

through the works,— from Pittsburg to Green Bay. Captain Brooks, who was afterwards master of the craft, died in Green Bay early in June, 1887. The *Aquila* was brought through by Charles Green, of Green Bay, who had purchased her at Pittsburg. I afterwards acquired an interest in the vessel and held it for some years. She, with the *Pioneer*, which I also owned, made regular trips between Green Bay and Fond du Lac.

By act of congress approved Aug. 3, 1854 (construed by resolution of March 3, 1855), we had obtained an increase in our land grant,¹ for the work was broadening out, as the years went on, and the depth of water sought was greater than at first. We thereupon located a large body of fine land. The legislature, under chapter 64, general laws of 1855, authorized us to increase our capital stock to \$250,000, and that same year we were compelled to seek outside capital to swing the growing enterprise. The newcomers were New York capitalists, of whom Horatio Seymour, Erastus Corning and Hiram Barney were the leading spirits. This movement proved an exceedingly unfortunate one for us. The New York men deranged all our plans, and the upshot was that they got us into a position where we were obliged to submit, in February, 1866, to a foreclosure of the bonds and sale of the whole concern to the New Yorkers. The big imported fish swallowed the little natives.

On the 15th of August, 1866, the purchasers at the February sale became incorporated as the Green Bay and Mississippi Canal Company. But the surveys were thereafter conducted by government engineers.²

In 1871, the secretary of war, acting under act of congress approved July 7, 1870, secured an appraisal of the company's plant,— improvements, water-powers and personal property. By act approved June 10, 1872, an appropriation was made by government to purchase the improvement alone, and in

¹ The area of the whole grant on the Fox river, under this construction, was estimated at 684,269 acres, in report of select assembly committee, March 31, 1856. See also, reply to this report, by Theodore Conkey.— Ed.

² Under instructions issued from the engineer department in July, 1866. — Ed.