

Representative in Congress from Minnesota, to Gov. Stevens, of Washington Territory, under date of June 3d, 1854, I find the following interesting facts on this subject:

"Navigation of the Mississippi River closes from the 10th to the 25th of November, and opens from the 1st to the 10th of April. That of the Red River of the North closes from 1st to 15th November, and opens from 10th to 25th April. I have often travelled from St. Paul to Crow Wing a distance of one hundred and fifty miles, with a single horse and sled, without a track, and have never found the snow deep enough to impede my progress. I have also gone from Crow Wing, beyond the head waters of the Mississippi, to the waters of the Hudson Bay, on foot and without snow shoes. I spent one entire winter travelling through that region, and never found the snow over eighteen inches deep, and seldom over nine inches.

"For several years I had trading-posts extending from Lake Superior to the Red River of the North from 46 degrees to 49 degrees north latitude, and never found the snow so deep as to prevent supplies being transported from one post to another with horses. One winter, north of Crow Wing, say 47 degrees north latitude, I wintered about sixty head of horses and cattle without giving them food of any kind except such as they could procure themselves under the snow. Between the 45th and 48th degrees north latitude, the snow does not fall so deep as it does between the 40th and 45th degrees; this is easily accounted for upon the same principle that in the fall they have frosts much earlier near the 40th than they do near the 45th degree. I say this in reference to the country watered by the Mississippi River. Owing to its altitude the atmosphere is dry beyond belief, which accounts for the absence of frosts in the fall, and for the small quantity of snow that falls in a country so far north. Voyageurs traverse the territory from Lake Superior to the Missouri the entire winter with horses and sleds, having to make their own roads, and yet with heavy roads are not detained by snow. Lumbermen, in great numbers, winter in the pine regions of Minnesota with their teams, and I have never heard of their finding the snow too deep to prosecute their labors. I have known several winters when the snow at no time was over six inches deep."

Hon. H.H. Sibley, of Minnesota, who has had many years experience in the Northwest as a fur trader, confirms the statements given by Mr. Rice. He further remarks that it is a peculiarity of that climate, that calms prevail during the cold weather of the winter months, consequently the snow does not drift to anything like the extent experienced in New England or New York. Mr. Sibley says he has never believed that railroad communication in that Territory would be seriously impeded by the depth or drift of snow, unless, perhaps, in the extreme northern portion of it. By Mr. Rice's statement, however, it would seem that the qualification given by Mr. Sibley to his opinion, is hardly necessary. Mr. Culbertson, an old fur trader, gives the result of his observation for twenty years of the snows on the head-waters of the Missouri River, as follows:

"The average depth might be estimated at twelve inches, say from the first of December until the first of March; frequently, however, the snow does not exceed six inches. In the vicinity of Fort Benton snows are

very moderate, and scarcely ever lie longer than one month at a time until they disappear. The climate is a good deal similar to that of the Eastern States. The winters from the Yellowstone down are much more severe, the snow during high winds drifting so, that it is impossible for the traveler to march during these storms; they, however, seldom last over twenty-four hours. I have never seen snow drift deep enough to stop me on the way."

The fact that, on the head waters of the Columbia and the Missouri, and behind the spurs and in the gorges of the mountains, and away northward up to the 52d parallel of latitude, immense herds of buffalo and great droves of wild horses, pass the winter in good condition, living upon the grass which is not killed out, is of itself sufficient evidence that the snows of the region are not deep, nor the climate very rigorous.

Let this suffice on that head, with the single additional remark, that so long as railroads can be operated in New England and around these lakes in the winter season, it is simply absurd to urge the depth of snow as an objection to the Northern route for the Pacific Railroad.

This long discourse must here end, although the subject is far from being exhausted. In fact, while engaged in its preparation, I was all the while painfully impressed with the magnitude of the subject, constantly realizing how utterly futile must be the attempt to do adequate justice to it in a single lecture. But I trust I have said enough to awaken an interest in that wonderful Northwest which stretches away from our city in almost illimitable extent, and which holds within it so much of promise for us and for humanity. That it will be settled and developed I cannot entertain a doubt. A hardy, enterprising race has already commenced a grand exodus from its former seats to those inviting regions over which we have been traveling in imagination for the last hour. Railroads will, ere long, penetrate the old solitudes. Agriculture, mining and manufactures will supersede the pursuits of the chase. Flourishing villages and populous neighborhoods will start into being as if under the enchanter's wand. Ceres will invert her cornucopia over the favored land. The blighting boot of slavery shall never touch its green sward, but freedom of body and of mind shall there have its highest realization, and there shall American Civilization achieve its noblest triumphs.

From the Daily Democratic Press of March 17.

The Hudson Bay Company's Monopoly.

Whoever has read the article upon the Undeveloped Northern portion of the American Continent, the publication of which was completed in this paper yesterday, will not have failed to arrive at the conclusion, that the rights claimed by the Hudson Bay Company over a large portion of America are directly antagonistic to the interests of the included country, and that if that giant monopoly shall be left much longer in the undisturbed possession of its *quasi* title, it will be at the expense of the rights of humanity. It was stated in that article that the validity of the company's charter had been called in question of late years, but that through the influence of wealth, of numbers, and of influential connections at home, it had been able to prevent adjudication upon the subject. A recent exhibition of its power, to the extent even of controlling grave interests of the British Government, is fresh in the public mind. We allude to the compact en-