

trade for Green Bay. By him we learn that covered canal boats, capable of carrying from fifty to ninety tons, are nearly completed, and arrangements are made that one will leave each end of the route, Green Bay and Portage, every week, and be through in about ten days. It is said that the Merchants' Line have also undertaken to ship lead from Green Bay at so low a rate that it can be carried from the Portage of the Wisconsin to New York city for ninety cents a hundred." <sup>1</sup>

And the following, in a Buffalo paper: "The forwarders of Green Bay are resolved to be prepared for business next season, whether it is destined to seek that channel or not. There is already a small navy, a very small steam-boat in service there, and now we find preparations on foot to build another which shall be more deserving of the name of steamer." <sup>2</sup>

November 1, 1844, a circular was issued by Morgan L. Martin, Daniel Whitney and others asking the people of Brown county to urge their Congressmen to secure a grant of land from the government sufficient to pay for improvements on the Fox and Wisconsin rivers, with a view to opening them to steam navigation and forming an unbroken connection from Green Bay to the Mississippi. <sup>3</sup> In

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<sup>1</sup> *Wis. Enquirer*, Apr. 25, 1842.

<sup>2</sup> *Buffalo Commercial Advertiser*, Jan. 11, 1845.

<sup>3</sup> Circular in library of Wisconsin Historical Society:

"To ——. The people of Brown County in Wisconsin Territory, feeling a deep interest in the contemplated improvement of the Fox and Wisconsin Rivers, appointed the undersigned, a Committee to address a Circular to the several members of Congress, requesting of each their individual endeavors in favor of the grant of land to effect that object.  
\* \* \* The design of this work is to open a water communication from the Lakes to be navigated by Steam Vessels. \* \* \* An experiment has been made for the first time the past season, in the use of Steam Boats upon the upper Fox River and its tributaries, which has given a new impetus to the trade of that region, and no doubt can longer be entertained of the River being navigable at all ordinary stages of water except that portion of it between the Grand Chute and the foot of Kackalin Rapids. \* \* \*

"The Fox and Wisconsin rivers occupy a position upon the Map of