

lished as the cheapest route for the production of the East Indies, the particulars of which it is not the present object of this prospectus to touch upon :

Canton to London.....	19,000 miles.
London to Montreal	2,800 "
Montreal to Toronto.....	350 "

22,150 "

Canton to mouth of Fraser's River	5,400
Fraser's River to Head of Lake Superior.....	1,500
Head of Lake Superior to Toronto.....	600
	<hr/> 7,500 miles.

Difference in favour of Toronto 14,750 miles.

Europe would likewise find this the cheapest and speediest route for the traffic of the world :—

Canton to London.....	19,000 miles.
" to Fraser's River	5,400
Fraser's River to Montreal.....	2,450
Montreal to London.....	2,800
	<hr/> 10,650 miles.

Difference 5,350 miles.

With a difference like this in our favour, we place before us a mart of 600,000,000 of people, and enable us geographically to command them ; opening the route, and leaving it to the guidance of commercial interests, Canada will, sooner or later, become the great toll-gate for the commerce of the world.

The objects of the North-west Transportation and Land Company will be to encourage traffic and trade, promote immigration, carry passengers and merchandise, supply present and future settlers with all necessaries and requirements, and return laden with all such productions as may be offered in exchange. It seeks no exclusive privileges or unpopular monopoly in trade, all it asks for is the exercise of the right to which every British subject is entitled—that of freedom to trade throughout their own country and Her Majesty's possessions in British North America.

As individual capital would not be adequate to accomplish what here is suggested, a Joint Stock Association affords the only means.

It is therefore proposed to form the above named Company with a capital of £100,000 in 20,000 shares of £5 each, and with power to increase stock to £200,000. The price of shares being put at £5 each will bring the stock within the reach of every farmer, of every mechanic, of all those who take an interest in developing the great resource of Canadian prosperity and power, and enabling them to participate in that copious shower of wealth which for 37 years past since 1821, only poured itself exclusively into the coffers of the Hudson's Bay Company of London.

It is scarcely necessary to remark that the Citizens of Toronto, the Shareholders of the Northern Railway, the Canadian Merchants generally, are particularly interested in this Company being brought into operation.

A Government that has the welfare of Canada at heart, of whatever shade of politics it may be, cannot fail to side with our views and extend to us every legitimate protection and assistance.

Notice of an application to the Legislature for charter has been duly given. Parties who are desirous of joining in the undertaking are requested to communicate with **ALLAN MACDONELL, Esq.**