western part of the State, the Wisconsin river empties into the Mississippi, and after ascending it one hundred and fifteen miles, and seventy miles before reaching the head of navigation, you approach within two miles of a remarkable bend in the Fox river, which runs directly in the opposite direction, north-easterly, and empties into Green Bay. This narrow carrying place very much resembles the one at Fort Stanwix, (now Rome,) in this State, which separates the waters of the Mohawk and Wood creek, and when traversed by a canal, connected the Western Lakes with Tide Water. A similar canal between the Fox and Wisconsin rivers, has connected the Great Lakes with the Father of Waters. From this isthmus to Lake Winnebago, one hundred and twelve miles, the waters of the Fox river are sluggish, and easily rendered navigable. After this passage through the Lake sixteen miles, the descent to Green Bay is one hundred and seventy feet in thirty-five miles, and, of course, locks are required, furnishing, in addition to the navigation, an exhaustless water-power, which will become more and more valuable as the State fills with population. The whole distance from the Mississippi to Green Bay, by this internal communication, is one hundred and eighty miles. This line constitutes a remarkable channel of inland navigation, and when properly improved, will open a very direct and valuable water communication from the Upper Mississippi to the great northern chain of lakes and the St. Lawrence, alike important to the general commerce of the country, and to the prosperity of the State through which it passes.

Congress, as early as 1846, made an extensive grant of land to the State of Wisconsin, for the improvement of the above line of navigation. That State, with wise forecast against the policy of running in debt, has granted the lands to the Fox and Wisconsin Improvement Company, and contracted with it to make necessary improvements of the navigation in question. In so doing, she doubtless conferred a