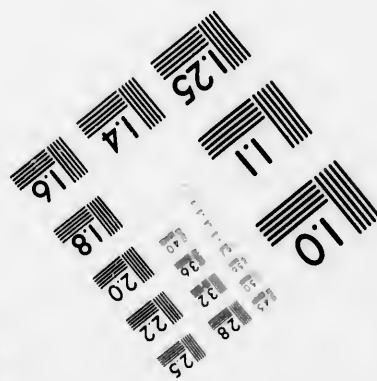
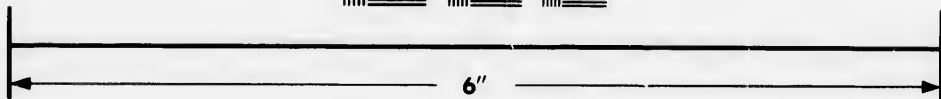
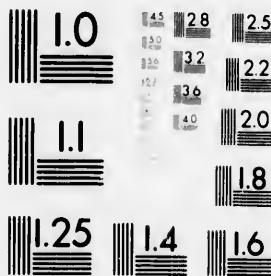


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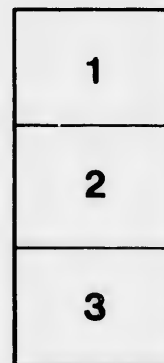
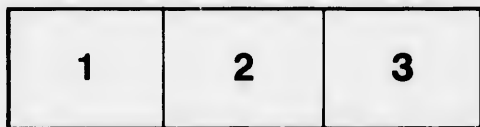
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John Perry Pritchett  
John Pritchett

PROSPECTUS.

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ONTARIO AND RED RIVER  
FORWARDING COMPANY.

LIMITED LIABILITY.

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CAPITAL, - - - \$150,000,

IN 3000 SHARES, \$50 PER SHARE.

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CHARTERED UNDER 27 AND 28 VIC., CHAPTER 23.

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DIRECTORS,

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GLOBE PRINTING COMPANY, 26 & 28 KING STREET EAST,  
1869.

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## ONTARIO AND RED RIVER FORWARDING COMPANY.

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The object of this Company is to open a direct Transit communication between the Province of Ontario and the Red River, *via* the head of Lake Superior.

The question of opening this Route for traffic and trade has now assumed an aspect of much greater importance than it has at any time heretofore presented, the Dominion Government having now under construction good waggon roads over the sections of land which interrupt the chain of navigable waters existing between Lake Superior and the Red River. The distance between these two points by the longest line of routes proposed by the Government Engineer, Mr. Dawson, is not over 464 miles, 332½ of which consists of navigable waters, and but 131 of land travel.

Since the commencement of works along this line of route, Mr. Dawson has proposed to make the road diverge at about ten miles from the shores of Lake Superior, instead of building it direct to Dog Lake, as was originally intended, and to take the line to Lake Shebandowan—by this latter route the distance to Red River is but 440 miles

Instead, however, of basing calculations upon this shorter route for present purposes, it is proposed to have reference only to the longer line. The able report of Mr. Dawson may be referred to in connection with the

project of opening this line of communication for traffic by the route just proposed.

The longest line of land travel along the route is the road connecting the Red River with the north-west corner of the Lake of the Woods ; the road is  $91\frac{1}{2}$  miles in length, and passes over a very level prairie country, affording every facility for the construction of the best of waggon roads. It will be ready for travel by July next.

From the N.W. corner of the Lake of the Woods to Fort Frances, on the river La Pluie, there is an uninterrupted navigation of 120 miles for a first-class steamer. At Fort Frances a fall of 22 feet in height obstructs the navigation, and renders a land carriage of 300 yards necessary, thence again there is a like uninterrupted navigation to the eastern side of Lac La Pluie, being a distance of 46 miles.

A canal can easily be constructed around the falls at Fort Frances and afford an uninterrupted steamboat navigation for 208 miles if required. In the meantime it is proposed to place two steamers upon this section of the route, one to ply from each side of the Falls, at Fort Frances.

From the eastern side of Lac La Pluie to the height of land is 138 miles ; this line of the route, whether by Dog Lake or Lake Shebandowan, consists of a chain of navigable waters, varying between 10, 12, 17, 20 and 27 miles in length, but interrupted with portages, all of which are short, with the exception of one of ten miles and two of two miles each, all of which, taken in the aggregate, do not exceed sixteen miles of land roads,

whilst the route by lake Shebandowan would shorten the distance, it would also avoid the ten mile portage) Upon the ten mile portage, and perhaps also upon the two mile portages, it might be advisable to employ cattle in the transport of passengers and merchandise, but upon all the other portages, boats, &c., can easily be hauled across by their crews.

From Dog Lake to Lake Superior is 25 miles; the waggon road now being constructed will be ready for travel in June or July next.

Thus to make perfect this line of route between Lake Superior and the Red River, it only requires facilities to be provided for the transit of passengers and merchandise along the chain of navigable waters, whereby the several roads now being constructed by the Government shall be made available for a direct line of communication. Until increasing traffic should demand a more speedy transit along this route and create the necessity of affording other and greater facilities, the time of passage, as now proposed, will be:—

	HOURS.
Lake Superior to Dog Lake, 25 miles, road, at 4 miles per hour. Call it.....	7
Dog Lake to Lac La Pluie, being 16 miles of roads, and 167 of navigation. 181 miles, at 3 miles per hour, making allowance for delays in passing over portages .....	61
Lac La Pluie to Fort Frances, 46 miles, steamer.....	5
Fort Frances to north-west corner Lake of the Woods, steamer, 120 miles, (giving 10 miles per hour)...	12
Thence to Red River, 91 miles, at 5 miles per hour..	18

Merchandise may be transported along the route at rates as follows :

	Per 100 lbs.
Lake Superior to Dog Lake, .....	25 cts.
Dog Lake to heighth of land, 35 miles water,.....	8 "
Portage at heighth of land, road, 10 miles .....	10 "
To Lac La Pluie, 132 miles water, 6 land carriage	30 "
To Fort Frances, 46 miles, steamer .....	6 "
To north-west corner Lake of the Woods, 120 miles, steamer.....	9 "
To Red River, 90 miles, road.....	60 "
	\$1 48 "

At the rate of \$29.60 per ton, and the time between Red River and the head of Lake Superior less that 5 days.

And when the dams and canals are constructed at two or three localities, as contemplated by Government, thus avoiding frequent transhipments and affording a steamboat navigation along the greater portion of this section of the line of route, the cost of freightage will be lessened and the time of passage shortened. A ton of merchandise can be transported from Toronto to the head of Lake Superior much more cheaply than it costs from Buffalo or Chicago to Saint Paul, so that whenever the communication shall be open to traffic and trade, it is not unreasonable to advance the opinion, that by this route the traders at Red River will be in a position to supply the northern settlements in Minnesota with merchandise, instead of receiving their supplies from them as they do now.

The Red River country is the centre of trade for all the Great West. The Hudson Bay Company have heretofore wholly monopolised that trade, and obtained their supplies from England, *via* Hudson's Bay, and by which route they export in return. The merchandise destined for the Red River, and the country in the interior, does not leave England until the month of June, as ships cannot pass through Hudson's Straits until July, and sometimes not until August; nor do they arrive at York Factory until August or September, according as the Straits may be clear of ice. The route by which these goods are transported from York Factory to the Red River is 834 miles in length, interrupted by some 66 portages, across which the boats, goods, &c., are transported by manual labour only, and the route can never be adapted to any other mode of conveyance.

The annual imports along this route amount to no less than \$400,000, and the exports vary, annually, from \$1,000,000 to \$2,500,000; and the shortest time occupied in the transit, either way, is from 30 to 40 days; the cost of transporting along it a ton of goods is \$160.

#### ROUTE TO SAINT PAUL

Within these few years past, numerous independent traders have sprung into existence in the Red River country, whose trading connection is with Saint Paul in Minnesota, in consequence of which a new route has been opened for the transit of traffic and trade, and along which route the Hudson Bay Company now import some of their goods, because they can import by it more speedily and cheaply than by the old route, but

along which they still continue to make their exports as formerly. The distance from the British possessions on the Red River to Saint Paul is 600 miles, and the traffic is carried on by means of ox-carts, each carrying from 800 to 1000 lbs., and the time consumed in the transit between the Red River and Saint Paul is from 18 to 25 days each way. This route is intersected by rivers and water courses, across which the cattle are swum, and the merchandise, &c., ferried over; the cost of transporting a ton of goods along this route is \$120.

The route may be said to have been first opened in 1857; in that year a caravan of some 600 carts passed from Red River to Saint Paul, carrying with them about \$250,000 worth of furs; since that period the traffic along that route has annually increased.

This last year it is estimated that upwards of 800 tons of merchandise, value \$4,000,000, U. S. currency, passed along this route.

If such is now the value of that trade in its present restricted state, where the transport of merchandise is confined to those classes of goods only which can be carried in ox-carts along a difficult road of 600 miles in extent, what will it be when greater facilities of transport are offered to the free course of commercial competition, and when colonisation opens new fields of industry, and presses all the resources of a new "world" into that stream of reciprocal intercourse, whose swelling volume is already establishing a most important trade, and wearing a deep tract between the Red River and Saint Paul.

## LAKE SUPERIOR TO RED RIVER.

The proposed route between Lake Superior and the Red River presents such incomparable advantages over either of those above alluded to, that the whole trade now connected with the Red River country must become tributary to it, so soon as this route shall be opened to commercial traffic.

It is unnecessary to make any comparison as regards the speed and cost of transport from England to York Factory, or from Buffalo or Chicago to Saint Paul, as contrasting with the time and cost by the route from Toronto to the head of Lake Superior.

It has been shown that the distance from this last point to Red River, by Dog Lake, is 463 miles, and by Lake Shebandowan, 440. We have assumed the longer one, and shown that a ton of goods might be transported along it for less than \$30, within 5 days, whilst upon the other routes the speediest time made and the cost of transport are :—

*Via* York Factory, 834 miles, 30 days' time, \$160 per ton.

*Via* Saint Paul, 600 " 18 " 120 "

Even supposing that by the Lake Superior route the cost is double \$30, and the time ten instead of five days, still time and cost is but the half of that required upon the cheapest and speediest of the existing routes. This must establish it as the highway for the traffic and trade of the Great West for all future time, for no other competing route could possibly divert from it its trade.



## ESTIMATED EXPENSES.

Building two steamboats, say at Fort Frances, to ply from each side of the falls there, (these boats can be built and launched there for the sum of \$15,000 each, and if preparations are made at once, can be ready by the month of September next,) each boat to be 100 feet long, and of 40 horse power, \$30,000.

Until such time as canals or dams are constructed, no other steamer would be necessary ; but to connect Lac La Pluie with the heighth of land, and Dog Lake or Lake Shebandowan, a line of boats of five or ten tons each could be at once built there, which, with their necessary equipments, &c., would not cost more than \$2,000.

The Company would not be required to maintain cattle, waggons, &c., upon the land routes, as upon the longer land roads, where such means of conveyance are necessary, those services will no doubt be performed by independent teamsters or contractors, particularly at the two extremes of the line of route. But if, on the first opening of the route, the Company should be required to provide such conveyances, it would only be for a short period, and the cost of doing so would not exceed \$2,000.

The expenditure incidental to this service, and also to the navigating boats between Lac La Pluie and the heighth of land, &c., it is not unreasonable to expect, would be defrayed by the immediate traffic and by a mail service along the route as soon as opened; thus the cost of at once opening the route, ready for traffic, might require \$34,000.

## SOURCES OF PROFIT.

It has already been shown that the Red River country furnishes a trade of some six millions of dollars. Say that a portion only of this will pass over the route as soon as it is opened, this is a very handsome return for the sum of money invested; besides a large passenger traffic ought to be calculated upon, and it is not unreasonable to expect that so soon as the route is opened, not less than 1,000 passengers will pass in the season; this at the rate of \$20 per head (finding themselves) would of itself yield \$20,000.

Independent of the profits arising from the carriage of passengers and merchandise, the Company may also calculate upon a mail service, as under present circumstances it is not unreasonable to expect that the Government would be ready to give every encouragement to the Company, and guarantee to them a subvention of say \$10,000 a year for 5 years, in consideration of opening the route to steamboat navigation and carrying the mails. In 1859 the Government agreed to guarantee to the N. W. T. Company the annual sum of \$20,000 for five years, upon condition that they opened this very route to traffic and trade. The Company did not get the necessary stock subscribed, and therefore could not go into operation; asking now for the lesser sum cannot be viewed as unreasonable.

Whilst the immediate object of this Company is to open a direct transit communication with the Red River, yet having in view that they may find it advisable to extend their forwarding operations from the Red River

to Lake Winnepeg, Lake Manitoba, Lake Winepegosis, &c., all of which waters connect one with the other, affording an uninterrupted navigation to a first-class steamer for 500 miles and upwards, the Capital Stock has been fixed at \$150,000, in 3000 shares of \$50 each.

ALLAN MACDONELL

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