

to Chicago, Milwaukee, Superior City, or take the ore to the Eastern States, smelt it, manufacture it, and then send it back again to the far West. No—the region of the great Lakes will manufacture its own railroad iron as soon as speedy and cheap means of communication are opened out and maintained. From Chicago or Milwaukee to the mining region of Lake Superior, a Railroad is now contemplated, and a few months on this continent will teach you that to “contemplate” in such matters signifies to “construct.” From Milwaukee to Copper-range is about 350 miles; part of the line runs through the richest iron region, and when all things are dependent upon iron, the south shore of Lake Superior must soon find that population and industry for which it is so remarkably adapted; and then follows the North, the great mineral region of Western Canada. But look beyond the Lakes—see Iowa, Minnesota, Wisconsin and Illinois—what are they to do with their surplus grain? It must all seek the Lake Ports. It must be stored where there is no prospect of growth and fermentation taking place. The dump and warm voyage over the heated waters of the Gulf Stream is impracticable. The Mississippi and its affluent the Missouri, are useless in great part as avenues for the exportation of the wheat of the West. This has led to that wonderful starwork of Railways which radiates from Chicago—for, as a general rule, *all* traffic follows the direction of a *leading* traffic. Extending into the rich prairies of Illinois, Indiana, Iowa and Wisconsin, not less than thirteen different Railways radiate from Chicago—a city which has sprung up as it were in a night; in 1840 it had 4,479 inhabitants—it now embraces 83,000 souls; an increase absolutely without parallel on this continent, and yet a true reflection of the commerce, industry and activity of the West. In like proportion, Railways from Milwaukee and from Green Bay ramify into the interior. The same argument applies to the Lake Ports of Huron, St. Clair, and Erie, resulting in the general proposition that the region of the Great Lake draws to itself a mighty traffic, which naturally belongs to other water sheds. Once on the Lakes, whither do these accumulations tend? You will answer, to the sea-board, for home consumption, or for exportation to Great Britain, Ireland, or the West India Islands. But in seeking the seaboard, they have to find the easiest and speediest route in their descent to the sea level. In Lake Superior, Lake Michigan, and northern parts of Lake Huron, every cargo of western produce is 570 feet above the sea. It must be let down step by step until it reaches this universal level. This may be effected by a short, safe, and rapid step, nearly in a straight line or it may be effected by a circuitous route, and by a long and often