

## OUR RAILROADS.

At last we are at liberty to give the full statement of our affairs as far as they can be accomplished now without the vote of the people on the aid required by our county for the three railroads, the centre of which will be the city of Manitowoc.

Mr. Joseph Vilas, the worthy Treasurer of the M. M. & G. B. R. R. Co. returned from his trip to Green Bay, Appleton and Neenah last Saturday night, and reports that he, together with the other gentlemen representing the above railroad company were very kindly received by the citizens of Green Bay, and met a large assemblage at that place of Ft. Howard and Depere people at the Beaumont House on Monday evening, of last week, to discuss the question of constructing the said road as early as possible, and the measures for co-operation to be taken by the people of Brown county.

A Committee was appointed to report a proposition on behalf of Brown county, and the following preamble and resolutions were presented and unanimously adopted:

WHEREAS, It cannot be denied that the construction of a railway to the southeast, extending to Milwaukee, will give an impetus to all our local enterprises and especially to the railway westwardly to the Mississippi, therefore,

RESOLVED, That, as the sense of this meeting, the people of Brown county are overwhelmingly in favor of a railway from Green Bay, via Depere and thence south-easterly to Manitowoc and thence to Milwaukee

RESOLVED, That provided such road is located as above, we do not hesitate to assert that the county will cheerfully vote the sum of \$100,000 upon the conditions submitted.

After some further general discussion the meeting adjourned, subject to be reconvened at the call of the Committee.

The next morning, Tuesday, the Committee procured sleighs and escorted the visitors to Depere to look over the water-power, factories, furnaces, and other features of that place, and to confer with the people upon the railroad question.—A considerable number of people came together in Col. Sprague's office, and after a general consultation, the following resolutions were adopted:

RESOLVED, That it is the opinion of this meeting that the county should vote \$100,000 of its bonds for the stock of the M. M. & G. B. Railroad Co., if that company will build a railroad from Green Bay via the village of Depere and thence south-east to Manitowoc and along the lake shore to Mil.

RESOLVED, That the citizens of Depere will make every effort to obtain the depot grounds and right of way for the road.

On the return from Depere the meeting was reorganized and a proposition from the railroad company was laid before the meeting, with a view of obtaining aid from Brown county for the construction of the road within its limits. A committee of five, consisting of the following gentlemen, was appointed to examine and consider the proposition and to report thereon: Jos. G. Lawton, J. C. Neville, E. T. Sprague, E. H. Ellis and W. J. Abrams.

The committee, after full consultation, reported that they would recommend to the people of the county the acceptance of the following proposition:

That the county of Brown vote the sum of \$100,000 in bonds on behalf of said county one thousand shares of the capital stock of said company; the said bonds to be delivered to said company whenever the said company shall have constructed a continuous railroad from the city of Milwaukee to the city of Green Bay, and a locomotive and cars shall be running thereon within three years from the date of subscription.

With the proviso, that the aid thus furnished shall be carried into effect, the M. M. & G. B. R. R. Co. entered into contract with Messrs. Alex. Easton and his associates to build the said road within three years from the date of subscription, and should said railroad be constructed within eighteen months from the date of subscription for said stock, then the bonds shall bear interest from the date of said subscription, otherwise the interest on said bonds to commence from the date of delivery to said railroad company.

From Green Bay the gentlemen representing the M. M. & G. B. Co. proceeded to Appleton, having previously sent a message there notifying them of their intended visit.

Mr. Vilas reports that they were heartily welcomed, found all the leading men of that city and the officers of the Appleton and New London R. R. Co. ready to co-operate with them, and, in a short time the A. & N. L. R. R. Co. was reorganized by electing the following named gentlemen as their officers:

President.—Jos. Vilas, Manitowoc.

Vice Pres.—Mr. Page, New London.

Treasurer.—C. C. Barnes, Manitowoc.

Secretary.—Byron Douglas, until the

1st of April, 1870, and then

R. W. C. Merington, of N. Y. City.

The said A. & N. L. R. R. Co. was

chartered in 1866 (Chap. 365, P. L.) and

amended in 1867, (Chap. 552, P. L.) so

that the said Co. has "the right to extend its road, or build a branch road or

roads to any point where it will intersect

the Sheboygan & Mississippi Railroad,

OR TO ANY HARBOR ON LAKE MICHIGAN,

and all the rights, privileges and prerogatives allowed by law to any other

railroad company in this State, were further granted to the Appleton & New

London Railroad Co.," &c., &c.

The above extract is enough to show that that company has all the rights and privileges necessary to build a road from Appleton to Manitowoc, or vice versa, and that is the point on which we relied after our defeat in Madison, and which we were obliged to keep silent upon until "the necessary arrangements had been accomplished" to prevent any further machinations against our proposed Western Road.

At a meeting of the citizens of Appleton they pledged their city to aid their road here to the sum of one hundred thousand dollars, and the officers of the Appleton & New London railroad have entered into contract with Messrs. Easton & Co. to build the said road from

Manitowoc to Appleton, and to complete the same within one year, provided the aid required from the several localities on the said road is granted according to agreement.

Thus it will be seen that we shall have one railroad to Appleton within one year, one road to Milwaukee and one to Green Bay within three years, and all these affording most unparalleled advantages by our voting to subscribe for the stocks of these companies to the sum of \$250,000.

This looks like a big sum for one county, but it does in no way compare with the immense difference these roads, when completed, and even while building, will produce in the value of real estate, in the advantages of cheaper and ever-ready transportation, in the rapid increase of population and the advance in the prices of every kind of produce and manufactures of our county.

Messrs. Easton & Co., the contractors for all the three roads, propose to have their headquarters here at Manitowoc, to land their iron, locomotives, cars, &c., in our harbor, and to construct their carshops and all the other buildings necessary for the railroads in the most substantial manner, right in our midst.—There will be plenty of work and good wages for all who may apply. The hundreds of laborers and employes will increase the demand for provisions, every farmer will feel with pleasure that there is nothing that he can raise that he cannot sell at better prices than heretofore.

The thousands of cords of wood that have had to be burned heretofore in logheaps, will bring to the land-owner a remunerating reward for his labor. Other kinds of wood will bring high prices if converted into ties, square-timber, telegraph poles, posts or material for the wagon and chairmaker, the pail factory and the thousand different branches of converting the raw material of our abundant resources into useful manufactures.

The fishermen of our county will no longer be obliged to haul their fresh fish to Green Bay in the winter, to be sent to Chicago, but can take them out of their boats onto the cars and have them converted into money in less than two days by sales in Chicago. Our pail and chair factories will not have to build warehouses, covering almost acres of land for the purpose of stowing away their manufactures from the close of navigation until its opening; they will not be deprived longer of the use of the immense capital thus invested, lying dead and consuming interest for months. In the same way will our tanneries and other manufacturing establishments be benefited. All of them will be enabled to turn their capital invested almost as often again as they now can. And this is not all! Our county will not only have increased facilities for the sale of its commodities to the south, but our Western Road will open to us advantages whose immensity is incalculable: our road is not to stop at Appleton nor at New London, opening one of the largest lumbering districts in the West, those on the Wolf and Wisconsin rivers and other accessible rivers; but we are to be connected in a direct line with Duluth, on Lake Superior, and thence with the great NORTHERN PACIFIC RAILROAD, whose construction is already under rapid progress. Who can calculate the facilities of these connections, these advantages of trade and commerce!

And with all these considerations can we hesitate a moment to do our share in obtaining these incalculable advantages?

We trust not, and therefore call upon every voter in our county to do all in his power to obtain these railroads as early as possible.

In voting for the railroad proposition we can run no risk, for the roads will be fully completed and the rolling stock all provided before the contractor can or will ask for one dollar of our bonds.—They are ready and willing to pay all the expenses until the roads are completed, (and these expenses must amount to millions,) but when they have done all they agreed to do, then they want the aid promised by the several localities benefited by said roads, without fail.

"Manitowoc county expects every one of its citizens to do his whole duty towards himself, his family and his home."

OUR PROSPECTS.—Never before have the prospects for our young city been so satisfactory as at present! And why shouldn't they be brilliant? We have already one of the very best harbors on the shore; one of the longest, broadest and deepest rivers that empties its flood of waters into Lake Michigan; as rich a section of farming country as there is in the State; a community of liberal, wide-awake citizens, and an intelligent county population, and the prospects of speedy railroad connection with Milwaukee on the south, Green Bay and the immense tract of country north and north-west of us, and Appleton and the Great West back of us, with a line of iron steamers running across the Lake,—all centering in Manitowoc county,—we surely have cause to predict a brilliant future for our city. That the opening of any one of our railroads will bring in a flood of immigration that will soon develop the interests of our county, is conclusive, and we see no reason why our most sanguine anticipations shall not be realized.

MARINE ITEMS.—The propeller *Truedell*, which has been repaired and repainted in our harbor during the last winter got up steam on Tuesday and started for Two Rivers. Returning, she went south. We understand she is to be placed on the east shore line during the present spring.

—The schooners *Espendola*, *Transit*, *Louisa Mc Donald* and *C. E. Johnson* have bent their canvass and will soon be spreading it to the breezes on Lake Michigan. The two last named vessels were got through the ice by cutting a channel from where they lay to just above the bridge on 8th street.