

covered any reason to question the propriety of the decision.

During the period occupied in making arrangements for steamers to ply on the upper Lakes, it became obvious that unless a direct route were simultaneously organized to the eastern seaboard, the Company's efforts to effect their grand object would be liable to defeat, by the various and conflicting interests on Lake Ontario; and that, in any event, the established lines could not be relied on for the conveyance of freight to the most important point—the nearest junction with the Erie Canal at Oswego—nor in any other direction, in large quantities, with certainty and despatch; such uncertainty would have materially embarrassed your transactions, and would have tended very much to lessen the value of your north-western connection.

In seeking an outlet to the eastern cities, it has always been considered by those who have taken an active part in the establishment of your road, that Oswego, as lying in a direct line, as being the outlet on Lake Ontario of the Erie Canal, and as having two distinct railroad connections with New York and Boston—would afford the readiest point of access to those important places. Under these circumstances I did not hesitate to recommend the acceptance of a proposal made by influential persons in Oswego to establish, on joint account, a line of steamers to that port during the present season, which recommendation having been concurred in, the arrangement was effected with Messrs. Fitzhugh & Littlejohn—thus establishing an uninterrupted line from Chicago to New York and Boston, on which the night travel is entirely on board first-class steamers; and facilities are placed in your hands which enable you to carry merchandise in an expeditious and satisfactory manner.

Early in the season it was expected that the boats owned