



FORT, HUDSON'S BAY COMPANY.

bined their forces, and were confirmed by the Imperial Parliament in the monopoly of trade through the wide region stretching from Labrador to the Pacific Ocean. The government of the united company, while jealously exclusive of rival influence, was patriarchal in character, and through the exclusion, for the most part, of intoxicating liquors, greatly promoted the welfare of the Indians, and repressed disorder throughout its wide domains.

In 1868, the Rupert's Land Act was passed by the British Parliament, and, under its provisions, the Hudson's Bay Company surrendered to the Crown its territorial rights over the vast region under its control. The conditions of this surrender were as follows:—The Company was to receive the sum of £300,000 sterling in money, and grants of lands around its trading-posts to the extent of fifty thousand acres in all. In addition it is to receive, as it is surveyed and laid out in townships, one-twentieth of all the land in the great fertile belt south of the Saskatchewan.

In April 1869, the Dominion Government passed an Act, providing for the temporary government of the entire region, under the designation of the North-West Territory. Surveying parties were sent into the Red River country for the purpose of laying out roads and townships. This somewhat alarmed the people, lest this movement should in some way prejudice their title to their land.

Jealousies were awakened among the settlers and fanned into armed rebellion by unscrupulous agitators. In 1870 Colonel Garnet Wolseley led a force of 1200 men, regulars and militia from Ontario and Quebec, through the then wilderness to Fort Garry. The conspirators fled; the loyal inhabitants joyfully acknowledged the Queen's authority. The Dominion government took possession of this vast territory, divided it into the province of Manitoba and several territories, each with their own local government. In the land where they for so long held regal sway, the Hudson's Bay Company are now merely traders and storekeepers.

Waterways of the Northwest.

CHEAPNESS and uniformity of rates of transportation have become a vital requisite of industrial development. The products of the farms of the North-West must now travel thousands of miles to reach the market of Europe. And this will be so even when our own mineral wealth is utilized to a great extent. So the development and use of our waterways is an important and essential factor in our industrial economy.

A renaissance of general interest in the waterways of the world is in progress. Its functions, as an agent of commerce, are being largely studied to determine to what extent its extension and larger use can reduce the cost of transportation. The International Congress on Inland Navigation, which meets bi-annually in Europe, is doing much to promote the technical improvement of the waterway and to throw light on the economic aspects of the question of water transportation.

The steadily increasing demand for cheap rates has led shippers to increase the volume of water traffic. The increase of traffic on the Great Lakes is marvellous. During the year ending June 1892, over ten million tons of freight passed through St. Mary's lock, between Lake Superior and Lake Huron.

In a country so vast as the great North-West stretching from 49° north latitude to within the Arctic circle, and from the Upper Lakes to the Pacific Ocean, its growth and prosperity depends in a great measure on its inland navigable waters, for now its markets are far distant. It is indeed a land of grassy plain and shaggy woods, lofty mountains and rushing waters.

It is purposed to give a few rambling notes on some of the most important of the thousands of lakes, whose sheen in the sunlight brightens the land like silver stars; to say a few words of some of the many streams that dashing down



THE SASKATCHEWAN.