

miles a day, and when following a beaten trail there is usually but one man to every three carts. The animals are without shoes, and live entirely on the pasture found by the way. The Red River carts, in the manufacture of which no iron is used, are certainly well-adapted for the mode of travelling in use, being easily "man-handled" at creeks, bogs, or other difficult places, and being constructed entirely of wood and with little extra boarding about them, they float well and offer little resistance to the current in crossing rivers; besides which, the wheels are useful for the formation of "skows" in which to ferry over the baggage; but at the same time carts are in rough travelling very severe on the animals, as every jolt of the wheels is communicated to them, and there is in addition always a weight on the backs, frequently the source of sore backs. The cost of this travelling is, perhaps, a little more than by water.

Waggons.—The Red River people have a great objection to waggons, owing, I fancy, to a dislike of the American waggons in use in Minnesota, which are of that narrow wheeled and neatly finished kind in very general use in the North-western States, which is ill-adapted to travelling in a rough country, where swamps are numerous and iron and smiths unknown; but, perhaps, more particularly because they have always used carts.

It being generally admitted that two oxen hauling by the yoke will do twice as much work than if working separately, I would recommend the construction at Red River of waggons made on the same principle as the carts, having perhaps but one or two pins of iron in their construction, the wheels of which should be high and rather broad in the felloes, which would enable them to surmount obstacles and pass over soft places with tolerable ease. The only drawback that I can see to the use of waggons, causing a considerable diminution in the expenditure of horse and ox flesh, is, that more men would be required to extricate a waggon than a cart in difficulty; but then it must be borne in mind that in a train of waggons the drivers would not be so far separated as at present, and the help applied to one waggon would be equivalent to that applied to four carts.

Travails.—The use of "travails," both horse and dog, is general among the Prairie Indians, and consists in the animal having to drag a load, supported on two poles, the larger ends of which trail on the ground behind, while the others cross over the back, and are made fast to a rough pad and breast strap.

Sleds.—In winter sleds are used; those for beaten tracks with horses or oxen being formed with runners, while those for dog travelling and single horses away from civilization are what are termed "flat sleds." The loads are about the same as for carts.

D.—I.

FUTURE GOVERNMENT AND COLONIZATION.

The Interior.—Having in the foregoing pages attempted a general description of the nature of the country, inhabitants, natural productions, climate, and state of civilization of the interior of British North America, I shall now proceed to offer a few suggestions having reference to the future government of that territory, founded on some knowledge of the wishes of the present inhabitants, as well as with a view to the strengthening of British power and the advancement of Christianity and civilization.

Present State.—The whole interior, which has been before defined, is virtually under the government of the Honourable Hudson's Bay Company. But since the expiration of the licence in May 1859, the part now in their hands (and for anything yet proved to the contrary, the property of this Company by Royal Charter) is that portion of which the waters run into Hudson's Bay, known as "Rupert's Land."

I have previously shown that there exists in the heart of this territory a community who, mostly British and their descendants, claim to be called by the name of the mother country; and that, moreover, scattered through the length and breadth of this extensive track is a race of human beings, the rightful owners of the soil, who, though changed in many respects since white men went among them, are still uncivilized; these, although they cannot claim to be called by the name of Englishmen, yet having been so long associated with us may reasonably expect our sympathy if not support. These inhabitants of a portion of the British dominions are entitled to be placed by the British nation on an equality with their neighbours inhabiting the territory of the United States; and although perhaps the destiny of the aboriginal race "may be seen in the setting sun," yet it is against the laws of humanity to offer any obstacle to the progress of civilization.

Union of British North American Provinces.—Much has been talked about, but perhaps less really thought of, the union of the British North American Provinces, a scheme which, although in the present age, might be thought somewhat speculative, may yet not only be projected but accomplished. But it must be a work of time, and such time as many may become impatient, even in contemplating. Before a union can take place a connexion must be made, and in making this connexion each link has to be bound to its adjoining one, and new links supplied where required.

Connexion with the United States.—I have before pointed out that the means of communication between the country under consideration and the civilized world are of very indifferent descriptions, and that in the present state of those communications it is more nearly connected with the United States than either England or her provinces. This connexion, which is year by year increasing, will, if some steps are not taken for the opening of a practicable route with Canada, monopolize the whole traffic of the interior, and thus drawing those strong ties of commerce and mutual interests gradually tighter, may yet cost England a province, and offer an impassable barrier to the contemplated connexion of her Atlantic and Pacific Colonies.

I would not at present undertake to say, that if the offer were made by a neighbouring power of protection, the inhabitants of Red River Settlement would cease to own allegiance to England; but