trade, had roused themselves to the adoption of the same policy, the North-West Company stretched out into new regions. Sir Alexander Mackenzie ventured north to the Arctic Ocean, descending "La Grande Riviere," now called the "Mackenzie" after its hardy explorer. He crossed the Rockies, and was the first white man to enter British Columbia from the east. Through almost incredible perils he penetrated to the Pacific, saw visions of direct trade with China—visions which have since been happily realized, and upon his return to England won from King George, by the story of "the dangers he had passed," the merited honor of knighthood.

Another employee of the company discovered the source of the Mississippi, and was the first to explore the north branch of the Columbia.

A third, Larocque, sought an outlet for trade amongst the warlike tribes of the Missouri; while a fourth, Simon Fraser, whose journal is moving reading, even to a generation familiar with the adventures of a Du Chaillu and a Stanley—explored the river which bears his name, and opened up new fields for the commerce of Canada.

The author attributes the downfall of the North-West Company to the machinations of Lord Selkirk. He says—we condense his account—Lord Selkirk was a man of large and philanthropic ideas, and at the same time a writer of distinction. Anxious to ameliorate the condition of the Highlanders of his native land, he enabled some hundreds of them to emigrate to Prince Edward Island. The experiment having proved a success, the Earl resolved to follow it up with others, and purchased large tracts of land in the United States and in Canada. But the once generous philanthropist gradually became an unscrupulous fortune-hunter. He visited Montreal, was received by the partners with the hospitality for which they were famed, and gained from his unsuspecting hosts full information as to the details of their trade, and the aptitudes, the character and the emoluments of their voyageurs. "Lord Selkirk was even then plotting the ruin of the North-West Company, and its expulsion from the North-West."

On his return to England he approached the Hudson's Bay company, half ruined by its long struggle with the North-West Company, but possessing in its charter a weapon fit for his purpose. By the purchase of £40,000 worth of its shares, he acquired a controlling interest in the company, and, at a meeting of shareholders, received the grant of a territory in the North-West, as large as England. In 1811 he sent out a party of Highlanders and Irishmen to colonize the Red River District; appointed a governor, and in 1814 issued a proclamation commanding the North-West Company's traders to quit the posts of which they had enjoyed peaceable possession for forty years, and forbidding them to cut timber, hunt or fish. Since the Company's employees were provisioned mainly from the district in question, the effect of this edict, if carried into execution, would have been the starving out of the company, which, unlike its rival, the Hudson's Bay Company, had no access to the sea.

So far M. Masson. We do not question the truth of his statements, but we hesitate to adopt his view of the Earl's character. Will no motive other than avarice suffice to account for Lord Selkirk's action? True, the destruction of the North-West Company would enhance the value of his shares in the Hudson's Bay Company, but is it not conceivable, and was it not alleged in his defence, that he acted as he did act, not from a spirit of avarice, but from the sincere and full conviction that while the North-West Company ruled the country, colonization was impossible? It seems clear from the inquiry held by the Canadian Government, that the agents of the Company looked on Lord Selkirk's colony with no favorable eye. They were accused of having done much to stir up the half-breeds, and even the savages, against the colonists, and there seems to be little doubt that *some* of the traders were guilty of the charge.