

Verdict of my Country for a Vindication of my Conduct. I have however requested Captain Gilkison, who is acquainted with the merits of the business, to give you an account of it.

I had a Jaunt to Pittsburgh this Spring and there met a Number of Your very old acquaintances, all of whom ask'd very cordially about You, & It gave me real pleasure to give them Satisfactory Answers to their enquiries.

By some of our Niagara Papers now forwarded you will see the debates of the wise men at York. they are not very elegantly reported and are only interesting from their immediate relation to Ourselves.

Mr Clark left this for Kingston & Montreal on the 26th Ultimo. he is building a Kentucky Boat at the former place, in which he intends going to Quebec with 350 Barrels of Our flour. it will (I imagine) be the first Boat of the kind that ever descended the Saint Lawrence and interests all the Mercantile people of this part of the Country very much. it has I imagine left Kingston by this time, and I think we shall have accounts of its destiny in about a fortnight.⁶³

The Quantity of Flour going down this year from the District of Niagara is immense, say upon a moderate calculation Five thousand Barrels, which for the first Year is really very great. we have taken great pains to have *ours* of a good quality and I think it will command a good price. The prospects of good Crops next Harvest are really flattering but I sincerely hope (though against my own interest) that the Same calamity may never again happen in any Part of the world.

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63 For the outcome of this experiment see *post*, 353. The Kentucky boat, or "broad-horn," was the chief vehicle of freight transportation on the western rivers of the United States until displaced by the advent of the steamboat. "They were," says Hulbert, "great, pointed, covered hulks carrying forty or fifty tons of freight and manned by almost as many men. They were the great freighters of the larger rivers, descending with the current and ascending by means of oars, poles, sails, and cordelles—ropes by which the craft was often towed from the shore." See Archer B. Hulbert, *Waterways of Westward Expansion: The Ohio River and Its Tributaries* (Cleveland, 1903), 113 ff.

64 The section omitted is devoted to comments by the writer upon the course of the European war.