

of business you offer a route over which he can travel even so far south on Lake Michigan as Chicago, more cheaply and conveniently. To people of leisure you offer more attractions and greater comfort in their enjoyment, with a reduced expenditure—and to the emigrant, you offer (what is to them) a most important reduction in cost, a shorter distance, and a much speedier arrival at their destination.

There is another advantage which your route possesses, and which will contribute very materially towards its success, both as affecting the freight and passenger traffic.—You offer no rivalry to the steamboat or shipping interests on any of the Lakes; on the contrary, by shortening the length of the navigation, avoiding its most objectionable features, and thereby reducing its cost, and making it more desirable, you actually contribute towards increasing the amount of business that will be carried on upon the Lakes, while by avoiding the St. Clair and the Welland Canal, you enable vessels to carry their full complement of cargo without having to incur the expense of lighting, and offer a premium for the construction of vessels of greater tonnage, by which the freight can be more cheaply carried;—and I apprehend that the time is not distant when propellers of 2000 tons burthen will be found plying regularly between your Northern Terminus and the various Ports on Lakes Michigan and Superior.

Basing my opinions on the facts I have thus endeavoured to present for your consideration, I have estimated that by a judicious management, a through traffic may be obtained for your road which will yield a gross revenue of not less than £80,000, making, with the local traffic before estimated, £136,000 per annum. Nor will this amount appear as an exaggerated estimate when you consider that your road is at present earning *fifteen pounds cy. per mile per week*,