

and as free from all the dangers and unpleasantness incident to the navigation of Lakes Erie, Huron and Michigan as either of those rivers.

Hitherto no communication westward from Green Bay has been opened, and hence all commerce for the Upper Mississippi has been conveyed through Lake Michigan to Chicago, some two hundred and fifty miles south of Green Bay, and thence *via* Prairie du Chien and the Mississippi to St. Paul, a further distance of 450 miles, making together 750 miles; while Green Bay is distant from the same point (St. Paul) only 270 miles. But, as above-mentioned, no direct line of communication at present exists between Green Bay and St. Paul; and to fill up this gap by the construction of a Railway, is to accomplish the objects we have presented by completing the route between Toronto and Green Bay to the boundless wealth of Minnesota and the Far West, and even further towards the Pacific Ocean.

It is not, however, in its connection with the Northern Road, and the avenues of trade connected with it—however important that connection may be—that the whole advantages of the Green Bay and Minnesota Railway are to be found. It would have a position calculated to give it—when considered from a different point of view—an importance equal to any route that has been projected, and to secure for it a profitable business. A further reference to the Map will make this apparent, and will show it as a direct link in the line of communication connecting, by the Lake