

frail bark canoe. What a change has since transpired! Now the iron horse traverses the land in all directions; the noble steamer plows through the streams and lakes; and a journey that then occupied from six to ten days of toilsome labor, hazard and fatigue, is now performed in safety and comfort within as many hours.

At that period the United States' mails were conveyed, during the season of navigation, by the irregular and tardy conveyances of sail vessels, and the inhabitants of the country were oftentimes for weeks or months without intelligence of what was passing in other parts of the world, from which they were completely isolated. During the winter, the mail was carried on a man's back, through the trackless wilderness, between Green Bay and Chicago, a distance of about two hundred miles, once a month. This privilege was purchased partly by voluntary contributions of the citizens, and an allowance from the U. S. Quarter Master's Department, and the military post fund at Fort Howard. The Government at Washington found it would not pay to establish a mail route, or defray the expenses of carrying the mail, and decreed, no doubt wisely, that no expenditure could be made by the Post Office Department for that purpose, exceeding the net proceeds of the mail matter. In those days the arrival of the mail was looked forward to with anxiety and impatience, and if for any cause the arrival was delayed beyond its usual time, the carrier was supposed to have fallen a victim to starvation, or been detained by Indians, the only inhabitants of the country through which he had to pass. Now there are but few settlements in our State where the daily or tri-weekly mail does not penetrate.

Then the whole commerce of the country was carried on by means of a few sail vessels, of less than one hundred tons burthen. The first steamer ploughed the waters of Lake Michigan in 1822.*

*It was a year earlier. The pioneer steamer *Walk-in-the-Water*, made her first trip to Mackinaw in the summer of 1819, transporting supplies to the troops stationed there, and made two trips there in 1820; on the 31st of July, 1821, she left Detroit for Mackinaw and Green Bay, with 200 passengers and a large cargo—among the passengers were the Rev. Eleazer Williams, then making his first trip to Green Bay, and Maj. Charles Larrabee, the father of Hon. Charles H. Larrabee, of Horicon. It