

# PROSPECTUS.

## The North-West Transportation and Land Company.

**CAPITAL, £100,000,**

**IN 20,000 SHARES OF £5 EACH, WITH POWER TO INCREASE THE CAPITAL.**

In the summer of 1851, an application was made to the Legislative Assembly of Canada, for the purpose of incorporating a company to make a railroad from Lake Superior through British Territories to the Pacific Ocean, when the same was referred to a Committee, of which Sir Allan MacNab was the Chairman, and on the 30th August, 1851, they made their Eighth Report, and the following extracts are selected therefrom:—

“Your Committee have already reported their opinion that RAILWAY Charters should only be granted to parties who can show their ability and desire to proceed with their undertaking at once, and with energy and effect, and they adhere to that opinion.

“At the same time your Committee feel bound to state their impression that the scheme ought not to be regarded as *visionary* or *impracticable*.

“Your Committee are strongly inclined to believe that this great work will, at *some future period* (should this continent continue to advance as heretofore in prosperity and population) be undertaken by both Great Britain and the United States.

“The superior advantages of the route to the Pacific Ocean through the *British Territory*, has been ably urged on the public attention by Mr. Allan McDonnell, of Toronto, and others, and your Committee indulge a hope that the Imperial Government will be led to entertain the subject as one of national concern, and combine with it a well-organized system of colonization.”

In order more fully to carry out the suggestions contained in the above Report, certain parties in this city have associated themselves together for the purpose of forming the North West Transportation and Land Company, with the view of ultimately opening a direct communication between Lake Superior and the Pacific, the communication, in the first instance, to be made by water (*not railroad*) so far as it can be made available, and on this point it will be found that we have a stupendous advantage over our American neighbours, as we combine a splendid line of navigable lakes (from Lake Superior running west) with the north and south branches of the Saskatchewan River taking their rise in the Rocky Mountains.

The object of this Company is, in the first instance, the opening a direct transportation communication between Lake Superior towards the Red River, and as some years *must* necessarily elapse before a *direct* railway communication can, under the most favourable circumstances, be established, it is proposed, in the meantime, with the view to carry out the furtherance of this scheme, that every facility shall be afforded towards the locating emigrants, on the proposed or probable line; for without such aid, a direct railroad appears futile. Let us commence by doing that which is within our grasp—not attempt that which is beyond it at the present time. Great schemes, to be thoroughly and safely developed, are to be arrived at only (like the launch of the great *Leviathan*) inch by inch. Let us, on the same principle, commence only by doing that which we are fully prepared to carry into effect.

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