

October the company deeded the works to the United States. I put in a claim before the government commissioners, for a large amount of work performed, for which I had as yet received no compensation. The claim was allowed as just, but the company coolly collected the money. My suit for recovery brought me only about one half of the amount, and I have had no end of litigation with them ever since. I presume that I have spent much more in these suits than I ever received.

We would have got along well enough, in the old company, if we could have secured favorable legislation. But there was a continual wrangle at Madison over our affairs; sectional and official jealousies were ever hatching up new troubles for us. Then again, the legislature had issued scrip at twelve per cent. interest to other contractors as well as myself,—notwithstanding that I had been secured to finish the work alone,—and thus my contract was thrown into discredit. At the time I took the original contract, I considered myself well-to-do in this world's goods. In order to start the work, I ran into debt fully \$100,000 for supplies to furnish men, to purchase an immense number of tools and teams and to keep up an extensive pay-roll. These heavy obligations were a severe and almost crushing tax upon my finances, while the mental distress incident to those long years of doubt and wrangling was of a character that admitted of no adequate recompense, even had the venture been a profitable one.¹

¹ Dwight I. Follett, in *The Green Bay Gazette*, Dec. 14, 1887, makes the following interesting statement, the result of conversations with Judge Martin on this topic: "To Morgan L. Martin belongs the credit of originating the scheme of the improvement of the Fox and Wisconsin rivers, and to his arduous, protracted and almost unaided efforts is due the beginning of the work which he lived to see a reality and the route a national highway under government protection. Very soon after he came to Green Bay, and in October, 1829, he called a meeting at his office (near where the Milwaukee and Northern railway depot now stands) to agitate that project. Mr. Martin presided. Resolutions in that behalf were passed and forwarded to congress. Within the past few months, in the course of a conversation on that subject, in reply to the question as to what led him to originate that scheme, Judge Martin said that the idea was first sug-