

The country east of Norway House is not suited to settlement by Europeans. Their inexperience in woodcraft, their awkwardness in the use of even the axe, their want of adaptation to the work of ploughing, planting, or harvesting between the stumps and tangled roots of a "clearing" in a dense forest, make it inexpedient to trust the work of civilising the wild lands of Hudson Bay to emigrants from an old country. The civilisation of that region must rest with the forest-bred Canadian. His experience in settlement under these conditions, his familiarity with the production of timber, and the "rafting" of it to the sea—to be worked up in the present case at the mouth of the Moose, of the Albany, etc., into ships—will enable him to cut out his homestead in the woods of Hudson Bay with success.

West of Norway House the land is suited exceptionally well to settlement by men fresh from Europe. If not actually up to the door of that House, certainly four or five days' march beyond it the soil is extraordinarily fertile. The rivers being several hundred feet below the general surface, that surface is well drained. Rolling gently it throws off its rainfall into those deep outflows, and presents, therefore, very few cases of swamp. Its forests alternating with prairies, it supplies abundance of wood for building, fencing, firing; and offers, in conjunction with that necessity of settlement, adjoining tracts of treeless soils ready this moment for the plough. A country so rich, so admirably suited to English emigration, is not available elsewhere on the globe. That it is perfectly accessible to that emigration by way of Hudson Bay has been fully established by the fact that in 1846, Port Nelson (Fort York), on the river discharging into Hudson Bay from Norway House, was reached in a ship from Cork by Col. Crofton on his way to Red River, with heavy guns, heavy stores, a battalion of infantry, a detachment of Royal Engineers, a detachment of artillery—in all 383 persons, including 36 women and children. Transportation to Australia being costly, and wild lands in the United States being now obtainable at but vast distances from the seaboard, English interests, Irish interests, Scotch interests, have reason at a time when commercial stagnation makes the population of the three kingdoms dangerously redundant, to regard the opening of the rich wheat-territory extending from Norway House to Peace River Pass, a result worth realization at the cost of their common taxes. The Canadian authorities assuming the construction of the Pacific Railway from Quebec to the point at which the special interests of England, Ireland and Scotland begin—Norway House—the British Government is certainly interested sufficiently in the enterprise to carry it out to the Pacific in consideration of, say, fifty millions of acres of the fertile lands lying along the route ready to reward millions of British workers twelve months after their arrival, with the bread of independence.