

ed, both as affording a saving of time, distance and cost—so much as to place it beyond fear of competition from any other line.

But there is a class of passengers,—a class which is rapidly increasing, with whom the saving of a few hours is of no consideration as compared with convenience,—I refer to those from the Southern States, who, concentrating on Chicago, take the straits of Mackinaw, the Sault Ste. Marie, Niagara Falls, and the St. Lawrence, as the chief points in their route; to these no greater inducement could be offered than the avoidance of the tedious navigation of Lake Huron and the St. Clair Flats, and the dangers of Lake Erie; but when, in place of these you substitute the beautiful scenery presented by the Manitoulin Islands, and the “Million” Islands of the Georgian Bay, together with a shorter and cheaper journey, you offer such advantages as cannot fail to induce them to seek your route in preference to all others.

Nor should we, in estimating your future passenger traffic, fail to take into account the immense tide of emigration now setting from the Northern Countries of Europe towards Northern Wisconsin, Minnesota and Lake Superior, to which you can offer the *cheapest, shortest, and quickest* route, and by which, on the completion of the railway from Green Bay to St. Paul, the latter place may be reached in 60 hours from New York, while by any other line, even by express trains, no less than 106 hours will be required. To emigrants who are usually crowded together in cars deprived of every comfort, and frequently of ventilation, this abridgment of the length of their railway travel, as well as of the time and expense required for the journey, will be of incalculable value.

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