

the summer months a steamer plies between Winnipeg City and Georgetown, in Minnesota, calling at intermediate places. This is the mail and emigrant route, and that by which the colonists receive their goods from Canada and elsewhere. Communication is occasionally held with Fort Garry by way of Fort William, on Lake Superior; but the obstacles to be overcome by the traveller in this route are very great.—Government organs inform us that ere long portages will be established where necessary, and good, serviceable waggon-roads constructed where now but very imperfect trails exist. The best route at present from Canada to Red River is *via* Goderich, Saginaw, Milwaukee, St. Pauls, Georgetown, and Pembina. The journey will occupy from three to five weeks. The banks of the Assiniboine and Red River are clothed with timber of gigantic proportions; and, in many cases, the plains between the rivers are decked with groves of pine, poplar, and a thick growth of underwood.

FARMING IN THE RED-RIVER SETTLEMENT

is subject to many disadvantages. Farmers in that locality have many difficulties to contend with,—difficulties which should be duly considered by every would-be emigrant. The farmers of all other countries and colonies in the world are certain of a good market for their surplus produce; but at Red River such is not the case, nor will it be so in the Saskatchewan until a railway intersects the country. Being situated in the centre of this vast continent, more than a thousand miles from the sea; and no good markets, foreign or domestic, within easy reach,—the settler can command no reasonable price for his produce, whilst he has to pay for imported goods at an exorbitant rate. Tea, coffee, sugar, spices, and all sorts of foreign goods, are extremely dear—far dearer than in any other English colony, whilst native produce is much cheaper. There is, therefore, a general dearth of many of the luxuries of life. Farmers are of necessity compelled to regulate their farming operations by the amount

of local or home consumption. Red River imports large quantities of English goods, and exports nothing in return, except furs. Such will be the state of things until the Intercolonial Railway is built. In the meantime, some American capitalists may construct a line from St. Pauls to Winnipeg City. The natural resources of this fine country must, and will, be developed ere many years elapse. Then it will undoubtedly export more grain in proportion to its population than any other colony. It is now the only English settlement of any importance having an *inland* situation, and the only one with which communication is maintained by the kindness and courtesy of a foreign nation. Its *inland* situation has materially retarded its progress. The mode of transit to and from the other colonies is pleasant, comfortable, and comparatively cheap; and, in addition, they all export goods in return for those imported. At Red River the reverse is the case; and, while the present state of things continues, the settlers can never be very prosperous.

THE SASKATCHEWAN TERRITORY

is one thousand miles in length, from east to west, and about three hundred and fifty in breadth, from north to south. The name *Saskatchewan* is an Indian word, signifying “rapid current,” or “swiftly rolling river.” It is bounded on the south by the United States; on the north by the fifty-fourth parallel of N. latitude; on the west by the Rocky Mountains; and on the east by the Red-River Territory. It is well watered, well timbered, rich in minerals, and, without doubt, possesses a climate superior to the most favored parts of Canada. Its population, not including Indians, is supposed to be about 3,000. The people settled round the shores of Lake Manitoba, numbering about *three hundred*, have lately declared themselves “free and independent,” and added another “Republic” to the bright stars of the western world. They have elected a President and other executive officers; but as yet the Home Government has not recognized the new “Republic