

to the North Pacific receives the recognition it so amply deserves, a line of steamboats on the Red River would be reached over the area of Minnesota by various communications. From England, Canada and the States within the line of the Lakes, Lake Superior and the valley of the Upper Mississippi would be favorite routes: while from the Southern and Middle States, routes through the southern counties of the State and the valley of the Minnesota River would be eligible. Whatever, therefore, tends to open the route through Northern Minnesota and British America west, cannot fail to enlist the interest and co-operation of every Minnesotian.

We have shown above, from the soundings and report of Capt. PORE, that the Red River is navigable from a point midway of our western boundary, to Lake Winnipeg. That lake is two hundred and fifty miles long—of course, navigable by a propeller or any class of vessels. From its northern extremity, the Saskatchewan is navigable seven hundred miles west on an air-line (much further by the windings of the stream) with no material obstacle except the Rapids at the mouth of the river. The traveler may ascend the north and south branch of the Saskatchewan, by either route reaching the immediate vicinity of favorable passes through the Rocky Mountains. If, at this moment, these links of internal navigation were connected by vessels, the Overland Journey to the headwaters of Frazer River could be made in twenty-four days. The volume and depth of the Saskatchewan is fully equal to the Mississippi above Cairo.

It is understood that the Canadian Parliament has incorporated some enterprising citizens of Toronto into a "Western Transportation Company;" and if the policy of colonization and settlement is to succeed the exclusive occupation of the Hudson Bay Company, it may be proper for the Legislature of Minnesota to co-operate, as far as the Constitution will admit, in facilitating the enterprise of the above named Company or similar associations within the limits of this State. As no special act for such a purpose can be enacted, the Committee have prepared a general provision that may be adequate to encourage any enterprise which seeks to appropriate the navigation of the streams connecting with our northern frontier.

The Committee are impressed with the belief that a republication of such statements as will illustrate and enforce the advantages of the International Overland Route to the Pacific, should be included among the legislative documents of this session, and these accordingly accompany the present report.