

tain invited us into his boat to go with him and visit the city. There being no harbor, the steamer had to remain outside the bar, and we got a good drenching while crossing the line of surf. We went to the Milwaukee House, situated on Wisconsin street, near where the Northwestern Life Insurance Company's building now stands. It was a frame structure. We had a couple of hours to view the city. It struck me as a much prettier place than Chicago, and quite as large. I do not remember seeing any brick buildings, and do not think there were any at that early time; but the location was handsome, and there were manifest promises of future growth. Upon our return on board the steamer, we continued our voyage, stopping at every town on the Wisconsin side, and not once on the Michigan side, until we reached Mackinac, where the captain gave us nearly a whole day to visit the fort and neighborhood, of which privilege we availed ourselves by climbing the heights and seeing everything that was of interest. After leaving Mackinac, we steamed down Lake Huron, through Lake St. Clair, to Detroit, down the river into Lake Erie, and landed safely at Buffalo. After a short stay to view the city, which was larger than Chicago, we visited Niagara Falls, where we saw and enjoyed all the beauties of that wonderful exhibition of the power of nature. Then we took a steamer and crossed Lake Ontario to Oswego. There we engaged passage on a canal boat, to a point where we struck the New York Central railroad.

Travel on canal boats is now a thing of the past; but in 1841 it was certainly far more pleasant and agreeable than the agony of stage-coach riding.¹ The boats fitted up for passenger traffic had good accommodations and set a good table; and you were not exposed to the whims of cross, coarse, and unmannerly drivers.

Our boat was full of passengers. At night we were hung up in hammocks, which were strung along the sides of the boat, three or four in a tier, and although they were awk-

¹ Cf. Mrs. Baird's account of her trip on the Erie Canal, in 1836, *ante*, pp. 248-251.—Ed.