

time: "*Lake Michigan and Mississippi Railroad*.—Mr. Editor: Permit me to request the favor of your directing such attention to the subject of the subjoined memorial to Congress, relative to the connexion of Lake Michigan with the Mississippi by means of a railroad, as the importance of the project so obviously deserves—particularly at the hands of every friend, not only of Boston but of New England generally. \* \* \* Suffice it at this time simply to state \* \* \* that within the present year, a continuous line of direct steam communication will have been completed from Maine to Wisconsin—stopping short of the Great Father of Waters only about 160 miles,—and that the citizens of the Upper Mississippi country, generally, confidently appeal to their brethren of New England for their coöperation in the removal of the only remaining obstacle to a direct commercial and social intercourse between them and their Fatherland. \* \* \*

JOHN PLUMBE, Jr.

Ex Chairman Wis. R. R. Com. Cor.

Boston, Jan. 10, 1842."<sup>1</sup>

In a Galena paper for 1846 is a detailed statement of the comparative advantages of the Mississippi route, and the lake route, after a railroad had been constructed. Among other things it is shown that the distance by the two routes is 4,000 miles and 1,700 miles, respectively; and by the former route the cost for lead was 70 cents per hundred, and by the latter 61 cents.<sup>2</sup>

In a Madison paper of the same year appeared the following plea for a railroad from Milwaukee to Galena: "The citizens of Milwaukee and Galena are seriously agitating the subject of a Railroad between the two points.

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<sup>1</sup> Cited in Milw. *Sentinel and Wis. Farmer*, Jan. 29, 1842. The petition to Congress above referred to, recites the various advantages of railroad connection between Lake Michigan and the Mississippi; among which are: more efficient checks upon the Indians, better mail facilities, a beginning for the Oregon railroad, a means of securing the trade of the Upper Mississippi.

<sup>2</sup> *Weekly N. W. Gazette*, January 23, 1846.