

"A draft of a bill for that purpose has not been pressed during the Palmerston Administration, greatly to the dissatisfaction of the people most interested.

"Meanwhile the revenue and postal system of the United States has been extended to Pembina, and beyond; and, with the aid of steamboat navigation (transferred to the Red River from the adjacent sources of the Mississippi, by the enterprise of the citizens of Minnesota), has rapidly removed former prejudices to commercial, and even political association with the United States. It is not too much to say, that if England shall not immediately take measures in behalf of the Red River and Saskatchewan districts, by a political organization, and effective measures of colonization, that the Americanization of a grain region as large as six States of the size of Ohio, cannot long be postponed. Hitherto the people of Minnesota have desired no other relations with their northern neighbours than the concord of international treaties. They still seek no other, satisfied with the political frontier entrusted to their keeping, although claiming to be central to a vast division of physical geography."

From Hon. HENRY M. RICE, U. S. Senator, to E. B. LITCHFIELD, Esq., New York.

"Senate Chamber, Washington, D.C.,

"Nov. 27, 1862.

"DEAR SIR,

"The lands belonging to the St. Paul and Pacific Railroad, on the main line from Stillwater to Breckenridge, are among the most valuable in the State; and, since the grant was made by Congress, and the route surveyed and selected, the country through which the line passes has been densely settled by industrious farmers. Many communities, villages, and towns have sprung up. * * * * The railroad lands will average (so soon as the road is built) at public sale 20 dollars, equal to £4 sterling, per acre. * * * * It is seldom that a line of only ten miles in length pays, but such is the case with the road between St. Paul and St. Anthony; the business upon it will astonish all who are not personally acquainted with the resources of the valleys of the Upper Mississippi, Lank, and Red Rivers.

"Owing to the troubles in the border States, North and South, thousands will leave in the spring for Minnesota. I am just in receipt of a letter from the Hon. B. B. Meeker, then in Kentucky, saying that a large number of his acquaintances in that State, among the wealthiest inhabitants, would do so.

"Very truly yours,

"HENRY M. RICE."

From J. W. TAYLOR, Esq., to THOMAS RAWLINGS, Esq.

"St. Paul, Nov. 21, 1862.

"* * * * I consider that railroad enterprise as having the same prospects before it which the first railroad north-west of Chicago had in 1852.

"What ten years have accomplished for the Chicago and Galena Railroad, both in business and the value of lands near the road, I anticipate for the railroad north-west of St. Paul in 1872. * * * * The north-west, beyond St. Paul, and extending through British America to the Rocky Mountains, is destined to a development, which is my warrant for the foregoing opinion. * * * *