

this connection, also, the following comment of Lapham indicates sufficiently the importance of the movement. He says: "Other portions of the Territory are endeavoring to secure this lead trade, and wherever it is brought to the shore of the lake, the magnitude of the trade will be such as to afford business for a great number of inhabitants, and thus be the means of building up a town. Besides the railroad, it is proposed to improve the navigation of the Wisconsin and Neenah rivers, so as to secure the trade to Green Bay, and efforts are now making to obtain an appropriation by Congress to accomplish this important work."¹

From this we can see how early the Green Bay route was used, and how thoroughly the experiment of lead shipment was tried. But the logic of events was too strong to be overcome. It was too long, too roundabout, and there was too much handling of freight ever to make it more than a pioneer trade route. What was considered in early days a

our Territory to command the trade of the greater portion of it. The entrance of the Wis. into the Miss. is less than fifty miles from our southwestern border and the outlet of Green Bay forms the boundary between the Territory and the State of Michigan on the North East. The valley of these two streams, which are proposed to be made a channel of trade, extends from the North East to the South West, and comprises of itself a large part of the Territory. * * * The advantages to be derived from the proposed improvement would be almost incalculable, opening as it will an extent of country greater than that through which the Erie Canal passes, and making it contribute to the immense commercial operations already carried on upon the lakes and the Mississippi river.

"But a small part of this extensive region has yet been purchased by individuals from the United States. Of the estimated quantity of lands bordering upon the Fox and Wisconsin rivers and their tributaries, not more than one-twentieth have become private property. * * *

Green Bay, Nov. 1, 1844.

M. L. MARTIN,	DANIEL WHITNEY,
JOHN S. HORNER,	NATHAN GOODSELL,
EPHRAIM SHALER,	SAMUEL RYAN,
HENRY S. BAIRD,	JOHN LAWE,
WM. DICKINSON,	PETER B. GRIGNON."

¹ Lapham's *Wisconsin* (Milw., 1844), p. 50.