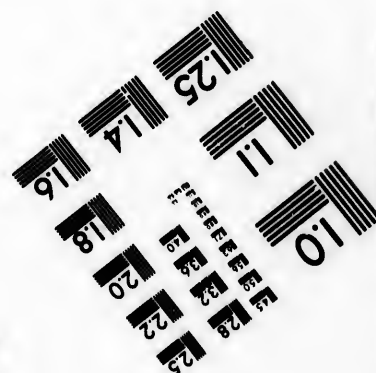
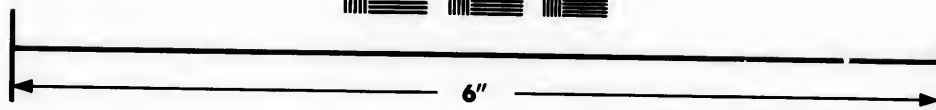
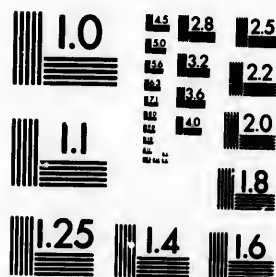


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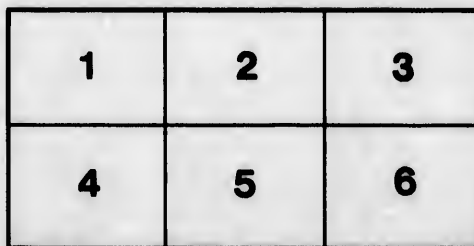
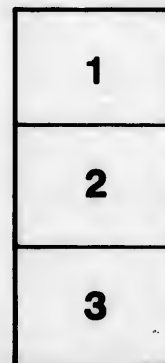
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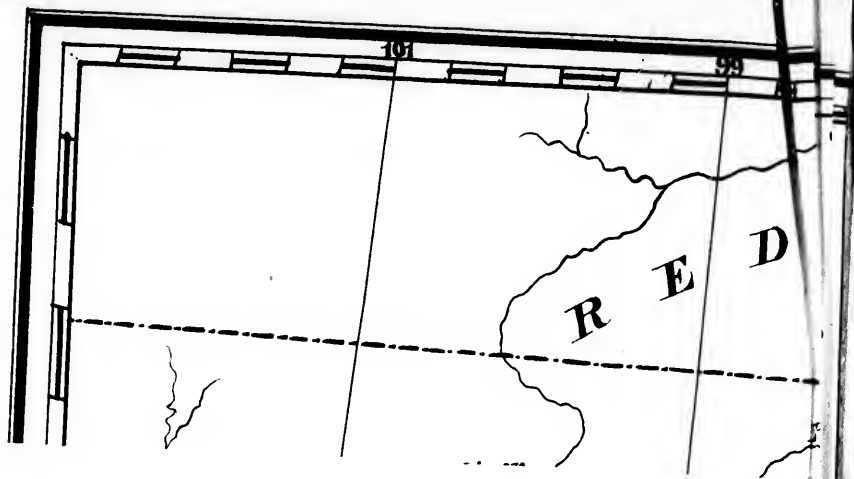
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Proceedings of a Meeting

HELD IN

TORONTO, CANADA,

JUNE 6, 1854.

FOR THE PURPOSE OF PROMOTING THE

CONSTRUCTION OF A RAILWAY,

FROM

GREEN BAY, IN WISCONSIN, TO ST. PAUL,

IN MINNESOTA,

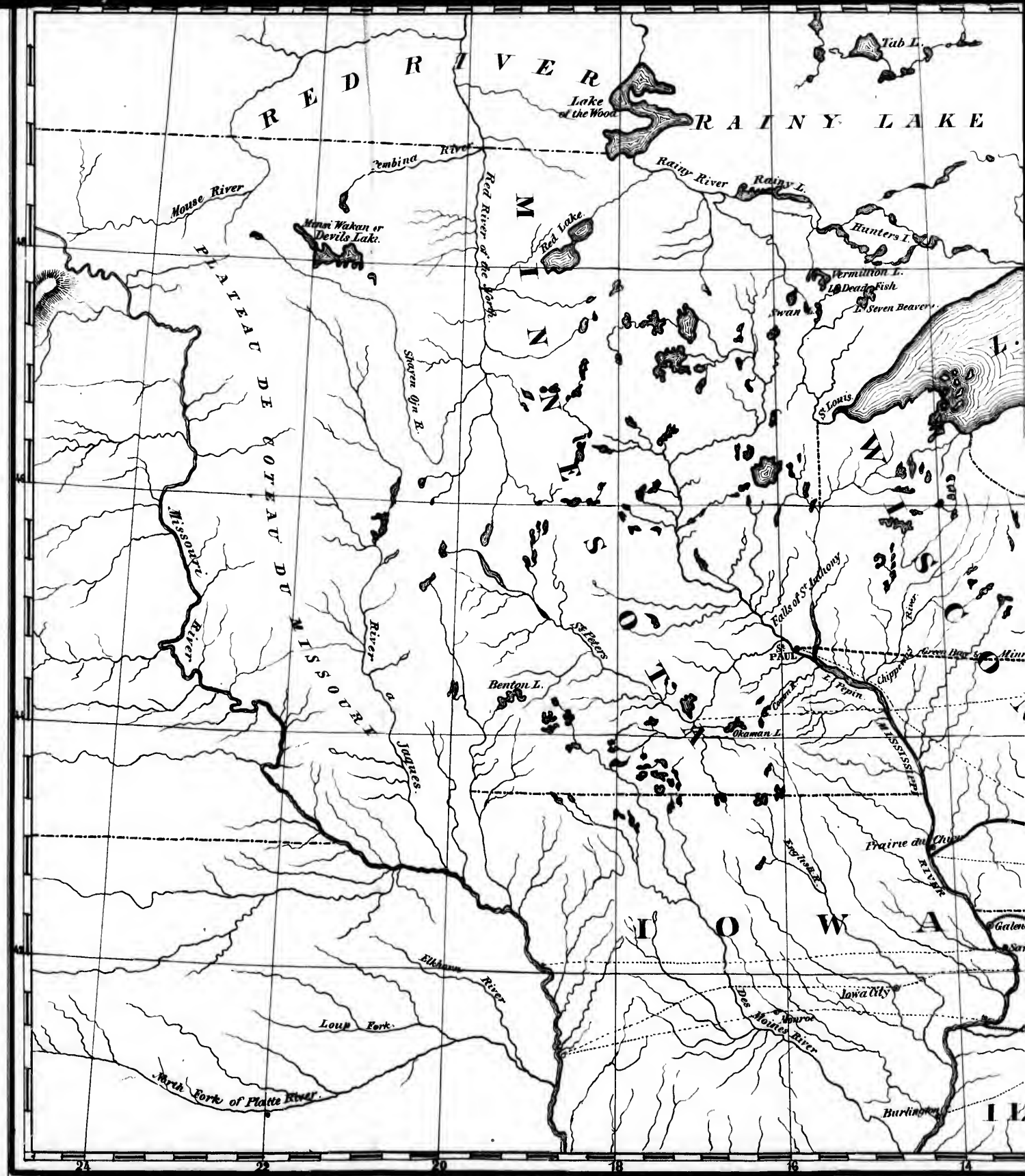
WITH

REPORT OF A COMMITTEE

THEN APPOINTED.

TORONTO;
MACLEAR, THOMAS & CO., 16, KING STREET EAST,

1854.



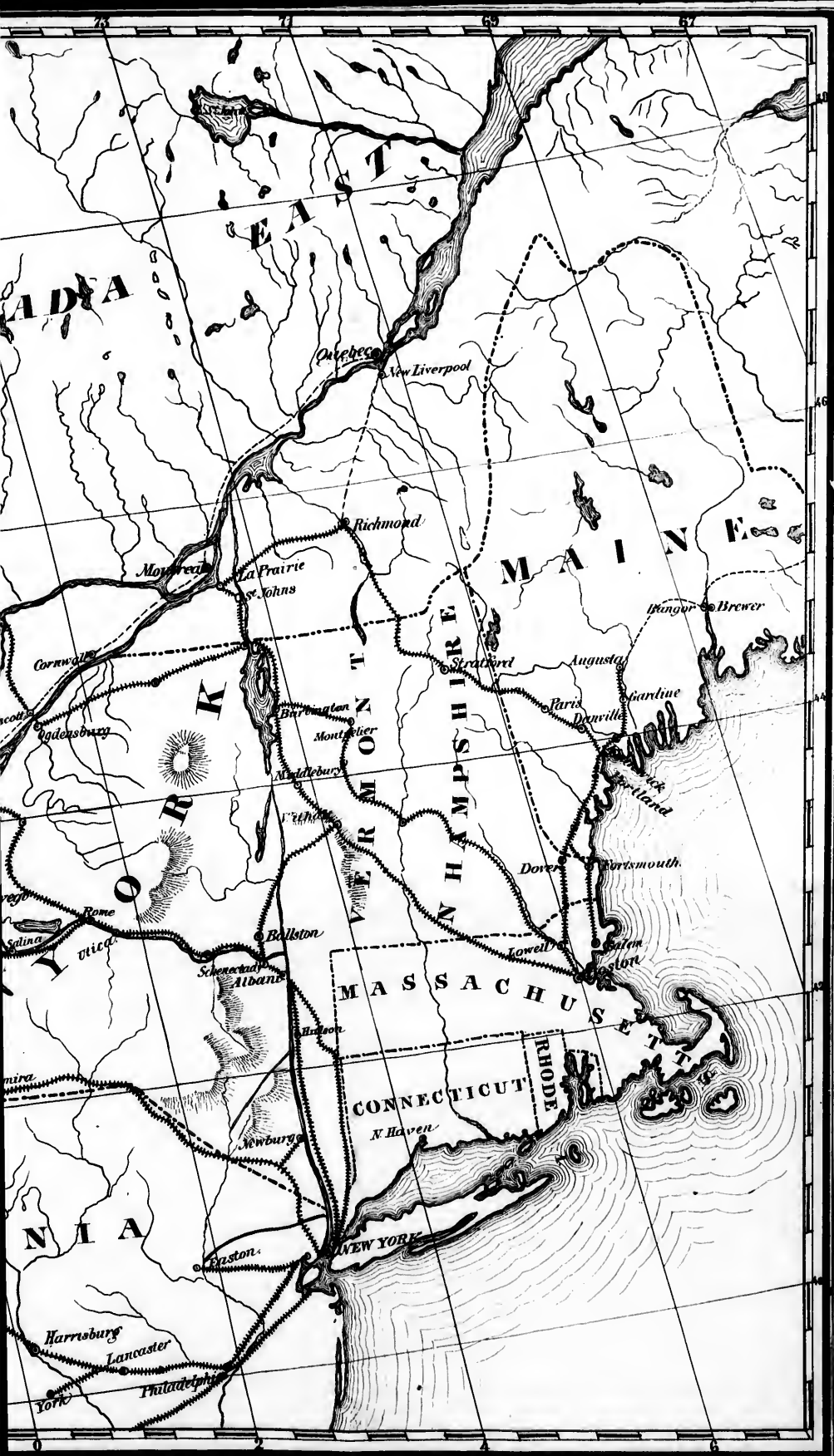


M A P
SHEWING THE ROUTE
TO THE
TERRITORY OF MINNESOTA
AND THE NORTH WEST,
as formed by the
GREEN BAY & MINNESOTA AND THE ONTARIO
SIMCOE & HURON RAILWAYS.

M A P
ING THE ROUTE
TO THE
ORY of MINNESOTA
AND THE NORTH WEST,

as formed by the
MINNESOTA AND THE ONTARIO
MCOE & HURON RAILWAYS,





1854
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PUBLIC MEETING.

Toronto, June 5, 1853.

At a Meeting of the Directors of the Northern Railway, the Citizens of Toronto, and a Deputation from Green Bay; present—

The Hon. Henry Sherwood, M.P.P., in the Chair.

Messrs. G. Allan, Sol. Gen. Morrison, Hancock, Rutherford, J. B. Robinson, C. Gamble, Rec. Duggan, T. D. Harris, J. Gilmor, D. McDonnell, M. Court-right, J. Mitchell, G. Cheney, A. Brunel, Sheriff Smith, Angus Morrison, S. Fleming, McNab, Judge O'Howe (from Green Bay), D. Crawford, M. P. Hayes, G. Brown, Sheriff Jarvis, W. Sladden.

Mr. Sladden acted as Secretary.

The Hon. H. Sherwood opened the proceedings of the day, stating the object of the Meeting, and called on Judge O'Howe to explain the project, who there-upon entered into its details.

Moved by Mr. Gamble, seconded by Mr. Sol. Gen. Morrison :

That the thanks of this Meeting are due, and are hereby tendered, to Judge O'Howe, for the interesting and lucid statement now made by him ; and that a Committee of ten gentlemen be appointed to draw up a Report embracing the said information, as well as all other information they can obtain upon the subject, shewing the mode by which the project is proposed to be completed, and the advantages to be derived therefrom ; and that the said Committee do consist of the Chairman, and Messrs. Robinson, Mitchell, Allan, Brunel, Rutherford, McDonnell, Harris, J. C. Morrison, and M. P. Hayes, Esquires—Carried.

The Committee then made a Report, which was read,

Moved by Mr. Ald. Robinson, seconded by Mr. Sheriff Smith, of Simcoe :

That the Report now read be adopted, printed and circulated—Carried.

Moved by G. Allan, Esq., seconded by Mr, Recorder Duggan :

That a subscription list be at once opened, and that the Committee who were appointed to draft the Report, which has just been adopted, be also ap-

pointed to solicit subscriptions from the Citizens generally in support of the proposed undertaking—Carried.

HENRY SHERWOOD,

Chairman.

W. SLADDEN, *Secretary.*

Mr. Sherwood left the Chair.

Mr. Sol. Gen. Morrison assumed the Chair.

Moved by J. B. Robinson, Esq., seconded by Mr. Alderman Rutherford:

That the thanks of this Meeting be hereby tendered to the Hon. Henry Sherwood for his able conduct in the Chair.—Carried.

J. C. M.

W. SLADDEN, *Secretary.*

REPORT.

THE undersigned Committee, appointed by a meeting of the citizens of Toronto and others interested in the success of the Northern Railroad, and in promoting the extension of the trade connections of this City, having carefully examined the statements and information submitted to them by Judge O'Howe, of Green Bay, in relation to the construction of a Railway from the town of Green Bay to St. Paul, the capital of Minnesota, report as follows:—

When the Ontario, Simcoe and Huron Railway was projected, for the purpose of connecting the navigable waters of Lake Huron with Lake Ontario at Toronto, it was consistently urged by the promoters of that enterprize, as an important element in its prospects, that the trade of the North-western territory of the United States, as well as that connected with the mineral regions of Lake Superior, would certainly find its way to the Atlantic sea-board over that line, thus rendering important tribute to the Company, and conferring great advantages on the City of Toronto. Its advantageous position in reference to the trade claimed for it was ably set forth by the late H. C. Seymour in his Report to the Directors of the Railroad in 1852.

As the construction of the Northern Road now advances rapidly to completion, we deem it fortunate

for the friends of that enterprize, and for others interested in the prosperity of Toronto and its railway connections, that evidence such as that presented by the deputation present is now afforded of the fact that such trade as was anticipated by the projectors of the Northern Road is so rapidly springing into existence, and we deem this a fitting time to bring under the notice of those whose interests are identical with our own, and under the notice of the public generally, the desirableness of advancing the progress of opening up that trade, which is so important to us.

With that view, we propose to point out and recommend the initiation by this meeting of that course of action which they deem best calculated to promote the desired end, and to claim such support for that course as the prospects of securing a suitable return for the capital invested, backed by the advantages likely to accrue to the interests indicated, may seem to warrant.

The rapid settlement of the Territory of Minnesota, which has increased from a population of 3000 in 1850 to an estimated population at the commencement of the present year of 100,000—the immense tide of immigration flowing up the Mississippi, and which carried to St. Paul (the capital of Minnesota) nearly 40,000 immigrants during the navigation of 1853—the uniformly favourable reports received of the Territory as an agricultural district—while the mineral wealth of it and the Northern parts of Wisconsin have been ascertained to be almost unbounded, have entirely

dispelled the impression once current here that the line of travel formed by the Northern Railway, and the noble chain of Lake navigation which it connects, would be barren of results; and those who despaired of obtaining for it a share of that traffic between the Eastern and Western portions of this continent, which has enabled the more Southern Railway Companies to divide semi-annual dividends, varying from 4 to 10 per cent., are now assured—as are all who estimate correctly the progress of settlement in Northern Wisconsin, and in the Territory of Minnesota—that the occupation of that vast region will be as rapid as has occurred in any of the Western States, and sufficient to make the routes constructed for its convenience the best paying Railways on this continent. A full confidence in such a result is fully justified by the greatly increased numbers of immigrants arriving at Quebec this season, and by the fact that the bulk of those settling the North-western Territories are from the more Northern countries of Europe, and will naturally prefer a Northern route of travel, if such an one is provided for them.

The direction of the trade to which we refer has hitherto passed through Chicago, its westward current passing through Buffalo and the longer chain of Lake navigation to reach that point. A reference to the annexed Map will show how circuitous a route this is. But, when arrived at Chicago, to reach St. Paul a ten hour's railway trip and two day's tedious navigation of the Mississippi still awaits it. To divert it from the channel we have indicated—to make Toronto

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,

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

shore Road from Milwaukie 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 day's 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 centred 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 effect 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

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such as propose to become 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, at 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.

That it will accommodate the trade and travel of Minnesota are inferred, from the fact that it will offer to that trade and travel a transit to and from the Eastern Cities from three to five days quicker than any other route.

The plan by which those objects are to be accomplished is this :—The Government of the United States now offer for sale in the above tracts, 1,700,000 acres of land lying within six miles of the line of the proposed Road, at one dollar and twenty-five cents per acre. It is proposed to buy from 800,000 to 1,000,000 acres of the best of that land, to hypothecate those lands and the Road as security for the money necessary to build the Road.

The security will be ample to secure the loan—the Road constructed, the land will sell for much more than enough to pay off the loan.

Thus the investment of a sum not exceeding £300,000 tenders the following as the aggregate of results :—1st. It will pay for the construction of a

Railway connecting Minnesota with the best harbour on Lake Michigan, which will command the trade and travel to and from Minnesota all the year.

2ndly. It will command the trade for twelve months, and the travel for from seven to eight months, from the head of Green Bay to the head of Georgian Bay, a distance of 400 miles of continuous steamboat navigation.

A connection between that Road and the Northern Road from Toronto, presents the additional advantage of doubling the value of the stock in that Road, because it secures to that Road all the Minnesota trade and all the summer travel; while, to the citizens of Toronto, it presents the additional inducement of opening to that City the trade of Northern Wisconsin, of Minnesota, and of all that may hereafter exist to the west of Minnesota, and which cannot be secured by any other route. A reference to maps, and a careful examination of distances, will establish each of these propositions conclusively.

OTTO TANK,
T. O'HOWE,
A. L. McCREA.

Draft of Agreement referred to in Report of Committee.

WHEREAS, under the Charter granted to the Green Bay and Minnesota Railroad Company, it is intended to construct a Railroad from Fox River, in the State of Wisconsin, to the western boundary of the said State, and it is of vital importance to the said Company, and will tend to ensure the completion of the said work, that at least eight hundred thousand acres of the public land upon the line of the intended Railroad should be forthwith secured to the said Company; and it is proposed that subscriptions shall be taken up for the purpose of enabling the said Company to buy the said land, which subscriptions shall subsequently be converted into stock in the said Railroad Company, subject however to the conditions, provisoes and agreements hereinafter contained.

Now know all men by these presents, that we, whose names are hereunto subscribed, do hereby covenant, promise and agree, with and to the said the Green Bay and Minnesota Railroad Company, to pay to the Treasurer of the said Company the several and respective sums set opposite to our respective names, at the times and upon the terms and conditions hereinafter set forth, that is to say:—

That the said subscriptions shall be in no way binding upon any one subscriber, unless the sum of two hundred and fifty thousand pounds shall be bona fide

subscribed hereto by responsible parties within the period of six months from the date hereof.

That within sixty days after such sum shall have been so subscribed, a general meeting of the said subscribers, and the stockholders of the said Green Bay and Minnesota Railroad Company, shall be called at the City of Toronto, by notice to each individual subscriber and stockholder, of at least one month, at which meeting each subscriber, upon paying the amount so subscribed by him, shall have transferred to him in the books of the said Company, so many shares in the capital stock of the said Company, as shall amount to twice the sum so subscribed by him, and shall receive, from the proper officer of the said Company, a certificate of so much paid up stock in the said Company, and shall forthwith become bona fide stockholders in the said Company, entitled, under the charter thereof, to all the rights and privileges of original stockholders in the said Company.

That the stock represented by such certificates shall bear interest from the date thereof, after the rate of seven per cent. per annum payable half-yearly in the capital stock of the said Company, until the said Road shall be completed and in running order.

And lastly, that when the subscriptions hereto are converted into stock in the said Company, as aforesaid, the present directors in the said Company, holding office under the powers of the said charter, or a majority of them, shall resign the said offices, and the said Company shall be reorganized by their stockholders.

Provided always, that the original stockholders in the said Company shall, if so inclined, be at liberty to cancel their original subscriptions, and be entitled to demand and receive back from the said Company the amount of stock by them paid in.

