

magnificent property upon this Company, to be constantly enhanced in value, as the work which it undertakes to construct shall progress; but in view of the want of economy and of the financial disaster which is apt to attend such enterprises when conducted by the Government, we cannot say she has acted unwisely.

The work of uniting the navigation of the Mississippi and the Lake, through this line, is nearly completed. The canal between the Wisconsin and Fox rivers, is constructed. Boats have, within a few days, passed through the locks between Lake Winnebago and Green Bay. The Company has the franchise of charging tolls on the property which may pass through this line, and we perceive that the engineer, Daniel C. Jennie, well known to this State, estimates that these tolls will pay a handsome revenue on the stock of the Company, leaving its lands a clear profit. These lands amount to 400,000 acres already selected, and a claim of 350,000 more, which depends upon the construction to be given the act of Congress granting the lands. Doubtless the enterprise is one which is to afford a munificent reward to the sagacious gentlemen who were able to foresee its importance, and risk their capital upon its successful consummation. We notice among the Directors of the Company, several gentlemen of this State, distinguished for their enterprise.

The following are the Directors: Erastus Corning, Albany, *President*, Horatio Seymour, Utica, Edward C. Delavan, Albany, Otto Tank, Morgan L. Martin, *Vice President*, Edgar Conklin, Green Bay. *Treasurer*, Abraham B. Clark, New York. *Secretary*, Albert G. Allen, New York. —ALBANY, N. Y., *Atlas*, April, 1857.