

demanded of me and I paid fifty cents, half of which was probably for the breakfast, and the rest for the broomstick.

After my mail-carrying experience — once I made a trip as foot carrier, to L'Anse, Michigan. I was guide and chain-man for Capt. Thomas J. Cram, who ran the boundary between Wisconsin and Michigan.¹ We went up the Menomonee, and portaged over to Lake Vieau Desert, and then had a three days' portage from that lake over to the Ontonagon.²

Then I returned to my river work. But pretty soon the steamboats came,³ and then there was no longer any use for Durham boats. I was engaged as pilot on the steamer "Black Hawk," Captain P. Hotaling. We ran from De Pere to Kaukauna, whence there was a stage to Menasha, and another from Menasha to Oshkosh. After that I was pilot on the "Aquila," the "Appleton," and the "Pearl;" sometimes I served as captain — as captain or pilot, I served at one time or another on most of the early steamboats on the Fox. When the railroads came, steamboating ceased to be an important business on this river. In time I dropped out of the work, and have since lived a very quiet life, here at De Pere.

¹ In 1840. See *Wis. Hist. Colls.*, xi, pp. 475-478.—ED.

² Andrew J. Vieau here remarked to the Editor that Ontonagon is a Chipewewa word, meaning "place of the wooden bowl"—*onto*, place; *nagon*, wooden bowl.—ED.

³ This was in 1841, when (February 17) the Fox and Wisconsin Steam Boat Co. was organized. See *Wis. Hist. Colls.*, xiii, p. 309.—ED.