

In a report from the secretary of war, concerning the work of the topographical bureau in relation to internal improvements in the Territory of Wisconsin, January 31, 1840, occurs the following prediction regarding the future of Chicago: "The commercial interests of all the states that border upon the lakes is intimately connected with Chicago as a place of transshipment and deposit; and the agricultural prospects of Illinois, Indiana, Iowa, and Missouri, are to become greatly dependant upon facilities for business upon a large scale at some point on the southwest part of the shore of Lake Michigan, which lake is a part of the great channel by which the surplus of the staples of these states will best reach the Eastern markets."<sup>1</sup>

In connection with the Southern demand for the improvement of the Mississippi navigation, the following from a Wisconsin journal of 1846 is very significant: "Two great works are essential to complete the prosperity of Chicago, and make it the great emporium of Western trade, i. e., the completion of the Illinois and Michigan Canal—and what will be found equally conducive to her business and growth,

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how much more will it be preferred when the Canal is built. When that is accomplished, it will always be the channel for the commerce of Illinois and Missouri. The great bulk of the western trade will ever be carried on upon the Lakes."

In curious contrast to the enterprise and aggressiveness of Chicago is the calm self-confidence of her Mississippi rival, St. Louis. The following well illustrates this, from Whittlesey's *Missouri and Its Resources*, quoted in *Hunt's Merch. Mag.*, viii., p. 543: "It is to be hoped that in the course of a few years [this was written in 1846] a canal will unite this river [Mississippi] with the waters of Lake Michigan; which will open the trade of the eastern part of Wisconsin and western part of Michigan to the markets of St. Louis. The trade of the whole of this part of country passes by St. Louis, and it is constantly increasing. Groceries of all kinds will seek this market to be reshipped to the north, east and west. Instances have been known of persons purchasing cigars and coffee in St. Louis, shipping them to Peru on the Illinois by steamboats, and waggoning thence to Chicago, and selling them at lower prices than those brought from New York by a continuous water navigation."

<sup>1</sup> *Senate Docs.*, No. 140, 26th Cong., 1st sess., vol. iv., p. 19.