

which the following occurs: "The route by way of the lakes to New York city has already become a matter of common occurrence for merchants and business men of the southern and southwestern states. Whenever a canal or railroad shall be completed from Chicago to the navigable waters leading to the Mississippi, the Lake route will no doubt entirely supersede the route by way of New Orleans and the Atlantic to New York city. The business of the southwestern states will at no distant day be altogether brought thro' the lake communication between Chicago and Buffalo to New York city. Cheapness, expedition and safety will be entirely in favor of this route."¹

On the other hand, it was beginning to be recognized by the Mississippi ports that transportation on that river was very unsatisfactory, and that the Northwest had good reason to look elsewhere for markets. In the *St. Louis Republican* for October 7, 1839, appears the following: "The continued low stage of the river, especially the Upper Mississippi, adds not a little to the pressure of the times. The lead trade from the upper mines has been completely suspended for a time, as it is impossible to bring it over the rapids at a reasonable charge. A letter from Galena informs us that large quantities of lead have accumulated in the hands of dealers, upon which many have made heavy advances, and must lay unproductive until there is a rise in the river. To add to all this difficulty, the supplies of produce for the mining country, which are chiefly shipped from this port, have advanced very considerably because of the increased freights. Boats now charge from two to three dollars per barrel for flour from here to Galena, and in the same proportion per hundred for other freights. Even at these rates it is a difficult matter to forward any considerable quantity over the rapids. In the Rock river, and many other parts of the country above the rapids, the crops of wheat are very abundant, but unfortunately they have no facilities for manufacturing it, and such is the

¹ Cited in *Milw. Sentinel*, September 29, 1840.