

indicated by the following from a Grant county newspaper: "*Trade by the Lakes.*—Our trade with the east is rapidly increasing. Nearly all the goods brought into this county this fall, except groceries, are hauled from Chicago or Milwaukee—chiefly from Milwaukee, although Grant is a river county distant from Lake Michigan one hundred and fifty miles."<sup>1</sup>

In 1847 a Milwaukee newspaper published the following: "The Lead Schooners are constantly arriving here from the Mineral region. These singular teams drawn by six, eight or more yoke of oxen, excite some curiosity in those who are not used to such sights at the east. They sleep under the canopy of heaven with the camp fires and the primitive meals of a military encampment, pitching tents with the first dusk of evening and rising with the early dawn. These scenes are daily occurring within a few miles of a city with 13,000 inhabitants."<sup>2</sup>

We may fairly conclude, from the evidence offered, that by 1847 the overland lead trade to Milwaukee was well established, and that Buffalo, the leading port in Western New York, was very desirous of holding as large a share of this trade as possible. It has been shown how, little by little, the movement of Eastern goods from Milwaukee westward to the Mississippi grew into the importance of later years; and we have noticed utterances of dissatisfaction from time to time with the primitive means of transportation, and of hope for some better conditions in the near future. Just as, in 1839-40, the delays and difficulties of the Mississippi route brought about the discovery of some better and shorter way to Eastern markets, so now it was beginning to be keenly felt that if the lead industry was to continue, some improvement must be made in the means of communication between Lake Michigan and the Mississippi River. It was just at this time that the agricultural interests of Wisconsin began to suffer for want of a better market, and more adequate means of transporta-

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<sup>1</sup> *Id.*, November 28, 1846.

<sup>2</sup> Cited in *Id.*, Sept. 25, 1847.