



VIEW OF WINNIPEG, MANITOBA, SPRING OF 1871. See Page 26.

legates were next sent to England, the Union Act was submitted to the Imperial Parliament, passed that body on the 29th of March, 1867, and on the 22d of May Her Majesty's proclamation was issued that the Dominion of Canada should come into existence on the 1st of July, 1867. By the terms of the Act, old Canada was divided into the two Provinces of Ontario and Quebec for the purpose of local legislation. In 1870 the Government of it a Dominion was extended over the Northwest Territories, out of which the Province of Manitoba was erected; in 1871, over British Columbia; and in 1879 over Prince Edward Island. Newfoundland still chooses to remain out in the cold for the present, but the tendency of events is decidedly in favor of her shortly coming into the confederacy, for the vexed question of the treaty rights of the French in respect of the fisheries and several other reasons point to the consummation of this policy at no distant date."

As expressing much more tersely and clearly than I can, the

GREAT EXTENT

of the territory of this government to the north of the United States, I take the following from Mr. Grant's valuable work, "Ocean to Ocean:" Travel a thousand miles up a great river; more than another thousand along great lakes and a succession of smaller lakes; a thousand miles across rolling prairies, and another thousand through woods and over mountains, and you have traveled from ocean to ocean through Canada. And this country is a single colony of the British Empire; and this colony is to-day dreaming magnificent dreams of a future when it shall be the "Greater Britain," and the highway, across which the fabrics and products of Asia shall be carried to the eastern as well as the western side of the Atlantic."

THE HISTORICAL PART

of these middle two thousand miles commenced with the organization of the Hudson Bay Co., in 1670, during the reign of Charles XI., to traffic on the shores of Hudson's Bay and the streams flowing therein, in a section then called Rupert's Land, in honor of Prince Rupert, a brother, I think, of the king.

THEIR CHARTER,

as was the custom of those days, was exclusive, really giving them this territory in vassalage to the Crown, with rights to make laws and carry on a form of government, of course to be approved by the Crown, and the control of any trade therein—at least they have claimed this, and so acted, which action has at least been tacitly admit-

ted by the Imperial Government. For nearly one hundred and fifty years they confined themselves to the shores of that bay, not pushing their trading posts into the interior, or at least not into the Red or Saskatchewan valleys, or what is now known as the NORTHWEST TERRITORY AND BRITISH COLUMBIA.

Varennens de la Verandrye, with an expedition fitted out by himself in Lower Canada, in 1734, came up the St. Lawrence and the lakes to Thunder Bay, on the north shore of Lake Superior, and from there by the rivers and lakes of what is now known as the "Dawson Route," to Red River. He landed here, and on the south bank of the Assiniboine, built a fort at the point of its juncture with the Red River nearly opposite the present Fort Garry, which is on the north bank of the Assiniboine. He called this post Fort La Rouge, and it was doubtless the name of this Red Fort on its banks, that in early days gave the name of Red River to a stream whose waters and clay subsoil of its banks are most decidedly whitish. (For further explorations of De la Verandrye, see notes on St. Boniface, hereafter).

Following these first white men in this valley, came others, until, as early as 1762, Fort La Rouge was known as an established trading post, frequented by the *Coureurs des bois* from the French establishment at Mackinac, Lake Michigan, who came here to trade with the Omahas and Assiniboines. Although by the Versailles treaty, in 1763, the French were obliged to give up their North American possessions to England, they still, with others then British subjects in Montreal continued in increasing numbers, their trade in this section, coming by their old original route, via Thunder Bay, and also via La Pointe, on Madeline Island, near Bayfield, south of Lake Superior, and up past what is now Duluth, to the head of St. Louis Bay at Fond du Lac, and so across joining the Thunder Bay route on Rainy River. These adventurers, however—belonging to individual enterprises—pushing their trade north, came in contact with the employes of the Hudson Bay Company.

This condition of affairs continued, the French or Canadians, still in

creasing their trade for some twenty years, when these, until then, individual traders, or the principal of them, in 1783, formed a powerful combination, called

THE NORTHWEST COMPANY

This was not a chartered but a private corporation. They increased very largely their previous area of trade, extending even through to the Pacific. Their trading boats loaded with goods or furs traversed the continent in every direction through the connecting rivers and lakes from Montreal to Puget's Sound on the Pacific.

Some idea of the extent to which the Northwest Company have pushed their trade may be seen in the fact that in 1845 they had some sixty trading posts in this region, principally in the valleys of the Red Saskatchewan, Athabasca, etc. This condition of trade and occupancy of this section, continued undisputed, at least so far as the Red River was concerned until 1811 when, at the solicitation of Lord Selkirk, one of the stockholders of the Hudson Bay Company, that company laid claim to the exclusive jurisdiction, under their charter, over this immense region and in 1812 they established their first Fort and Trading post on Red River near this place. Coming thus into so close daily competition the state of affairs went from bad to worse, resulting in great injury to both companies, and finally bloodshed. In one of their affrays the commanding officer of the H. B. Company was killed. The result of this regular battle brought both companies to their senses, and soon after in 1821 these two competitors formed a coalition continuing under the chartered name of the Hudson Bay Company. The company so consolidated, continued in undisputed possession until 1868 when they sold their right to their exclusive trade and jurisdiction claimed under their old charter over this entire portion of British America and British Columbia, receiving some \$1,500,000 cash, and one-twentieth of the land with special reservations about some of their posts, fully 50,000 acres.

So this great Northwestern area, hitherto known as Rupert's Land or Hudson Bay Territory has really been open to settlement, occupancy and

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