

the authority of the very decided opinions of the captains of all the steamers plying in connexion with the road, (some of which are vessels of 2,000 tons,) that the outlay already made on the piers and breakwater has created a harbour of sufficient capacity to accommodate a trade equal to that of any port on the lakes, and that the completion of the works as designed—which may hereafter progress as found necessary by the exigencies of a growing traffic—will form a harbour much superior to any now frequented on the upper lakes.

From the transactions of the past year, it is reasonable to infer that neither the local traffic nor that in connexion with the lakes, has as yet approximated to the amount which may be reasonably expected during the ensuing twelve months. In fact, the through business last spring can only be looked upon as an advertisement for that of the fall, as, indeed, the whole of the present season's business must be considered for that of the future. Nor will it have been an ineffectual one. You have already demonstrated that you can carry heavy produce, in connexion with the Erie Canal at Oswego, from Chicago to New York, in eleven days, and at as low a rate as it is carried by any other route.

Merchandise has been conveyed from New York to Chicago within ten days, though brought to Oswego by the slow process of the Erie Canal, and from Boston to the same destination, via Ogdensburg railroad, within $7\frac{1}{2}$ days.

Goods, when carried by railway from New York to Oswego, and thence over your line, have required but seven days to reach Chicago, being, in fact, two days less than is usually required by *all* railway on ordinary freight trains.

You can establish a *profitable* rate for through traffic lower than can be sustained on any other route.

That the whole business of Wisconsin can be diverted