

the goods, by buying them in Canada instead of in the United States. These prices would again be eventually reduced by the construction of the Huron and Ontario canal, for which a company has been organised and authorised by Act of the Canadian Parliament.

These geographical facts, some of which are laid before the public for the first time, settle the question as to the supposed preference to be given for any future road to a line through Minnesota (where the Red River settlement at present gets its supplies); and which, instead of being the "true and only practicable route from the North Atlantic to the Pacific," as some parties have maintained, would in all respects be by far the most roundabout. A railroad from Ottawa to Fort Garry, passing north of Lake Superior, as above described, would not only form one single straight line in the direction of the Yellow Head Pass through the Rocky Mountains, but would pass entirely through British territory, and at a suitable distance from the frontier.

Further west, the prairie country and great plain of the Saskatchewan (the best access to which is thus shown to be in our own hands), extends from the Lake of the Woods to the foot of the Rocky Mountains; presenting one thousand miles of the easiest ground in the world for the construction of a railroad, and of the most admirably suited in point of climate and fertility for settlement. Unlike the arid American desert, inhabited by hostile Indians, the proposed line would pass here over one of the richest, most beautiful, and fertile regions in the world, containing more than 60,000 square miles, or over forty millions of acres, clear and ready for the plough, lying directly between the Canadian Dominion and British Columbia, and possessing every qualification for agricultural purposes. A line of communication, where prairies covered with luxurious grasses are mingled with stretches of woodland, and watered by numerous lakes and streams, and which would soon be followed up and fed by an agricultural population from one extremity to the other. Indeed for settlement there remains nothing of the kind to be compared with it, either in the United States or British North America. (See the Report to the New York Chamber of Commerce, Appendix A.)

Beyond this beautiful plain, and further west, we come to the Rocky Mountains, which form the limit of British Columbia, and to those which compose the greater part of the interior of that colony. But here the difficulties to be surmounted are far more serious than any we have yet had to deal with, and compared with them, those around Lake Superior are child's play. Indeed, for some years it was a matter of discussion, and even of doubt, whether any available communication for a railroad could be found through them. It was only by a series of lengthened and expensive explorations, that a practicable road through the Cascade, or Coast Range, was at last discovered by the writer, so as to communicate by the valley of the Upper Fraser with the Leather or Yellow Head Pass, in lat. 52°54', through the Rocky Mountains. After which, a careful investigation of the explorations made by Palliser, Hector, Blakiston, Sullivan, and others, of the different passes to the south, and nearer the Boundary line, having convinced him of their general impracticability; and the impossibility