

dispelled the impression once current here that the line of travel formed by the Northern Railway, and the noble chain of Lake navigation which it connects, would be barren of results; and those who despaired of obtaining for it a share of that traffic between the Eastern and Western portions of this continent, which has enabled the more Southern Railway Companies to divide semi-annual dividends, varying from 4 to 10 per cent., are now assured—as are all who estimate correctly the progress of settlement in Northern Wisconsin, and in the Territory of Minnesota—that the occupation of that vast region will be as rapid as has occurred in any of the Western States, and sufficient to make the routes constructed for its convenience the best paying Railways on this continent. A full confidence in such a result is fully justified by the greatly increased numbers of immigrants arriving at Quebec this season, and by the fact that the bulk of those settling the North-western Territories are from the more Northern countries of Europe, and will naturally prefer a Northern route of travel, if such an one is provided for them.

The direction of the trade to which we refer has hitherto passed through Chicago, its westward current passing through Buffalo and the longer chain of Lake navigation to reach that point. A reference to the annexed Map will show how circuitous a route this is. But, when arrived at Chicago, to reach St. Paul a ten hour's railway trip and two day's tedious navigation of the Mississippi still awaits it. To divert it from the channel we have indicated—to make Toronto