

markets of the great world. When, and through what avenues is light from Lake Michigan to break in upon us?"¹

Manifestly we have here depicted a state of things similar to that which was observed more than half a century earlier, in the then pioneer states of Kentucky, Tennessee, and Ohio, when the economic pressure of a superabundant product, for which no market could be found, burst the barriers that shut out the new West from the older East. So in the early history of Wisconsin, the amount and value of the lead production compelled the opening of a new route to New York markets as early as 1838-39. Ten years later a similar development in agriculture again made it necessary to seek new markets and adequate outlets to the Eastern centres of trade.

This period of industrial unrest and change, 1846-48, was not by any means peculiar to Wisconsin. It affected the whole Mississippi valley. We have already noticed it in connection with the change of the lead trade from the New Orleans route to routes north of St. Louis. It will be remembered how the first decline in Southern trade was accounted for by the diversion of the miners to California, by the lack of capital to open new mines or to sink the old ones deeper, by the discriminating tariff of 1846 that no longer afforded sufficient protection to the lead industry, and by the lack of needed improvements in the channel of the Mississippi. From our brief survey of the development of a new route in Wisconsin, we can add to this list of causes, the natural growth of industrial life in the Northwest, making the more primitive arrangements of an earlier decade so entirely inadequate to the larger needs of the time that better markets and shorter and more accessible routes of trade became indispensable.

With this development clearly in mind, we may now consider a few of the more general aspects which are presented by the early development of railroads in Wisconsin and elsewhere in the West. The following from the *Boston Traveller* well expresses the general sentiment of the

¹ J. T. M., in *Wis. Herald*, June 10, 1848.