

dependence of Canada, the arguments, the facts, the statistics, the policy, of 1860, adduced or propounded by the United States are all obsolete.

CANADIAN NORTH-WEST.

Before passing away from this group of reports I may mention that in this period, 1860-62, a long report on the Canadian North-West was prepared and presented to Congress. It gives an admirable view of the extent, capabilities and desirability of that great region. A few extracts will indicate the tone and tenor of this report. "There is a more important consideration still, connected with the Territory; for we know that through its prairies is to be found the shortest and best railway route to the Pacific. Every one can understand that that American route from western Europe to Asia, which lies furthest to the north, must be the more direct. Every one glancing at a globe will see, where the 46th parallel leads the eye; from the heart of Germany, through the British channels, across the Gulf of St. Lawrence, and from that Gulf westward to the Saskatchewan, to Vancouver Island—the Cuba of the North Pacific; and from Vancouver to the rich and populous Archipelago of Japan. The course was demonstrated by Captain Syngé to be 2,000 miles shorter between London and Hong Kong than any other in existence. It has but one formidable engineering difficulty to be overcome, an elevation of 6,000 feet above the sea-level in crossing the Rocky Mountains into British Columbia." The author reports that the party which favours annexation to the United States is numerous. He says: "I hasten, Sir, to lay before you these facts in regard to the Red River settlement as confirming my conviction that no portion of the British Territory on this continent is so assailable, so certain of occupation by American troops in a case of war with England, as Fort Garry, and the immense district thence extending along the valley of the Saskatchewan to the Rocky Mountains. If our struggle is to be in the fullest sense a struggle for national existence, against foreign foes as well as domestic traitors, Minnesota, however remote from the scene of Southern insurrection, will claim the distinction of a winter campaign for the conquest of Central British America. I append a rough diagram exhibiting that portion of British territory (enclosed in heavy black lines) which 1,000 hardy Minnesotians, aided by the French, American and half-breed population, could seize before the first of March."

On the question of the relations of North-West British America to the United States, the report says: "Central British America, with its immense capacity for the production of grain and cattle, has hitherto been approached by these routes--through Hudson's Bay, *viâ* Lake Superior and over the plains north-west of St. Paul, Minnesota. The last named, with the aid of steamboat navigation on the Red River of the north, is now admitted to be the most convenient route. The Hudson's Bay Company have almost relinquished the two former in favor of the American communication. The communication through Hudson Bay is of dangerous navigation, is limited to a brief season of the year and is obstructed by the necessity of numerous and difficult portages. The same remark applies, although not so fully, to the route through Lake Superior and thence to Fort Garry."