

look upon the *establishment* and *thorough development* of the lake connections as being as much a part of your enterprise, and as having an equal demand on a portion of your investment, as the purchase of your right of way, the construction of your harbour, or of any other part of the works in which the Company's capital has been invested. But as soon as this thorough *development* shall have been effected, it will doubtless become the true policy of the Company to release themselves from the management and control of the lake connections, and place them in the hands of private individuals or companies, who will, doubtless, then be forthcoming, and to whom may be transferred the vessels controlled by this Company.

The inconvenience arising from having only a tri-weekly connection at your northern terminus, are daily presenting themselves in greater force, and will doubtless continue to increase. Passengers are in perpetual uncertainty as to the proper days of departure, and are continually incurring expenses by delays, which tend to render the route distasteful to them, and, however careful your agents may be, there is always a great temptation to send passengers forward on a wrong day rather than lose them. Nor does the difficulty end there; it is obviously necessary to run the same trains and keep up the same establishment on the road every day, while there is really only full employment on alternate days; it cannot be doubted, therefore, but that a daily line would bring such an accession of business as would fully justify the expense.

To the prompt despatch of freight without separating consignments, I attach the utmost importance, and the ability to do this would alone give you the command of an advanced tariff over competing lines; but, while the business of your line is at the mercy of other forwarders, it will ever be liable to contingencies arising out of their