

knew where! (I suppose there were farms near, but there were no houses to be seen.) And my baggage all in the "raging canal!"

A more furious set of men I have never seen. They held an indignation meeting right there, and made out papers to send to headquarters, which were, however, never used. We remained there several hours without means to get away. We thought first of waiting till the next boat came along, which would not be until night. But having no provisions, we had to enter the other boat to procure food and continue on our journey.

In the meantime my trunk, bonnet trunk, and one of the long carpet bags of that day, were fished out of the water.

We continued on the canal to Schenectady. There we took the cars for Albany. This I believe was the first railroad in that part of the country, and was newly built. Many know how that railroad was run. There being a sharp ascent in the road, a stationary engine was used on the hill; one ballast car went down hill while the passenger car came up. I think we were four hours on this part of the journey. At Albany we took the steamer for New York, going down Hudson River in the night, a fact I greatly regretted.

In 1839, my husband again had to go to New York. At this time he proposed that we should once more leave the children at Mackinac, and that I should accompany him to New York. This I decidedly declined to do, although I knew my mother was at home and the children would be happy. I, however, consented to go as far as Detroit and make a short visit there (as by this time I had many dear friends at that place), and then go back to Mackinac and visit with my mother and grandmother until Mr. Baird's return.

At the time of which I am writing, the Buffalo boats made their trip entirely around the lakes. So, in order to get away, we had to go all around Lake Michigan after leaving our bay. We left on the steamer "Columbus," commanded by Captain Walker. We found a crowded boat, for