossible to prevent disasters. The remedy for this is in the hands of Legislative bodies, who might reasonably insist on all principal lines—those crowded with freight and passengers—laying down a second track. Of one thing we feel convinced, this change would largely decrease the number of victims annually offered on the altar of fast travel. In addition to the dangers of a single rail, our roads are not so well ballasted and equipped as in England, and the employes generally do not seem to feel the responsibility of their offices to the same extent. It is a grave question how far a Government is justified in allowing a railway to run which has not been closely inspected and rendered thoroughly safe. As to officials they should be held to strict accountability for neglect or disobedience of orders. Both in the United States and Canada there is great remissness on this point. Draw-bridge men who allow trains to be precipitated into the river below—switchmen who neglect to do their duty and send numbers of their fellow-men to misery and death—are seldom convicted and punished. This should not be the case, and is mistaken mercy. The law should clearly define the responsibility of the man whose neglect or recklessness causes the death of others, and the safety of the whole travelling community imperatively demands that the penalty be strictly enforced. We are glad to observe that our leading Railway has lately made some severe examples of parties who were so negligent of duty as to involve great risk to life and property. They were arrested, tried and sent to prison for gross neglect of the simplest rules of the Company, and we trust this course will be persevered in, until something like confidence is engendered in the public mind.

Modern travel by rail cannot claim precedence to the jolly old stage coach on the score of healthfulness. Not that railway travelling is necessarily unhealthy—it is by no means so: but because of the want of a little attention to the simplest laws of health. Three evils occur to us which particularly call for a remedy. The first of these is the over-heating of cars; at this season of the year almost every car is heated to suffocation. This is most injurious to health, but it is only half the evil, for hundreds receive, from the opening of the doors and going from these furnaces into the cold winter air, coughs and colds which carry them to their graves. While over-heated cars and foul air are using up the pulmonary organs, the mode of eating at Railway Stations injures the digestive. Galloping through a dinner in fifteen minutes is a dangerous experiment, and is the sure parent of dyspepsia and

its attendant horrors. Railway Companies should allow longer time at stations, for meals, for it is far better for a passenger to spend half an hour longer on a journey, than to spend days before he recovers from the effects of a deranged stomach. The third evil is the want of proper ventilation in sleeping cars. Thousands of dollars are now spent every night throughout America for sleeping berths, but few persons think when they lie down that it is to breathe a poisonous atmosphere, which, if often repeated, soon takes the bloom of health from the cheek. To prevent the dangerous effects of foul air in crowded sleeping cars, they should be ventilated both at the top and bottom, and the travelling public have a right to insist that this should be done without delay. In fact all of these minor drawbacks to travel by rail can easily be removed, and therefore no valid excuse can be urged by those companies which permit them to continue.

The tendency of many Railway Companies at the present day, seems more towards getting "p sumptuous" carriages than what tends to secure safety, comfort and health. We read the other day, for example, of an Eastern Company which had put on their road a "bridal car!" This is after the manner of the bridal chamber at the mammoth hotels, and is alike absurd and disgusting. This is not what the public want—this is not the direction railway enterprise should take. Rather are they called upon to take steps to prevent altogether, or at least reduce, the hundreds of deaths which their lines annually cause, and to make their cars—already luxurious enough—better ventilated and more healthful. There is great room for improvement in these respects; and the travelling community, if not, our Legislative bodies should insist that the needful remedies be promptly administered.

## A SUDDEN CONVERSION.

**T**HE change that has come over the official American mind within the few months last past is truly wonderful. Before that, it was quite right that Canadians should buy their tea, sugar, coffee, boots, shoes and knick knacks at Ogdensburg, Buffalo or Detroit, and smuggle them across the frontier. It was perfectly moral, and a proper political retribution to swindle John Bull and his legitimate heirs, the Canadians, out of their customs dues. But now that Uncle Sam is the sufferer—now that the army of custom officials has been removed to the American side of the frontier—we have a capital illustration of the truth of the fable of the lawyer's ox that gored the farmer's bull. The officials across the river have become suddenly converted. Smuggling is now discovered to be immoral, sinful, wicked, and the telegraph and the press are made to denounce the vile Canadians who are said to be engaged in this nefarious traffic. But the telegraph and the press, and the American official mind, should not become converted by halves; they should open their eyes to the beauty and the ultimate profitableness of truth. They should not fasten a false accusation on us. We have indeed been accustomed to their double invoices—one for paying by, another for passing the customs with; to their substitution of one kind of article for another in the warehouse, to all their infamous tricks by which they have brought the villainous practice of smuggling to a regular system—long enough to have learned to imitate them. But thus far we have resisted the temptation. If smuggling into the States has been carried on from Canada, it has been by the Americans themselves. The scoundrels who became adepts in the science of cheating us, and who for so many years injured the legitimate business of our honest traders, have but turned their experience to account in swindling their own revenue. They have a story on the other side about a promising scion of Young America, who began picking his own pockets when forcibly prevented from indulging in the excitement of picking other people's. This has become exemplified on a serious scale in customs matters. Let the American writers and stump-orators acknowledge it, and desist from their false witness against Canadians.

—The number of locomotives at work on the twelve principal railways of Great Britain at the close of 1864 was as follows:—Caledonian, 202; Great Eastern, 37; Great Northern, 345; Great Western, 697; Lancashire and Yorkshire, 898; London and North-Western, 1187; London and South-Western, 207; London Brighton and South Coast, 203; Manchester, Sheffield and Lincolnshire, 179; Midland, 612; North Eastern, 663; and South-Eastern, 214.