

its chief point of concentration, whence it may be distributed on its ultimate destinations, becomes an object of the utmost importance to the proprietors of the Ontario, Simcoe and Huron Railway, to the citizens of Toronto, and to all interested in the several lines of travel converging on that point.

The Railways already constructed to the mouth of the Niagara River have placed Toronto within sixteen hours travel of New York City; the construction of the Grand Trunk Railway will place it *as near the European ports, whence immigration and commerce chiefly proceeds, as the last-named city is*; while already the St. Lawrence navigation places it during the open season within a *cheaper* distance of them. It is reasonable, therefore, to suppose that a properly directed effort would secure for Toronto the position we have named, and that if this city can be placed in nearly the same position with regard to distance from St. Paul as Chicago now is, the advantages we have indicated must inevitably accrue.

Referring again to the Map, and following the course of the Northern Road to its terminus on the Georgian Bay, the commerce destined to Minnesota will be conveyed on its route through a navigation (rendered by the Manitoulin and other Islands) as free from storms as the Hudson River, to the Straits of Mackinaw; thence through a navigation equally secure to the waters of Green Bay, and to a city of that name; forming thus far a route unequalled in its picturesqueness by the Hudson or the St. Lawrence,