

"You must be aware that there is a thriving population all along the Valley of the Mississippi, from St. Paul's to Crow Wing, and that thereby the Company's lands are rendered altogether more valuable and more desirable to emigrants and others than they otherwise would be."

In confirmation of the value of the lands as in comparison with the school lands, we have received the following from the Senators of Minnesota:—

*"Senate Chamber, Washington, D.C.,  
Feb. 19, 1863.*

"From personal knowledge, we are satisfied that the lands belonging to the St. Paul and Pacific Railroad are as valuable and as well located as the school lands, and some of them more valuable, in consequence of their proximity to the road and the numerous *dépôts* or stations upon the line.

"M. S. WILKINSON, U.S. Senator.

"HENRY M. RICE, U.S. Senator."

To which corroborative evidence we shall add a few further remarks on the relations of North British America to the State in question. In 1858, Sir Edward Bulwer Lytton proclaims, in the name of the Government, the policy of continuous colonies from Lake Superior to the Pacific, and a highway across British America, as the most direct route from London to Peking and Jeddo.

Central British America, with its immense capacity for the production of grain and cattle, has hitherto been approached by three routes—through Hudson's Bay, by Lake Superior, and over the plains north-west of St. Paul, Minnesota. The last named is now universally admitted to be the most convenient route.

The communication through Hudson's Bay is of dangerous navigation, limited to a brief season of the year, and obstructed by the necessity of numerous and difficult portages. The same remark applies, although not so fully, to the route through Lake Superior, thence by Fort Garry.

By the Minnesota route, soon to consist of railway to the Red River, and steamers by Lake Winnipeg and the Saskatchewan to the Rocky Mountains, a great natural highway exists, so advantageous in all respects as to have excited considerable apprehension among English writers that the destiny of that district tends inevitably to coalesce with that of the Mississippi States.

The great Hudson's Bay Company has mostly relinquished the two former for the latter route. At a comparative early period, it began to avail itself of the manifest advantages of a cheap, speedy, and direct transit to the far west. In 1858, before the introduction of steam upon the Red River, the Company sent 60 packages by it. In 1859, over 50 tons weight of goods were forwarded through the same channel, and formed a part of the first freight carried by the little steamer on the Red River. Satisfied with the results of these experiments, the Company then made arrangements with Messrs. Burbank and Co., of St. Paul, to forward their entire supplies for the Red River trade, amounting to from 250 to 500