

give their assent to a measure before it could become a law. Thus, at the end of every ordinance, it would read, "Passed by the vote of five Trustees." But the greatest peculiarity of this charter was, that it constituted the Trustees of each ward a corporate body of itself, for the transaction of the business of the corporation. The Trustees of the two wards, with their President and Clerk, met regularly for the transaction of business, and the Trustees of the north ward held stated meetings by ordinance, on the first Monday of every month. They had also a Clerk, and in no way different from the general corporation, except in not having a regular President or Moderator. They also passed ordinances which appear to have been of much the same general nature as those passed in joint meetings of the two wards. The same organization, and the same separate proceedings also took place in the south ward; consequently we find three legislative bodies in successful operation, at one time, in doing the political business of the place.

Soon differences having arisen as to the powers and duties of these several corporate bodies, the north ward enacted fines and penalties for the violation of any of their ordinances.

The first number of the *Southport American* was issued on the 23d of September, of this year, (1841). Its editors were Messrs. N. P. Dowst and Wallace Mygatt. The *American* was Whig in politics; and the *Telegraph*, which had hitherto been conducted as a neutral paper, soon took the opposite ground.

In 1840, Mr. B. P. Cahoon commenced the construction of an outside pier, which was finished in 1842, and made available for receiving and shipping freight. The first boat landed at the outside pier on the 20th of April, 1842. Previous to that time all goods and passengers that landed from vessels on the Lakes, at the port of Kenosha, had to be transferred from those vessels to the shore by means of a scow that was kept for that purpose. This scow was generally owned by an as-