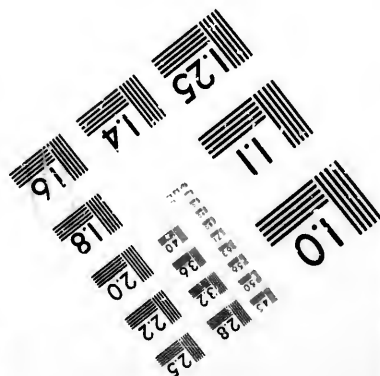
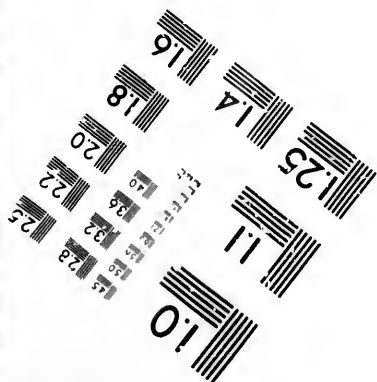
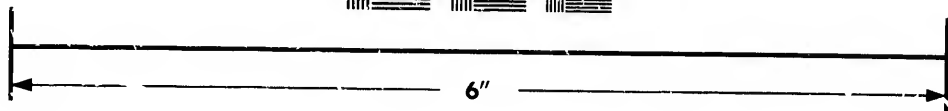
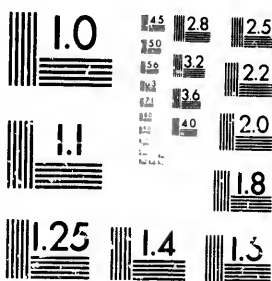


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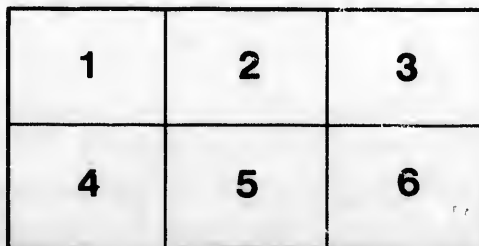
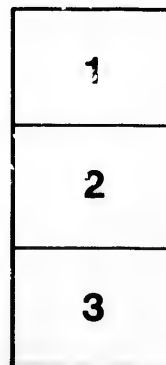
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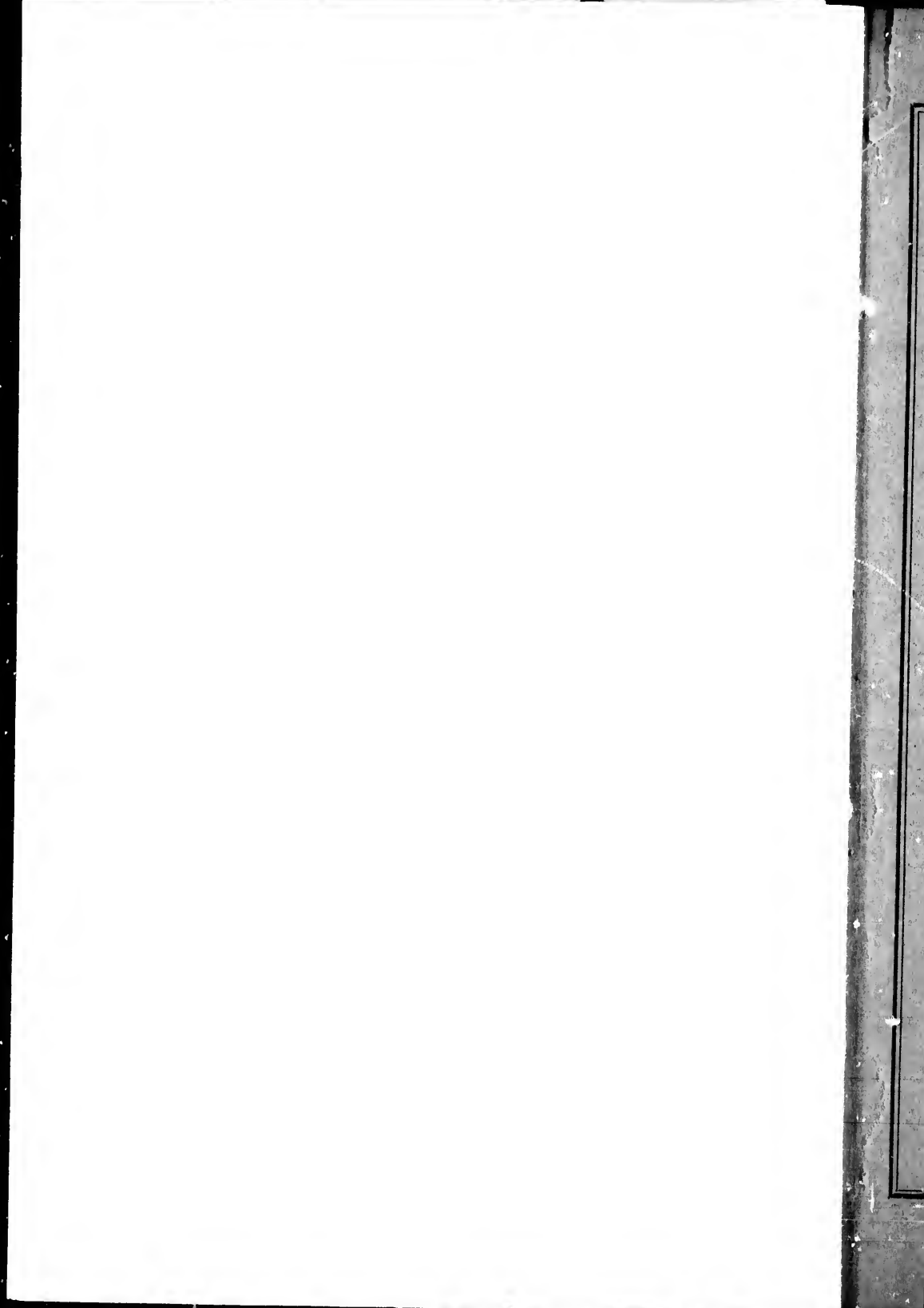
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RUPLAND.

OUR NORTHERN EMPIRE.

HOW TO REACH OUR VAST POSSESSIONS.

THE DIFFERENT ROUTES ANALYZED AND
DESCRIBED.

THE CANADA PACIFIC RAILWAY NECESSARY FOR THE
DEVELOPMENT OF OUR RESOURCES.

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1874.

RUPLAND.

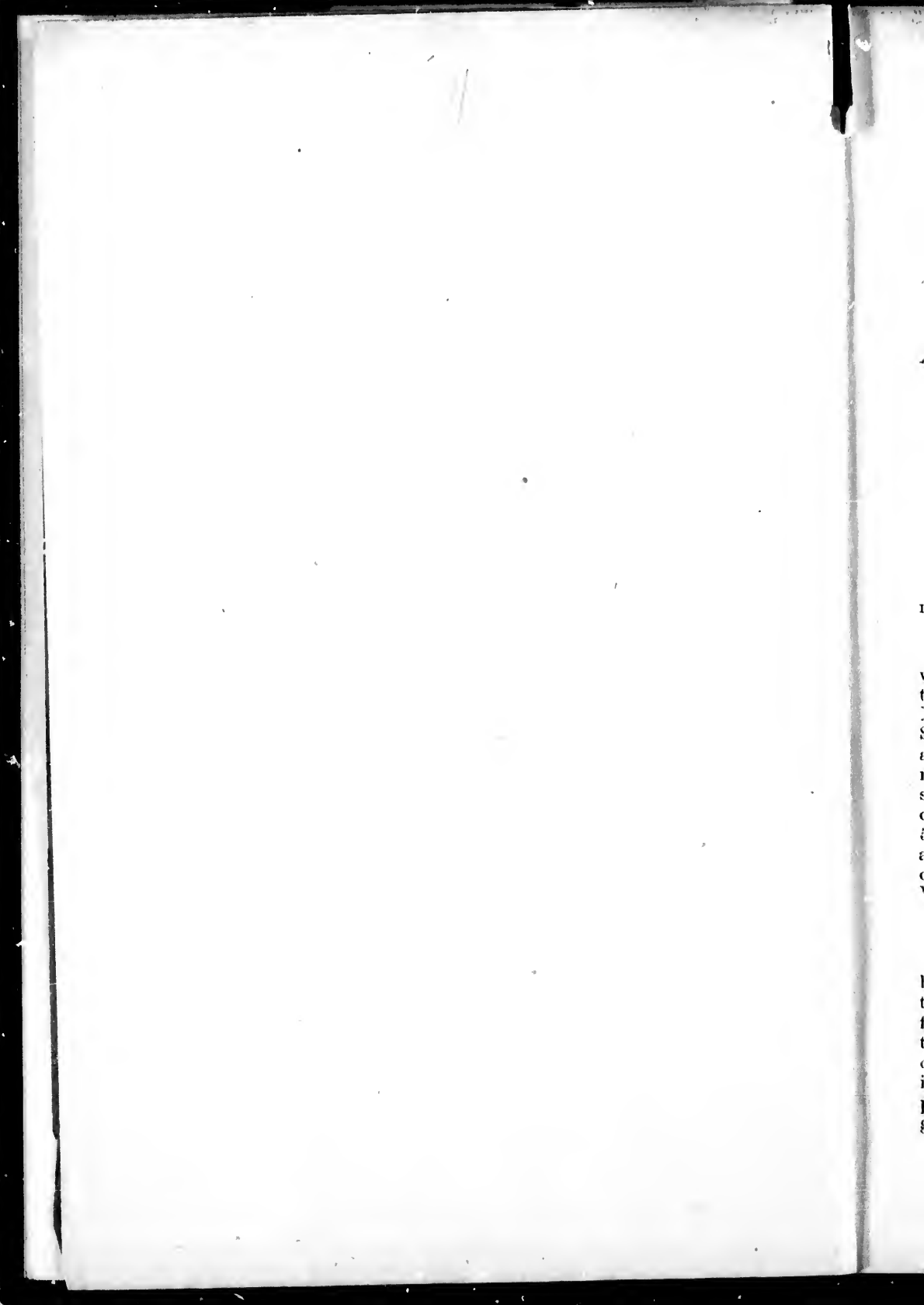
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SUMMARY OF CONTENTS.

Manitoba. Rivers. Drainage. Timber. Hudson Bay Company. Old Settlements. Half Breeds. Civilized Indians. Grasshoppers. Ontario Settlers. Winters. Spring. Harvest. Autumn. Crops. Yield. Stock. Cattle. Horses. Prairies. Marshes. Meadows. Land Hills. Hay. Climate. New Settlers on Old Prairies. Water. Forests. Illinois 25 years ago, compared with the Northwest. System of living. Homestead Grants. St. Lawrence Lake System. Rupland Lake System and Rivers. Hudson Bay. Fish. Way to reach the Northwest.

IN ANSWER TO QUESTIONS BY INTENDING IMMIGRANTS.

Manitoba is the first Canadian province to the eastward of the Rocky Mountains, and lies about 400 miles West by North from Thunder Bay, on Lake Superior, north-west side. The following are its boundaries: On the east, by the meridian of 96° west; south, by Minnesota and Dacotah; west, by the meridian of 99°; and north by the parallel of 50°35'. It contains about 9,000,000 acres. A portion of the province is covered by the southern parts of Lakes Winnipeg and Manitoba.

RIVERS AND DRAINAGE.

The eastern part of Manitoba is drained by the "Red River of the north" and its tributaries. This river enters the province from the south, about 40 miles west of the eastern boundary, and, after a course of 122 miles through the province, emptys into the south-west angle of Lake Winnipeg. From the lake, the river is navigable sothward to Fort Garry, 50 miles,

where it is 900 feet wide, and thence south to the International boundary, 65 miles, and further 160 miles to Moorhead. By the windings of the stream the distance is over 800 miles. From the east the country descends towards this stream at the rate of about 9 feet in the mile; from the west the fall is less. The south-west, west, and central portions are drained by a tributary of the Red river, the Assinniboine, which enters the province from the west at 50° north, thence its course is eastward to its confluence with the Red river at Fort Garry. The descent from the southwest to the Assinniboine is considerable. A low ridge which runs westerly from Red river to that boundary of the province divides the water-shed between the Assinniboine and the lakes of the north. The country descends each way about 5 feet to the mile. The prairies and wild meadows extend to the horizon, being only occasionally interrupted by park-like poplar bluffs, generally on the north; but sometimes on the south by wooded fringes of the Assinniboine. North of the dividing ridge numerous

small lime boulders cover the surface, but none are found towards the south.

WOOD, TIMBER AND RAILWAYS.

Except a light growth along the eastern boundary, (much of which has been destroyed by recent fires,) and poplar groves on the north, with an occasional poplar bluff on the prairies, and a mixed growth which fringes the margins of some streams, such as the Red and Assiniboine rivers, the best of which has been cut and floated down the rivers to the old settlements, Manitoba and most of the country to the west of it may be regarded as prairie, destitute of the timber essential to the cheap and successful establishment of large settlements, and the construction of railroads, on a scale necessary to develop the resources of the country; but such supplies can be found north of Lake Superior east of the 94th meridian, to the west of which there is but very little pine. The same is the case to the east of the Rocky Mountains, and to the north of the Saskatchewan. On neither the British nor the American side is there a good supply of railway tie timber. The ties for the Dakota section of the Northern Pacific Railway are taken from the east side of the Mississippi river, east of 94°. By constructing a road from Lake Superior to the main line of the Canada Pacific Railway, thence east and west, Ottawa could be reached in four years and Manitoba in two years. In the westward direction the road could be constructed and completed at the rate of 300 miles a year. Thus the Capital of the Dominion and the valley of the Saskatchewan could have railway communication inside of four years. Although the vast country lying contiguous to the Saskatchewan valley and south thereof to the west of Manitoba, is, like that province, destitute of the necessary quantity of timber, yet the Dominion possesses as much or more timber than the remainder of

North America. The great sub-arctic pine forests north of the Saskatchewan, extending far down the Peace and McKenzie rivers, thence to the west of the Rocky Mountains and north of Lakes Superior and Huron as well as on the French, Ottawa and St. Lawrence rivers, will furnish an amazing amount of timber. This territory (with New Brunswick,) constitutes an area of over 1,700,000 square miles, producing evergreen trees, principally pine. Besides her forests, the Saskatchewan has her coal and iron beds extending over 200 miles along the stream. Upon the Pacific lie the coal deposits of Vancouver Island.

OCCUPATION AND SETTLEMENT.

The settlement of Rupert's Land was commenced on Hudson's Bay by the company of that name in 1610, ten years before the Puritans landed at Plymouth; and, while they and their descendants have had incessant wars with the aborigines, who to this day, thirst for the blood and hunger for the scalps of our southern neighbors, the Hudson Bay company have not only lived on amicable terms with the Indian, but have trained and civilized him, over an area as large as that of the United States. Many find fault with and complain of this company; but where, in ancient or modern history do we find a company or a government who, without force or oppression, have tamed and civilized half a continent of wild aborigines? It is to be hoped that every true subject of the Empire will, in the future, contribute his influence towards the same worthy object, viz: that of treating the Indians justly and kindly as our predecessors have done in the northwestern country. About the year 1812 the Hudson's Bay company established several colonies of agriculturists on the Red river, (now the centre of Manitoba,) which have increased, (in most cases by

the accession of Indian half breeds) to the state of very important settlements, occupying about 100 miles of the shores of the Red and Assiniboine rivers. The half breeds are of French, Scotch and English extraction, and are citizens of which any nation should feel proud. The different classes are settled separately; and there is also a settlement of pure-blooded Indians, who have comfortable houses, and are, for the most part, engaged in agriculture. Considering the isolation of these citizens, their success has been most remarkable. Their farms, buildings, churches, schools, cemeteries and all the other appurtenances of civilized life compare favorably with those of eastern settlements, and, in many cases surpass them.

CULTIVATION,

These settlers have in many instances cultivated their farms, for more than 50 years, without the aid of fertilizers, and have harvested from 30 to 50 bushels per acre of spring wheat. Roots and other staples are equally good crops, except when devastated by grasshopper, a circumstance which has occurred about six times since 1812. The soil is rich to a fault, and barnyard manure was disposed of by dumping it into the river until, two years ago, when the Local Legislature prohibited the practice. I think that this immense fertility is one of the highest recommendations to the northwest territory. The grasshopper is an occasional visitant to all the country west of 94° from the Rio Grande to the McKenzie river. It resembles the small specimens of the same *genus* seen in the province of Quebec, but is stronger, brighter colored, and very nimble. It has two pairs of wings, and is of very different habits. In August the first indication of its approach is a sort of humming noise in the upper atmosphere. Soon specks are visible in the air, like dust in the sun beam, and

sparkle like diamonds, being as plentiful as grains of sand upon the sea shore. If black clouds pass between them and the sun, large detachments of them settle to the surface of the earth, sometimes covering large areas. There they burrow and deposit their eggs, about an inch beneath the surface, and disappear. The young are first seen early in the following May and soon begin to eat ravenously, grow rapidly, and, when about 40 days old, commence travelling, (as if by concerted signal,) to some point of the compass, and, by a process of hopping and trotting attain a surprising degree of speed. They hop about 30 inches. The trot, (which is performed as if the insects were running for dear life,) is nearly 13 inches. This mode of travel is continued until a favorable wind arises, when they take wing and disappear as mysteriously as they came. The new settlers believe that if every farmer sowed as usual, in the season threatened with grasshoppers, the loss of each would be but slight; while, according to the prevailing custom, only one or two in a place plant or sow. All the grasshoppers concentrate upon this spot and devour its products. They do but little harm to the prairie grass even when they are numerous.

Mr. McKenzie, formerly of Paisley, Ont., who lives 70 miles west of Fort Garry, Mr. McRae, of White Wood River, 20 miles further west, from Ashfield, Ont., Mr. Correy, and Mr. Ferguson, of the same place, and many other farmers who moved from Ontario, and who have seen three winters in the west, state that the winters in Manitoba are pleasanter and much less severe on stock than those of Ontario. Snow, which is light and drifts but little, disappears about the 10th of March, leaving no frost in the ground. Wheat sowing begins the first week in April; hay making and harvesting is finished by the end of August. Frosty

nights return in September and are followed by a delightful Autumn. Winter sets in in the latter part of October and continues without thaws until March, when the spring weather opens rapidly. The country is free from chills, fevers, ague and similar local maladies, there being no malarious exhalations from which such diseases could possibly emanate. Wheat, sown on the newly broken prairie lands, yields from 35 to 40 bushels per acre. Potatoes, roots, garden plants, &c., are produced in quantity and quality which cannot be excelled by any country in America. For the past three years wheat has always been in demand at \$1.50 per bushel, and other staples in proportion. Fences are generally built of poplar poles, which last for many years if "barked" on one side. The blooded stock imported many years since by the Hudson Bay Company has greatly improved the native horse, which is small but good, and well adapted to the wants of the country.

CLIMATE. &c.

From the Gulf-stream of the Atlantic the temperature gradually lowers until the ridge which separates the sources of the Mississippi from the water sheds of the northwest is reached. There the cold is intense. Thence the temperature rises, especially in a westerly direction, along the valley of the Saskatchewan and Peace rivers, falling and rising with the Rocky Mountains, to the Pacific coast north of Vancouver Island. From the Rocky Mountains, along the Saskatchewan valley, for a distance of hundreds of miles eastward, north of the parallel of 50° and over an area of many thousand square miles, the climate is so favorable for wintering stock that the Indians and hunters travel hundreds of miles to reach it and find abundance of feed for the whole winter. These indispensable facts fully sustain Blodgett, an eminent

American authority, respecting the climate and wheat products of Winnipeg basin, the Saskatchewan valley, and the northwest.

EAST AND WEST—COMPARATIVE ADVANTAGES.

In the eastern provinces the new settler has to clear the dense forests from his land, grub out and dispose of the stumps and roots; and generally the clay lands have to be laid out in small fields, and ditched all round before they are ready for the plough or for crops. This, to reclaim a farm of 100 acres, was the work of the long and laborious lifetime of a single-handed settler; and generally after the fifth crop the land must be fertilized. The provinces of Manitoba and the northwest are ready for the plough. They require no clearing of bush, grubbing of stumps and roots, or making ditches. All the preparation required for a crop is ploughing and fencing. The soil is free, sharp, fertile, warm, and from two to four feet deep, resting on a grey clay, upon which the surface water settles. The green prairie can be ploughed or broken up with a pair of oxen, which is the best team a beginner can use. There are marshes and tracts of sand which are useless; but most of the marshes are very valuable, yielding from two to four tons of excellent hay annually. The country is well watered, and generally good water is found within 30 feet of the surface, but not always. Notwithstanding the advantages of the northwest, these large prairies have disadvantages which are scarcely realized by the present settlers, who have been able to locate near wood and water; but such places are being rapidly taken up. They are limited in number, and soon will all be occupied. Then the want of wood will at first retard and next stop the settlements, as was the case 25 years ago in Illinois before the epoch of railways in that state, where many of the best lands had been in the

market until the operation of the graduated land act reduced the price of land from \$1.25 to 25 cts. per acre, and no purchasers at that price. On account of railway enterprises in 1854-5 much of this land changed hands at from \$5 to \$25 per acre. So soon as such place could be supplied with timber the State settled up rapidly. Such will be the case in the northwest. The local markets must soon be supplied by railroad with all necessary timber.

The system of survey is rectangular and according to the points of the compass. The townships are 6 miles square and are bordered by roads 99 feet wide. These are subdivided into 36 blocks each, of a square mile, and containing, of course, 640 acres, each of which blocks is bounded by a roadway 66 feet wide, inalienably devoted to that purpose.

DIFFERENT SYSTEMS OF LAKES AND RIVERS.

While, on the east, the St. Lawrence lake system lies on a summit, surrounded at short distances by narrow ridges and diverging water-sheds, which bar the passages between the vessels plying on the lakes and those upon the navigable waters of the great rivers of the adjacent districts; in the northwest a different system prevails. 400 miles north by west from Lake Superior is Winnipeg, a navigable lake over 300 miles long, into which flow great and navigable rivers that drain a territory of more than 1,000,000 square miles. There is free access to all these rivers from the lake. This immense water system finds its way through the northeast angle of Lake Winnipeg, by the Nelson river to Hudson Bay. By the Nelson river multitudes of fish come from the ocean to the lakes and rivers of the northwest. Lake Manitoba, 50 miles to the west of Winnipeg, and 240 miles long, flows into the latter. The country between these lakes is underlaid by hori-

zontal strata of limestone. The soil is excellent and bears a dense growth of poplar. To the west of Manitoba, and nearly parallel with it, is the Redding and other mountains 300 miles long, wooded with poplar and well watered, with a lighter soil than that of the plains.

HOME RIGHTS.

Each section of 640 acres is divided into quarters of 160 acres each.

"Any person who is the head of a family, or has attained the age of 21 years, and is a citizen by birth or naturalization, shall, after the first day of May, 1871, be entitled to be entered for a quarter section of the unappropriated lands for the purpose of securing a homestead right in respect thereof."

"No person can purchase more than 640 acres from the Crown. Each section is entitled to 20 acres of the nearest unappropriated timber land, at the same price; (at present \$1 per acre.)"

HOW TO REACH MANITOBA.

First, proceed by railway to Chicago, Milwaukee, and St. Paul. Thence by the Northern Pacific Railroad Junction *via* Brainerd and Morehead, after reaching which place the route is by steamer or stage to Fort Garry.

Second, (in summer,) if economy be an object, go by steamer to Thunder Bay on Lake Superior, and thence by the Dawson route to Manitoba, principally in steamers, steam transports, and by portages, over which teams and loaded wagons can pass without breaking bulk. As this route is new and comparatively unknown, a road passes for 450 miles through a wilderness of dense forests, lakes, rivers and cascades, inhabited only by Indians, a more detailed description may be acceptable.

THE ROUTE TO THE NORTHWEST.

Lake Superior may be regarded as the

seaboard of the Northwest Territories. It is of itself a great inland Sea, and by means of the Canals of the Dominion, and the Sault St. Marie Canal of the United States, it is accessible during the season of navigation to vessels from the ocean.

It is from this great Lake that routes available, or susceptible of being made so, as lines of communication with the vast unpeopled Territories which have fallen to the lot of the Dominion must, in the first instance, be sought for, and any information regarding these from travellers or others will, doubtless, be acceptable to Canadians.

In looking for a route to the interior, in any country, regard must be had to a harbor which, if such can be found, should be in a place naturally safe and easy of access from the sea on one side, and practicable as a starting point to roads on the other.

These conditions seem to be met with at Thunder Bay, formerly the grand emporium of the Fur Companies, and now the starting point of the road to Manitoba—commonly known as the "Dawson Route."

The magnificent Bay is well sheltered, having the peninsula with the high promontory of Thunder Cape to the east, Pie Island to the south, and further out Isle Royale guarding it from the surge of the great Lake. The Bay itself is, however, of such dimensions that a surf rather uncomfortable to small boats sometimes rises within it; but at Prince Arthur's Landing, the place from which the road starts, perfect shelter has been obtained by means of a fine dock recently constructed by the Dominion Government.

Thunder Bay, however, has a rival in Nipegon Bay, a land-locked sheet of water at the northern extremity of Lake Superior, which has also been spoken of as a starting point for a route to the West. It is claimed for it that it is completely sheltered, as it no doubt is, but it is

objected to, on the other hand, that it is shallow (the *Paye Plat* of the Voyageurs) so intricate as to be impracticable of navigation to sailing vessels without the aid of a Tug, and so completely land-locked as to assume the character of a small inland lake, freezing a month earlier than Thunder Bay in the fall, and remaining a fortnight or three weeks longer covered with ice in the spring. Last spring was an unusually cold one, and it is claimed for Thunder Bay that it was open the first week in May, while Nipegon was locked up with ice till the 23rd.

The Steamers, it is said, navigate Thunder Bay all through November, while Nipegon Bay is closed with the first cold weather—and finally, that Thunder Bay is easy of access to sailing vessels at all times.

On the other hand, it is claimed for Nipegon Bay, that it is 30 miles further east, and that the Railroad route from it to Manitoba is no longer than from Thunder Bay. There is a diversity of opinion as to the best route for the main line—some advocate the Lake shores to Nipegon Bay, others the same line continued to Thunder Bay, while a third favor the route to the north of those in question, along the English River and Lake water system, stretching east and west between Lake Nipegon and old Fort Garry at the head of deep water on the Red River, 30 miles from Lake Winnipeg, and thence west to the southwest angle of Lake Manitoba; others mariners, &c., from Ottawa to the Georgian Bay, thence by boat to Thunder Bay, and by rail straight to Garry.

Thunder Bay has, at least, an advantage in the fact that it has warm advocates in the population of Prince Arthur's Landing, who do not fail to sound its praises while Nipegon Bay still reposes amidst unbroken forests in the silence of nature.

A little to the west of Prince Arthur's Landing is the Valley of the Kaministi-

guia, where there is said to be a great deal of agricultural land, and it is highly desirable that settlement should be encouraged, for the want of the bulkier articles of agricultural produce must, for some time to come, operate disadvantageously both in keeping open lines of communication and on the mining interests now coming into prominence in this district.

Leaving Prince Arthur's Landing, the traveller for Manitoba sets out on the

THUNDER BAY ROAD.

This road leads from Prince Arthur's Landing to Shebandowan Lake, a distance of forty-five miles. It is mostly gravelled and in very good order throughout. On this road a large number of waggons are maintained for the conveyance of freight and passengers. There are stations at intervals of fifteen miles with accommodation for the teamsters and travellers. The land on some points of this road is remarkably good, and to judge from the crops in the little clearing already made, would prove very productive on cultivation.

SHEBANDOWAN LAKE.

On this lake a steam tug, with a barge and a number of boats, is maintained for the conveyance of passengers and freight. The tug has a run of twenty miles between Shebandowan and Kashaborive Stations, at both of which places there is good accommodation for emigrants. Kashaborive Portage is a well gravelled road three quarters of a mile in length, leading from Shebandowan to

KASHABORIVE LAKE,

a smooth stretch of nine miles, and the last on the eastern slope of the watershed. On this Lake a tug and barge are also maintained.

HEIGHT OF LAND

carrying place or portage, is one mile in

length, and leads from the lake last mentioned to Lac des Milles Lacs, a large sheet of water tributary to the Winnipeg. This lake sends bays and arms in every direction, and it is quite bewildering from the number of islands with which it is everywhere studded. There seems to be abundance of fine timber in the country about Lac des Milles Lacs, and the natives report extensive groves on the Seine, the river by which it sends its waters to Rainy Lake. On this lake the tug has a run of twenty-one miles to Baril Portage, a carrying place only sixteen chains in length.

BARIL LAKE.

The next of the water-stretches, is eight miles in length. A tug and barge are placed upon it for the transport of passengers and freight to Brule Portage, twenty-one chains long, where comfortable houses have been constructed for the accommodation of emigrants.

WINDEGOOSTIGOON LAKE.

fourteen miles in length, stretches between Brule and French Portages, at which latter place, in order to facilitate navigation, a drain has been built. A tug, with a number of boats traverse the lake daily, carrying passengers, &c. On French Portage the frames of two barges have been put up, one intended for Windigoostigoon and the other for Kavgassikok Lake. French Portage is a mile and fifty chains in length, gravelled and in excellent condition.

KAVGASSKOK LAKE

with Little French Lake and river, rendered navigable by means of a dam, forms a sheet of water sixteen miles in length. A tug and barge (the latter of a different class from and smaller than those in the upper lakes) afford the necessary means of transportation at present, but a larger barge will soon be afloat. Pine Portage, at the west end of Kavgass-

sikok Lake, and Deux Rivieres Portage are in close proximity, the former thirty-six chains and the latter thirty in length. An intervening pond or lakelet is crossed in boats. Pine timber of large size and good quality is abundant about these portages, and, it is said, there are extensive groves of these woods inland.

STURGEON LAKE,

is navigable for a distance of seventeen miles between Deux Rivieres and the Mailgne, having been rendered so by means of a dam. At Island Portage, also, it is proposed to build a dam, a most important work, which, when completed, will raise the waters of the Maligne River to a height sufficient to make navigation of slack water between the dam last mentioned and Island Portage. At present there are some rapids and ripples which render it necessary to maintain a considerable force of voyageurs. When the dam above mentioned is completed, steam will be used here as upon all the other sections.

NEQUAQUON LAKE OR LAC LA CROIX

Island Portage above referred to is only fifty yards in length. Baggage is passed over it on a slide. Lac la Croix, a fine sheet of water studded with islands, is rapidly passed over by means of a tug and barge. The great new portage or, as it called, the Nequaquon, leading from Lac la Croix to Namuekan Lake, is three miles in length. By the opening of this portage, the long and difficult detour by the Loon River has been avoided, and full twenty miles in distance saved.

NAMUEKAN LAKE.

This is a fine sheet of water full of islands and on it a barge and tugs are always in readiness for the conveyance of passengers and freight between Nequaquon and Kettle Falls at the head of Rainy Lake.

The portage at Kettle Falls is short and the fall only eight feet. Arrived at

RAINY LAKE,

a handsome and powerful steamer is in readiness to carry passengers to Fort Francis, a distance of forty-seven miles. Rainy Lake is a fine sheet of water extending its arms far to the north and east and receiving numerous tributaries from various directions, the principle of which are Sturgeon River, the Seine and the Manitou. The aggregate area drained by these rivers is not short of fifty thousand square miles, and in many parts of this extensive region there are valuable forests of pine, which will, no doubt, prove inviting to the lumbermen, a class of pioneers who have hitherto shown themselves the most valuable in opening the wild lands of the Dominion to settlement.

FORT FRANCIS,

once a grand emporium of the fur trade and still the chief rendezvous of a powerful tribe of Indians, is, from its natural advantages, likely soon to become a place of great importance. The falls immediately in front of the Hudson Bay Company's Fort present unlimited water power and the ground is naturally well adapted for mill sites. Perhaps the day is not distant when these falls may rival the Chaudiere on the Ottawa in the number of mills they set in motion.

RAINY RIVER.

From Fort Francis to the Lake of the Woods the navigation is unbroken, and on either side of this magnificent stream, the land is of a quality not to be surpassed, covered, in general, with heavy forests, but presenting in some places openings and cleared lands which had evidently been cultivated at some remote period. In these openings are occasional mounds, which, here as elsewhere, show the wide

range of country which must have been occupied by the mound builders. The lands on Rainy River are, without doubt, well adapted for cultivation, and settlements established here would form an excellent stepping stone to the prairie lands further to the west. From the mouth of the Rainy River to the northwest angle of the Lake of the Woods, the distance is about fifty miles, making with the Rainy River a stretch of one hundred and thirty miles of navigable water. Navigation, however, extends to Rat Portage, some thirty or forty miles to the north of the northwest angle. From Rat Portage, by the winding of Winnipeg River, the distance to Lake Winnipeg is about one hundred and fifty miles. Winnipeg River consists of a series of lakes with rapids and short portages between them, and might, it is said, be rendered navigable at a moderate outlay.

From the northwest angle to Fort Garry by the road is ninety-five miles, the first seventy miles being through a wooded country, and the balance through prairie.

Such is the "Dawson Route" in its general features. First, a road of forty-five miles leading from Thunder Bay to Shebandowan Lake; then a series of navigable sections with short portages between them, covering a distance of some three hundred and twenty miles; and lastly, a road of ninety-five miles over a level country, from the Lake of the Woods to Fort Garry.

The value of this line of communication, even in its present state, affording as it does, the means of access through British Territory to the North West, cannot be over-estimated. Much has been done but a great deal still remains to be accomplished. Those only who have been accustomed to carrying on operations in new countries can appreciate the difficulties which must have been encountered in opening a line of four

hundred and fifty miles through a wilderness of forests and lakes; but, to those who have thought of the future of the vast regions which have fallen to the inheritance of the Dominion, it will appear but a very moderate beginning.

There is nothing more striking, in travelling over the Dawson route, than the evident care which has been taken, to apply and distribute comparatively small means in the manner best adapted to produce a general result. No place has been neglected, and at no point, if exception be made of the necessary bridges and dams and the large steamers, has there been any great expenditure. The outlay has been proportionate in the different sections and the result is a line available with about equal facilities throughout its entire extent.

In view of future and greater works, the value of this line becomes apparent. It will afford the means of transportation of men, material, and supplies, but no time should be lost in increasing its capacity and this might be done at a comparatively small outlay. Lines of telegraph along the whole route, but more especially on the land roads at either end, are immediately necessary. They would lead to the saving of an amount equal to their cost in a year or two, and, in the meantime, greatly tend to facilitate order and organization. The navigable sections might be connected in most cases very easily by locks, thus saving transshipment and plant.

In fact, the whole line might, without difficulty, be rendered navigable from Shebandowan westward to the Lake of the Woods, and, if this were done and the great Pacific Railway or branch lines from it made to tap this water route at various points, a very large amount of timber would be rendered available both for the supply of the prairie region to the west and the markets of the Dominion and adjoining States to the east, while to

the railway itself it would afford no small amount of traffic.

Taking, however, a still wider view of the subject, and considering the magnificent lakes and rivers on the Dawson Route, together with Lake Winnipeg and the Saskatchewan, &c., in relation to the future, there is, in this remarkable chain of waters, the means of making navigation continuous from Lake Superior to the Rocky Mountains; and I believe that any scheme of a Pacific Railroad which should ignore or sacrifice the most direct and practicable route for the national thoroughfare by which oceans and empires are to be connected, or miss the most available connections with the immense inland system of fresh water navigation afforded by the lakes and rivers of the northwest, which at no distant day will be the seat and centre of a hundred millions of people, would be nothing less than a national misfortune.

The Several Contemplated Routes Compared.

ROUTE NO. 1.

Distances and rates for freight and passengers from Montreal to Manitoba, when the several routes are completed:—

First by rail via Detroit, Chicago, St. Paul, Glendin, Pembina, Fort Garry, 1740 miles. Passengers $3\frac{1}{2}$ cents per mile.....\$56 55

Freight per ton on the above route \$2 50 per 100 miles.....\$43 50

From Chicago to Manitoba, the country through which the railroads pass is almost destitute of fuel, consequently high railroad rates must be charged.

ROUTE NO. 2.

Passengers—summer only—Mon-

treal to Collingwood by rail, 427 miles at 3 cents per mile. \$12 81
 Steam to Duluth..... 15 00
 Duluth to Glendin 244 miles of rail at 5 cents..... 12 20

This portion of the road terminates at the west end of Lake Superior, and has no eastern connection during the winter, consequently must add 2-5ths to summer rates.
 Glendin to Fort Garry by rail 215 miles at 4 cents..... 8 60

This road runs through a country destitute of fuel, and rates must be high.

\$48 61

Freight from Montreal to Duluth by water, when the Welland Canal is improved, per ton...\$ 5 50
 Duluth to Glendin by rail 244 miles, at \$3 per ton per 100 miles..... 7 32
 Glendin to Fort Garry 215 miles \$3 per 100 miles..... 6 45

\$19 27

ROUTE NO. 3.

Summer only. Passengers.

Montreal to Collingwood by rail 427 miles at 3 cents.....\$12 81
 Collingwood to Thunder Bay.... 13 00
 Thunder Bay, by rail, 473 miles at 5 cents..... 23 65

This railroad, like the Eastern Division of the Northern Pacific R. R., has its eastern terminus on Lake Superior, and of course without an eastern connection six months out of twelve, consequently 2-5ths must be added to summer rates, as interest and expenses run on during the winter months when little or nothing is being earned.

\$49 46

Freight charges on ton of freight on summer route, Montreal to Thunder Bay, water	\$ 5 00
Thunder Bay to Fort Garry, rail, 473 miles at \$3 per ton per 100 miles	14 19
	<u>\$19 19</u>

ROUTE NO. 4.

Passengers.	
Montreal, Ottawa, Pembroke, Georgian Bay, Sault St. Marie, Lake Superior, Thunder Bay, Fort Garry.	
Montreal to Pembroke, rail 200 miles, 3 cents	\$ 6 00
Pembroke to Georgian Bay, 210 miles, 5 cents	10 50
Georgian Bay Steamers to Thunder Bay	12 00
Thunder Bay, rail 473 miles, 5 cents	23 65
	<u>\$52 15</u>

The railroad from Pembina, like the North Pacific and Thunder Bay railroads, terminates on a lake and has no connection for six months out of twelve, consequently 2-5ths has to be added to their rates, as has been done in the case of the other two lines.

Freight per ton by this route from Montreal to Georgian Bay, 410 miles.	
Montreal to Pembroke, \$2 per 100 miles	\$ 4 00
Pembroke to Georgian Bay 210 miles, at \$3 per 100 miles	6 30
Georgian Bay to Thunder Bay, boats	2 00
Thunder Bay to Garry, 473 miles rail, at \$3 per 100 miles	14 19
	<u>\$28 49</u>

ROUTE NO. 4.

Continuous winter and summer. Continuous railroad from Montreal to Manitoba, 1200 miles. Passenger rates, 3 cents.	\$36 00
Freight at \$2 per ton per 100 miles	24 00

ROUTE NO. 1.

Suppose three-quarters take the water route in summer to Duluth, Glendin, Pembina, to Garry, and one-fourth during the winter the Chicago, St. Paul and Ranter, the average per ton will be	\$25 33
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ROUTE NO. 2.

Suppose three-quarters take the water route in summer to Thunder Bay, and rail from there to Manitoba, and the remaining quarter during the winter via Chicago, St. Paul and Pembina, the charge will be per ton	\$25 27
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ROUTE NO. 3.

Suppose as in the above cases, three-quarters pass on the Ottawa, Georgian Bay, Sault St. Marie and Thunder Bay R. R. to Garry, and one-quarter through the United States in winter the charges will be	\$30 74
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Thus it will be seen that building a railroad 473 miles from Thunder Bay to Fort Garry, at a cost of about \$50,000 per mile, equal to about \$23,650,000, (interest at at 5 per cent would be \$1,182,500,) would make a saving of only 6 cents per ton, and increase to the contrary the amount of the annual interest on the cost of the road equal to \$3.86 per ton over and above that of the American line. Supposing 1,000 tons, pass on the route daily, the loss—in round numbers—would be \$1,158,000 per annum, and we would

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have nothing to show for the loss but a summer route.

It will be observed that cost of transportation on the Ottawa, Georgian Bay, Sault St. Marie and Thunder Bay rail and water routes exceeds that of all the other routes by \$5.44 per ton, which would amount annually—supposing only 1,000 tons to be moved daily—to a loss of \$1,632,000, to say nothing of the cost and interest of building 683 miles of railroad—namely, 210 miles west of Pembroke, and 473 miles west of Thunder Bay, at about \$50,000 per mile, to \$34,150,000, to which add the interest on this amount, at 5 per cent. \$1,707,500 and the extra cost of freight of \$1,632,000, making a net loss annually of \$3,339,500, besides the loss on passenger fares, to get nothing but a summer route.

ROUTE NO. 4.

Continuous railroad from Montreal to Manitoba by the best Canadian route.

Freight per ton per 100 miles	\$24 00
Being \$6.74 cents per ton less than on the water and rail six months route No. 4, making an annual saving on 1,000 tons per day of \$2,022,000; to this amt add the interest on the cost of building the railroad on route No. 3.....	1,632,000 00

\$3,624, 00 00

Supposing the through railroad to be 1,200 miles long, costing \$50,000 per mile, \$60,000,000; interest on the same at 5 per cent. equals only \$3,000,000. And supposing we consider this a local question, we would make a saving of of \$654,000 annually, besides having a continuous line in our own country, and making nearly half of the connection from ocean to ocean. The two pieces of railroad contemplated on Route No. 3 cannot be used to advantage in a through

line, and will consequently be lost to the country.

But the Government and people of the British Empire are deeply interested, and desirous of connecting their far extended Empire by the shortest and most practicable route. This route is from the west coast of Great Britain across the Atlantic Ocean, on a westerly course, to the east coast of British America; and thence westerly across British America to the east shore of the Pacific Ocean; and from thence by the Pacific Ocean to Calcutta, Sidney, China, Japan, &c., &c.

The advantages of this route are national as well as local, and present many important advantages.

1st—It will connect over 200,000,000 British subjects with the seat and centre of the Empire, by the shortest and cheapest route on the globe, and connect by the shortest route the Empires of China and Japan—with 500,000,000 of industrious people—with the commercial metropolis of the Dominion and of the Empire, and thus secure the trade and travel of a people whose trade has enriched every nation who has had the fortune to secure it, both in ancient and modern times.

2nd—Much of the vast annual expenditures for transit on other lines would be disbursed on the new route, enriching the owners and country through which it passes, and would open up for the settlement and occupation of the now over crowded Agriculturists of the Empire, the most fertile and largest unoccupied district in North America, from which the bread supplies of the artisans and operatives of the Empire would come, and in turn would furnish a home market for the products of their industry, and thus distribute among the industrious classes of the Empire millions sent abroad annually to purchase the food which the country does not produce.

3rd—It would annihilate the hopes of

internal traitors who aim at the dissolution of the Empire.

4th—And would render the nation independent of external rivals or foes.—The route has an abundance of coal at each end and the centre, with open harbors the year round on either ocean.

HOMER, ONT., }
Sept. 23rd, 1874. }

CORRECTIONS.

"White wood" should be "white mud."
"1,000,000" square miles should be
"700,000 miles."

REFERENCES.

For history and details, see Sir Alex. McKenzie's "North West Travels"; Simpson's "North West Travels"; Butler's "Lone Land"; Spence "On Manitoba"; Grant's "Ocean to Ocean"; and Dennis' Reports.

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