

sending the latter, if necessary, by passenger trains. The table of rates by this route will be found to be much reduced, and special rates still lower for companies over ten in number. The Detroit and Milwaukee will also bond all freight and live stock upon production of duplicate invoices and a consular certificate, the emigrant paying bonding charges.

The Committee, therefore, would recommend route No. 1 for emigrants desiring to reach the country at an early date, and who may be taking their families and the ordinary amount of emigrants' luggage. No. 2 for young men who are not pressed for time, and who, as we have before remarked, travel light and without incumbrance. No. 3 route for those taking live stock and travelling in their own waggons.

COST.

The Committee have fortunately been able to effect a tariff of rates much lower than they expected. (See Table below.) The Second-class rates are exclusive of meals, which will be provided on the steamer at twenty-five cents per meal and on the American portion of the route at an average of 60 cents. Cooking facilities will be provided free on the steamers for those taking their own provisions. Emigrants will be allowed 100 lbs. of baggage each, free of charge on steamer and railroad, and fifty lbs. on the coach. On route No. 4, (Toronto to St. Paul, via Detroit,) 200 lbs. baggage will be allowed to each passenger without charge. Extra baggage by coach will cost them 5 cents per lb., but if they choose to have it follow them on freight teams from Benson it will cost them 2½ cents per lb., and will reach them at Fort Garry five days after their own arrival. Should emigrants be detained for connection with the steamer at Twenty-Five Mile Point, it will cost them \$2 per day greenbacks for board and lodging. Stages leave Benson 3 times a week, and the steamer leaves Twenty-Five Mile Point every 5 days.

The Government have intimated that they are prepared to forward emigrants by route No. 2, better known as "Dawson's Route," for \$30 gold per head exclusive of meals. Heavy freight and live stock cannot be sent by this line the present season. The distance by this route is about 1,250 miles.

The remarks respecting No. 1 as far as the journey to St. Paul, apply equally to No. 3.

Messrs. Hill, Griggs & Co. of St Paul have intimated to the Committee that they are in correspondence with the authorities at Washington with a view to making some better arrangement for the bonding of live stock and goods, which is at present a serious drawback to the American route. Should this be effected, the details will be made public at the earliest moment possible. In the event of success not attending their efforts, Messrs. Hill, Griggs & Co. have very generously consented to the following arrangement: Emigrants taking stock will pay duties at Duluth, and take a certificate of their so doing, and upon passing the United States Custom House at Pembina, obtain a landing certificate. By attaching this certificate to a draft for the amount of the