

ing understood that the Milwaukceans were on no friendly terms with the Captain. These resolutions, which breathed much spirit and determination, finally ended, as such matters often do—in smoke.

In March, 1840, the mechanics of Southport held several spirited meetings, and entered into an organization to build a harbor by subscriptions, to be paid in installments of work and money. The enterprise was zealously discussed for several weeks, but the pecuniary ability of the mechanics for an undertaking of such magnitude was found to be quite insufficient, and the project was abandoned.

The inhabitants of Southport did not fail to petition Congress every year for an appropriation to build a harbor, besides employing other means to bring the attention of Congress to this subject. In January, 1842, Gen. D. Hugunin was deputed to proceed to Washington; his acquaintance with some of the members of the Cabinet, it was believed, would gain for him a favorable hearing. Other individuals, in after years, were despatched to Washington on the same mission. The people, however, were doomed to disappointment from year to year; Congress seemed deaf to their reasonable demand, and very many of the settlers, who had relied on the building of a harbor as a means of giving permanent value to real estate, became discouraged. Finally, on the 25th of June, 1844, intelligence came that an appropriation bill had passed, granting \$12,500 for the construction of a harbor. This news was received with demonstrations of joy; a public dinner was gotten up, speeches made, toasts drank, accompanied with music and the firing of guns. Real estate, which had for some time been depressed, suddenly went up; many new buildings were immediately commenced, and the business activities of the town were greatly revived.

The good news of a harbor appropriation had its invigorating effect only a few weeks, when a new turn was given to affairs. It was ascertained that Col. Abert, of Washing-