

ally, it is my opinion, that the acquisition and development of the Hudson Bay Territory was impossible prior to the confederation of the Dominion. No less a body than united Canada could have acquired and administered so large a domain, or have undertaken the construction of railways, without which its development could only have been slow and uncertain. It was not till 1878, eight years after the transfer, that Winnipeg first received railway communication through the United States. Three or four more years elapsed before the completion of the line to Lake Superior, and it was only late in 1885—sixteen years after the Hudson Bay Company relinquished their Charter—that the Canadian Pacific Railway was completed from ocean to ocean, and Manitoba and the North-West Territories were placed in direct and regular railway communication with the different parts of the Dominion. There is no question, also, that the policy of the Hudson Bay Company in regard to the Indians, and the intercourse which the aborigines had been accustomed to with its officers, made the transfer infinitely easier than would have otherwise been possible. In fact, it may be said that the Hudson Bay Company, while conserving its own interests, as long as was desirable, yet prepared the way for the Dominion, and for the colonization and settlement which is now taking place.

The record of the real life of the Selkirk settlers will be especially interesting to the inhabitants of the various Provinces of the Dominion, to the early settlers in Manitoba and the North-West, and to those millions who are destined to follow them in the future, and establish for themselves happy and comfortable homes on the grand western prairies. Many of the original Selkirk settlers and their descendants have been personally and intimately