

Mississippi had become important, the early French adventurers were induced to make a sort of pole or corduroy road over a marsh, for a mile in length, between the Fox and Wisconsin, and construct a large clumsily formed wagon on which to transport boats across the portage of ten tons burthen. This wagon was fully fifty-eight feet in length. The lading was carried on the backs of the boatmen or Indians, or on the rude carriage. This custom of rolling over the traders' boats was in vogue perhaps some thirty years or more, and ceased upon the erection of Fort Winnebago in 1828. Baptist Roy, lately a citizen of Marquette County, was for many years mainly engaged in this business, as was Pierre Paquette, of the Portage region.

Nicholas Boilvin, a Frenchman, was United States Indian agent at Prairie du Chien in 1816, and subsequently. His wife was formerly a Miss St. Cyr, of St. Louis. He was a faithful public officer, of moderate ability, but never obtained much popularity with the Indians. He left sons and daughters.

John W. Johnson, a native of Maryland, was United States factor at Prairie du Chien, in 1816, and afterwards. In his manners, he was a real gentleman, and a very worthy man; but unfortunately, he was quite deaf. He married a Sauk woman, and raised several children, and educated them; and finally retired to St. Louis, wealthy, where he resided the last I heard of him.

Capt. John Throckmorton and one Shelleross were the first persons who engaged in steamboating on the Upper Mississippi. Throckmorton first brought a small steamer, called the "Red Rover," from the Ohio, about 1820. He afterwards built the steamboat "Warrior," at Pittsburgh, and engaged with it in the Upper Mississippi trade, and had much of the government patronage in transporting troops, supplies and Indian goods for the factory trade. He was in the battle of Bad Axe with his steamer, and played quite a part in that affair. He was, some five years since, still navigating the Upper Mississippi, making St. Louis his home.

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