

campment. When, in addition to these facts, the fertile character of the immense district thus drained, and the measures now on foot for its colonization are considered, the subject rises in dignity and importance far beyond any ordinary scheme of exploration and occupation.

Not a town or farm in Minnesota but is interested in bringing prominently before the emigration of Europe and America, the facts hitherto so unfamiliar in regard to the western portion of British America. He cordially assented to the suggestion of the late meeting, that relations of reciprocity should at once be established with our American people. Our crops were to be abundant—our markets are cheap—our merchants can furnish a full outfit at reasonable prices; and he entertained no doubt that the towns of Minnesota were the most advantageous points for departure to the Frazer and Thompson River districts.

Hon. A. RAMSEY, in answer to a call by the meeting, responded by reminding the audience that it is in the recollection of men now living, when all the trade of the valleys of the Ohio and Mississippi, was carried on pack-horses by the way of Fort Pitt, (now Pittsburgh,) across the Alleghany Mountains to Philadelphia.

The immense region west of the Alleghanies has, in the period of seventy-five years, grown immensely. The business which at that time was carried on by this primitive mode of transportation, now employs a greater length of miles of railroad and a larger tonnage of steamboats than all the rest of the Union.

The immense area west of the Red River and south of the Athabasca, with a climate not inferior to our own, is capable, according to the estimate of Lord Selkirk, founded on a personal observation of the Territory in question, of supporting a population of thirty millions, and will furnish the world with a trade not much inferior to that which now passes between the Atlantic States and the Valley of the Mississippi. And, Mr. President, this is a trade which belongs to us in Minnesota. It cannot be diverted from us. The difficulties and the cost of transportation on the old canoe route along Rainy River, which has heretofore been followed by the Hudson Bay Company, constitute an objection against that channel of communication, which becomes irresistible when brought into competition with the immensely greater facilities of communication by this route.

Accordingly, sir, we every year witness a large accession of our trade from this quarter—which every season gathers new volume from the gradual abandonment of the old routes by Superior and

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