

come stockholders, which has been prepared by Mr. Clarke Gamble, with a view to a proper protection of the subscribers to the stock required.

All which is respectfully submitted.

(Signed,) HENRY SHERWOOD, *Chairman*.
J. B. ROBINSON,
JAMES MITCHELL,
G. W. ALLAN,
ALFRED BRUNEL,
E. H. RUTHERFORD,
DUNCAN McDONNELL,
T. D. HARRIS,
JOSEPH C. MORRISON,
M. P. HAYES.

Statement made to the Committee by the Deputation from the Green Bay and Minnesota Railroad Company.

The Green Bay and Minnesota Railroad Company invites attention to their purposes, their objects, and the plan by which they intend to effect those objects.

This Company was chartered by the Legislature of Wisconsin during the Session of 1853. The Company was organized under the charter on the 1st of January, 1854.

They propose eventually to construct a Railway from the head of Green Bay to the Western boundary of the State of Wisconsin, near St. Paul, in Minnesota.

Their objects are to settle Northern Wisconsin, and to accommodate the trade and travel between Minnesota and the Atlantic cities.

What that trade and travel is at present may be calculated from the facts that it required 380 steamboat trips on the Mississippi, between Galena and St. Paul, during the season of navigation in 1853; and that Minnesota has grown from a population of a little more than 3000 in 1850, to a population estimated by her Governor, at the close of 1853, 100,000.

What that trade and travel will be, when the contemplated Road is completed, may be inferred from the rate at which it has increased since 1850, while Minnesota was distant three days' travel from Chicago on Lake Michigan, and from the fact that the Green Bay and Minnesota Railroad will place that territory within two days of Toronto on Lake Ontario.

That the construction of this Road will settle Northern Wisconsin we infer, because it will open, by a great public highway, a country presenting the native advantages of a rich soil and a healthy climate.