

For several succeeding years, one trip was made annually, and very rarely a second one; vessels upward bound were generally freighted, but seldom returned with a cargo. Our lakes and rivers are now covered with steam and sail vessels of the largest class and finest construction, freighted with valuable cargoes, and people from every clime. Then the inhabitants of the country, the Government troops, and to some extent, the Indians, were solely dependent upon adjoining States for the necessities of life, and the means of subsistence. Nearly all kinds of provisions were then brought from Ohio, or other Western States, for little beyond the necessary supplies of vegetables was raised in the country. At the present period, Wisconsin not only sends her surplus produce from her teeming granaries to supply the deficiencies of sister States, but annually exports millions in value to remote parts of the Old World, to feed the starving poor, and provide for the wants of the wealthy.

Wisconsin formed, at that period, in name but scarcely in affinity, a part of the Territory of Michigan. The laws then in force were crude and ill-devised, some of which were really disgraceful to those who enacted them—such, for instance, as *public whipping, and selling the offender into servitude* for a period not exceeding three months, simply for the commission of mere petty offences. These laws were enacted by a Legislative Board, consisting of the Governor and Judges of the Territory, who received their appointment from the General Government, and were in no way amen-

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was the boast of the *Detroit Gazette*, that the *Walk-in-the-Water* made this trip, of about 1,200 miles sailing, and returned to Detroit in thirteen days. She was unfortunately wrecked on the beach near Buffalo in November following. The new steamer *Superior* took her place the next season, and made one trip to Mackinaw, and another to Sault de Ste Marie, during the summer of 1822. These dates and facts we derive from a valuable file of the *Detroit Gazette*, presented to our Historical Society by Hon. James D. Doty. It is stated in the pamphlet work of James L. Barton of Buffalo, on the Lake Commerce, that "in 1826 or 1827, the majestic waters of Lake Michigan were first ploughed by steam, [erroneous, as we see, as to being the first]—a boat having that year made an excursion with a pleasure party to Green Bay. These pleasure excursions were annually made, by two or three boats, until the year 1832." In this year, four steamboats were chartered to transport Gen. Scott's troops and supplies, and made their first appearance at Chicago; but, in 1832, no steamboat visited Green Bay. In 1833, two steamboat trips were made to Chicago, and one to Green Bay; and in 1834 two trips made to Green Bay, and three to Chicago. Such was the advent of steamers upon Lake Michigan.

L. C. D.