

interested in the prosperity of Toronto and its railway connections, that evidence such as that presented by the deputation present is now afforded of the fact that such trade as was anticipated by the projectors of the Northern Road is so rapidly springing into existence, and we deem this a fitting time to bring under the notice of those whose interests are identical with our own, and under the notice of the public generally, the desirableness of advancing the progress of opening up that trade, which is so important to us.

With the view, we propose to point out and recommend the initiation by this meeting of that course of action which they deem best calculated to promote the desired end, and to claim such support for that course as the prospects of securing a suitable return for the capital invested, backed by the advantages likely to accrue to the interests indicated, may seem to warrant.

The rapid settlement of the Territory of Minnesota, which has increased from a population of 3000 in 1850 to an estimated population at the commencement of the present year of 100,000—the immense tide of immigration flowing up the Mississippi, and which carried to St. Paul (the capital of Minnesota) nearly 40,000 immigrants during the navigation of 1853—the uniformly favourable reports received of the Territory as an agricultural district—while the mineral wealth of it and the Northern parts of Wisconsin have been ascertained to be almost unbounded, have entirely 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 eastward 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 its chief point of concentration, whence it may be distri-

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