

to Green Bay (now being constructed), the capital of Minnesota with the chief point to which the trade of that Territory now tends by a more circuitous route—namely, Chicago. And this fact is important, inasmuch as during the winter season the Georgian Bay route will be closed, and the winter travel—limited, of course, to necessity—must take its way eastward by passing around the southern extremity of Lake Michigan. Nor are the advantages of the projected Road, as connected with the present course of travel to Detroit and Buffalo, less evident; for avoiding, on the one hand, the perils of Lake Michigan—a Lake without a single safe harbour south of Manitou Island—and, on the other hand, the tediousness of a two days' journey on the Mississippi, the traveller from St. Paul, by an easy railway journey of ten hours, finds himself at Green Bay, in a position to proceed direct on his eastward journey, having saved three hundred miles in distance and at least thirty-six hours in time.

Such are the most prominent advantages possessed by this route as regards the trade it would command from either extremity.

With the exception of the trade created by the annual manufacture of near 200,000,000 feet of pine lumber at the pineries which exist on the streams crossed in its route, the local business of the Road has yet to be created. This fact, however, is esteemed as its most prominent advantage, as will appear by a perusal of the documents which accompany this paper.

As might be anticipated, the elements of success which this project commands have not been overlooked by those most interested in the improvement of Northern Wisconsin. But the immense interests centered in Chicago, and the capital influenced by the more Southern Roads terminating in that city, have prevented active proceedings thus far. A special Charter, however, has been procured from the Legislature of Wisconsin, the capital required to affect a legal organization has been subscribed and paid up, and the Officers of the Company duly elected. From this Company the deputation, authorized to act in the premises, have visited this city, and have submitted the propositions now under consideration for securing the construction of the desired Road. Of these proposals we approve, and recommend them to the careful consideration of those who desire by a *profitable* investment of their capital to advance the material prosperity of the Railways connected with this city, especially of the Northern Road, and of the city itself. We do so in the confident belief that as Canadian—especially Toronto—interests are most nearly affected by the enterprise, so should they be the first to show their confidence in its success, by contributing towards it the promise of material aid, and thus effectually endorsing it with their appreciation of its prospect of success.

We submit herewith a concise statement of the nature of the project to be accomplished, and of the manner in which it is proposed to effect that object, together with a draft of an agreement to be signed by such as propose to be-

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Statement of

The Green Bay
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This Company
Session of 1853
January, 1854.

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