Several of the Churches in the above list have established benevolent societies for the benefit of either men, women or children, through which much good has been accomplished.

CHAPTER VI.

COMMERCE AND NAVIGATION.


In commercial importance Buffalo ranks as second only to one other city in the Empire State. This proud position she has attained by virtue of her advantages as the key of the great lake and canal system of the country and the energy and commercial sagacity of the men who have labored in that field. With a safe and commodious harbor, lined with the most extensive and improved facilities for elevating, storing and transshipping grain, chutes and trestles for coal, and with terminal advantages that are unsurpassed, Buffalo now more than fulfills the expectations of the hopeful and far-seeing men who pioneered the commerce of the port. The vast chain of lakes that form an uninterrupted waterway from the inexhaustible and almost boundless territory of the West to the Erie canal and through that to the seaboard, has been aptly termed "The Mediterranean Sea of America." Upon their waters floats a commerce which, stupendous as it now is, has only passed its infancy. By far the larger portion of this is wafted directly into and through the port of Buffalo; she holds the key of the situation, in a commercial sense.

*In a paper written by the late Guy H. Salisbury, comparing Buffalo in 1836 and 1862, he said:—

"This brief retrospect brings us to the period when the elements of growth had given such strength to our business position in 1834-35, that anticipation looked eagerly forward to the coming years when Buffalo should sit at the foot of our own blue Mediterranean like a commercial Constantinople, stretching along the Bosphorus of the broad Niagara and holding the keys of a Dardanelles that could open and shut the gates of trade for the regions east and west."
The first vessel that sailed Lake Erie under the American flag, was the sloop *Detroit*, which was purchased by the government from the British Northwest Company in 1796. She was an old craft of about seventy tons and was soon after condemned. In the same year a small schooner, the *Erie Packet*, was built in Canada, to run between Fort Erie and Presque Isle. She was lost in 1799, having drifted out of Erie harbor. In 1797 the schooner *General Wilkinson* was built at Detroit; she was about eighty tons and was sailed two years by Captain Connelly. In 1810 she was refitted and her name changed to the *Amelia*. She was purchased by the government in 1812 and belonged to Commodore Perry's squadron. The *Good Intent* was built by Captain Wm. Lee in 1799; in 1806 she ran upon Point Abino and was lost with her cargo and crew. The same year, (1799) the brig *Adams* and the schooner *Tracy* were built by the government. The *Adams* was captured by the British during the first year of the war of 1812; she was retaken at Fort Erie, ran upon Squaw Island and burned. The *Tracy* was sold to Porter, Barton & Co. and was afterwards lost on a reef near Fort Erie. In the year 1805 the government directed the commanding officer at Fort Niagara to construct at that point a vessel large enough to transport Indian presents from the Fort to Fort Wayne. The vessel was built at Black Rock and named the *Nancy*; she was about fifty tons. The *Contractor*, a vessel of eighty tons, was built at Black Rock in 1806, by Porter, Barton & Co. She was sold to the government in 1812. The schooner *Catharine* was built at Black Rock in 1808, by Sheldon Thompson & Co. with others. Several small vessels were built at Black Rock and other points before the war, the names of many of which have been lost.

In the year 1806 the firm of Porter, Barton & Co., to the members of which the reader has already been introduced, owned a few small vessels on the lake and began the transportation of freight sent on to them by their eastern connections, transporting it around the portage at the Falls and thence boating it up the river to Black Rock. There a pier was built by the firm, and freight was transferred and stored there as became necessary, or was sent forward on the lake. This was the first regular line of transportation on the great lakes, with headquarters on the American side. When the laden vessels could not ascend the river against the current with the aid of the wind alone, from ten to twenty ox teams were hitched to the prows and they were thus hauled up the stream. Of the incipient commerce of those days, the late Augustus Porter left the following reminiscences:

"Between the years 1796 and 1800, (I am unable to particularize the year,) the schooner *General Tracy* was built at Detroit, and in August, 1808, purchased by Porter, Barton & Co., and thoroughly repaired, and on her second or third trip was wrecked on the Fort Erie reef, in 1809. The brig *Adams*, a government vessel, was built about the same
time as the *General Tracy*, and was sailed by Captain Brevoort for a number of years. She was built at Detroit. A small vessel called the *Good Intent* was built at Presque Isle, by Captain William Lee and, I believe, was partly and perhaps wholly owned by Rufus S. Reed. She, I think, was built about 1803, and was wrecked near Point Abino, in 1805. In 1802 or 1803, the schooner *General Wilkeson*, of seventy tons, was built at Detroit, and in 1811 was thoroughly repaired and her name changed to the *Amelia*. One-half of her was purchased of Solomon Sibley, by Porter, Barton & Co., in 1811. She was sold to the United States during the war. In the winter of 1802 and 1803, the schooner *Contractor* was built at Black Rock, by the Company having the Government contracts for the supply of the military posts, under the superintendence of Captain William Lee, by whom she was sailed until 1803, and afterwards by Captain James Beard. In 1803-'04, a small sloop called the *Niagara*, of about thirty tons, was built at Cayuga Creek, on the Niagara river, by the Government, but not put in commission. She was purchased by Porter, Barton & Co., in 1806, and her name changed to the *Nancy*, and sailed by Captain Richard O'Neil. In 1806 the schooner *Mary*, of one hundred and five tons, was built at Erie by Thomas Wilson, and purchased, the one-half by James Rough and George Bueshler, and the other half by Porter, Barton & Co., in 1808, and sailed by Captain Rough until the war, and then sold to the United States. In 1808, Porter, Barton & Co., purchased the schooner *Ranger*, of George Wilber, then several years old. She was repaired and sailed by Captain Hathaway. In 1810 the sloop *Erie* was built at Black Rock by Porter, Barton & Co., and sold to the United States in the time of the war. The schooner *Salina*, sailed by Captain Daniel Dobbins, and the schooner *Eleanor*, were built before the war, and sailed the lakes. Messrs. Rufus S. Reed, Bixby & Murray, of Erie, and some others whose names I do not recollect, built and owned vessels on the lakes in those early days. A number of vessels on both lakes, owned and armed during the war by the United States, were afterwards sold and employed in commerce."

Buffalo Creek was made a Port of Entry in the year 1805. The foregoing account will give the reader a general conception of the limited commerce and shipping of this port previous to the war of 1812. On the 16th of March, 1811, Black Rock was made a port of entry, and from that time until as late as 1815-'16, most of the lake vessels landed there; at that period they were all sloops, schooners and open boats.

One of the principal commodities sent up the lakes at that time was salt, with small quantities of dry goods, groceries, furniture, clothing, etc. Many of the vessels sailed down the lakes in ballast; those so fortunate as to be loaded, carried chiefly furs and fish. During the period in consideration, and for a few years later, many of the vessels were compelled to lay up a month or two in midsummer for want of up-freights. During the week preceding the 15th of August, 1815, the entries at the port were: a boat from Detroit loaded with fish and wool, and a sloop, the *Commodore Perry*, with peltries. The only clearance was the sloop *Fiddler*, of Cuyahoga, with salt and pork. The sloop *Hannah* was the first vessel registered in the Custom House at this port; it is under date
of August, 1816. She was owned by Townsend & Coit, the pioneer forwarders from Buffalo.

In the year 1815, Porter, Barton & Co. built a warehouse at Black Rock, nearly opposite the present site of the Queen City Mills. Black Rock was then the great salt and commercial exchange, where the Pittsburg traders, shippers and boat captains met to talk over the prospects and transact business. In March, 1816, the warehouse built by Porter, Barton & Co., was occupied by the forwarding firm of Sill, Thompson & Co., who carried on their business there until March, 1821, and with their immediate successors, were among the most prominent of the early forwarders from the foot of Lake Erie. The firm was composed of Nathaniel Sill, Sheldon Thompson, and James L. Barton; the firm was connected with Townsend, Bronson & Co., at Oswego, and with Porter, Barton & Co. The one warehouse which has been referred to, served all the purposes of storage for freight going both east and west at that period; while this would not seem to indicate a very enormous traffic, yet the firm was designated as "a monopoly that was not satisfied with doing all the commercial business, but tried to control the politics of the county."

The firm of Sill, Thompson & Co. engaged as employees in the year 1817, the now venerable John L. Kimberly and Sheldon Pease, both of whom reside in Buffalo. Mr. Kimberly was largely engaged in the shipping interest for many years. Mr. Pease remained in the employ of Sill, Thompson & Co. at Black Rock for five years, when he went to Oswego, remaining there ten years. He then went to Cleveland, and returned to Buffalo in 1862. As member of the firm of Griffith, Pease & Co. in 1837-38, Mr. Pease aided in building one of the first regular passenger steamers on Lake Erie, the Cleveland. The firm of Pease & Allen was subsequently formed and became prominent in the forwarding business.†

In 1816, the lake marine had reached the proportions represented by the following list: -- schooners Dolphine, Diligence, Erie, Pomfret, Weasel, Widow's Son, Merry Calvin, Firefly, Paulina, Mink, Merchant, Pilot, Rachel, Michigan, Neptune, Hercules, Croghan, Tiger, Aurora, Experiment, Black Snake, Ranger, Fiddler and Champion; sloops Venus, American Eagle, Perseverance, Nightingale, and Black River Packet, besides a few open boats.

Of the above list the following named craft, with a few additional vessels, were enrolled and licensed in the district of Buffalo Creek during the years 1817, 1818 and 1819:

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* James L. Barton's paper read before the Buffalo Historical Society, March 19, 1866.
† See biographical sketch in following pages.
Enrollments of the following named vessels are supposed to have been burned:—

<table>
<thead>
<tr>
<th>No.</th>
<th>Name of Vessel</th>
<th>Owners’ Name</th>
<th>Master’s Name</th>
<th>When and Where Built</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Brig Huron*</td>
<td>Jonathan Sidway</td>
<td>James Beard</td>
<td>Grand River, O., 1814</td>
</tr>
<tr>
<td>1</td>
<td>Sloop Hannah</td>
<td>Townsend &amp; Coit</td>
<td>Oliver Cott</td>
<td>Black Rock, 1816</td>
</tr>
<tr>
<td>5</td>
<td>Schooner Aurora</td>
<td>Samuel Wilkinson</td>
<td>Seth Tucker</td>
<td>Huron, O., 1816</td>
</tr>
<tr>
<td>5</td>
<td>Schooner Experiment</td>
<td>James Hale</td>
<td>Orlando Keyes</td>
<td>Black Rock, 1813</td>
</tr>
<tr>
<td>5</td>
<td>Schooner Rachel‡</td>
<td>Robert Eaton</td>
<td>Robert Eaton</td>
<td>Sandusky, O., 1815</td>
</tr>
<tr>
<td>1</td>
<td>Brig Union‡</td>
<td>Jonathan Sidway</td>
<td>James Beard</td>
<td>Huron, O., 1814</td>
</tr>
<tr>
<td>2</td>
<td>Schooner Experiment</td>
<td>Thomas Warren</td>
<td>Warren Dingley</td>
<td>Black Rock, 1813</td>
</tr>
<tr>
<td>3</td>
<td>Liberty</td>
<td>Hawley Reed</td>
<td>Hawley Reed</td>
<td>Two Mile Creek, 1818</td>
</tr>
<tr>
<td>4</td>
<td>Wasp</td>
<td>John Crane</td>
<td>Francis Hibberd</td>
<td>Huron, O., 1817</td>
</tr>
<tr>
<td>5</td>
<td>Packet</td>
<td>Gardner Cady</td>
<td>Gardner Cady</td>
<td>Buffalo, 1817</td>
</tr>
<tr>
<td>7</td>
<td>Wasp</td>
<td>Francis Hibberd</td>
<td>Francis Hibberd</td>
<td>Huron, O., 1817</td>
</tr>
<tr>
<td>8</td>
<td>Rachel</td>
<td>Robert Eaton</td>
<td>Robert Eaton</td>
<td>Eric Dist. O., 1815</td>
</tr>
<tr>
<td>1, 1819</td>
<td>Wolf</td>
<td>Henry T. Guest</td>
<td>Henry T. Guest</td>
<td>Dunbury, O., 1817</td>
</tr>
<tr>
<td>2</td>
<td>Aurora</td>
<td>Samuel Wilkinson</td>
<td>Sheldon Chapin</td>
<td>Huron, O., 1816</td>
</tr>
<tr>
<td>3</td>
<td>Experiment</td>
<td>Wm. A. Lyndeard</td>
<td>Zephaniah Perkins</td>
<td>Black Rock, 1813</td>
</tr>
<tr>
<td>4</td>
<td>Nautilus</td>
<td>Chas. H. Averill</td>
<td>Geo. J. Adkins</td>
<td>Sandusky, O., 1818</td>
</tr>
</tbody>
</table>

In the cargoes of these vessels at that period were to be found shipped westward, dry goods, household goods, naval stores, groceries, hardware, salt, fish, spirits, mill machinery, medicines, whisky, farm utensils, etc. Coming down, were shipped furs, grindstones, fish, cider, household goods, building stone, hardware, groceries, pork, etc. From the west furs still formed the principal article of commerce. In the summer of 1817 the schooner Tigress and the sloop Hannah brought in the most valuable lot of furs ever shipped from the west at one time. It comprised five hundred and ninety-four packages of beaver, otter, muskrat, bear and buffalo skins and was estimated to be worth more than $150,000. Three hundred and twenty-two of these packages were consigned to Hart & Lay, and owned by John Jacob Astor; one hundred packages were consigned to Townsend & Coit for different owners.

The firm of Townsend & Coit was composed of Chas. Townsend§ and George Coit; they engaged largely in the storage and forwarding business about 1818 at the foot of Commercial street, where they erected commodious warehouses for the purpose. They were the first firm in Buffalo in this business, and sent the first cargo from here westward, by

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* The Huron was first a Schooner and was altered to a Hermaphrodite brig in 1815, and was again rebuilt at Black Rock in 1816.
† Surrendered and enrollment and license granted to J. Sidway and R. B. Heacock, September 11, 1819.
‡ The Union, 96 13-95 tons, built in 1814, was the first merchant brig built on the lakes. She was subsequently laid up as being too large for the business.
§ Judge Townsend died September 13, 1847, aged 69 years.
regular bill of lading. At a little latter date John Scott began the forwarding business near the foot of Main street; the firm afterwards became Scott & Barker, Jacob Barker being the new member; still later the firm was Barker & Holt and Holt & Ensign. Soon after the completion of the canal in 1825, Sheldon Thompson & Co., removed from Black Rock to Buffalo, and carried on business as the Troy and Erie Line, with important connections east and west.

About the middle of July, 1817, an open boat called the Troyer, came into this port with the first cargo of breadstuffs from the west; she was partially loaded with flour at Cuyahoga. From that insignificant beginning has grown our present great commerce in the grain products of the west.

The Buffalo Gazette, of March 17, 1818, gives the following list of shipping then owned in Buffalo:

<table>
<thead>
<tr>
<th>Vessel</th>
<th>Burthen</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schooner Michigan</td>
<td>132</td>
</tr>
<tr>
<td>Brig Union</td>
<td>104</td>
</tr>
<tr>
<td>Schooner Erie</td>
<td>77</td>
</tr>
<tr>
<td>Sloop Hannah</td>
<td>43</td>
</tr>
<tr>
<td>Schooner General Scott</td>
<td>21</td>
</tr>
</tbody>
</table>

Total, 377 tons.

In the journal of a western tour kept and published by David Thomas, he gave the number of vessels on the upper lakes in 1818, as fifty, with a gross tonnage of 1,807 tons. But two vessels were of more than one hundred tons; many of them of less than twenty. In the same journal it is stated that there were then on Cayuga lake about thirty vessels, schooners and boats, of from eighteen to fifty tons. In other words, that small lake in 1818 (65 years ago), had floating on its bosom half as much vessel tonnage as all the upper lakes. At that date the fifty vessels on all the upper lakes footed up less than 2,000 tons. Now numerous vessels enter Buffalo harbor that carry 3,000 tons and staunch enough to circumnavigate the globe. These large vessels make the cost of freight transportation for long distances on these lakes the cheapest in the world.

The First Steamboat.—The Niagara Patriot of August 18, 1818, contained the following important announcement:

"The new and elegant steamboat, Walk-in-the-Water, will be ready for sailing the present week and we learn will take a short excursion previous to her regular trip to Detroit."

This pioneer lake steamer was built by Adam and Noah Brown, of New York; her boilers were made at Black Rock. John C. Calhoun

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4 The brig Union was built in Ohio and was the first vessel on which the pioneer lake Captain, A. Walker, sailed after his arrival in Buffalo, in 1817; she was owned by Jonathan Sidway, and it is said that it was difficult to get crews for her, on account of a prevailing belief among sailors that she was haunted.
was her first engineer. She was fitted with two masts and sails. Her first license was dated May 7, 1819. She was commanded first by Captain Job Fish, a former North River steamboat captain. The boat was nearly lost during a severe gale in her first season, when Captain Fish proved himself incompetent, and at the request of the passengers and crew, Captain John Davis took command of the steamer and brought her safely into port. In consequence he was given her regular command. The keel of the Walk-in-the-Water was laid in November of the previous year, near a little ravine about opposite the head of Squaw Island; she was finished and launched on the 28th of May, 1818, at Black Rock, amid the enthusiastic acclamations of the community.*

It was not until about the middle of August that she was ready to sail, when steam power, as represented in the new craft, entered the contest against the current of Niagara River. Humiliating as it must have been to the owners and managers of the steamboat, the rapid stream won the day.

Trial after trial was made, the engines were worked to their utmost power, but it was all in vain; the pioneer steamer could not get up the rapids unaided, and finally the assistance of Captain Sheldon Thompson’s “horn breeze,” as his ox teams were called, was invoked; the ox teams were hitched to the boat and thus assisted, she made her way slowly up the swift stream and into the lake. This event occurred on the 23d of August, on Sunday; a short excursion was tendered the citizens of Black Rock and Buffalo, which was very generally enjoyed. The steamer was a success from the first, financially and otherwise; the fare to Detroit was fixed at $18.00 for cabin and $7.00 for steerage passengers. She returned from her first trip on the 1st day of September, and on her next trip she took out one hundred and twenty passengers. The Walk-in-the-Water was, however, destined for a short life; she was wrecked off the lighthouse, November 1, 1821. Captain Jedediah Rogers was then in command of her, with Captain William Miller as pilot and sailing master. Her owners immediately began the construction of another steamer, under contracts calling for her completion by May 10th of the following year. She was built at Buffalo, near the foot of Indiana street, under circumstances that have already been detailed, and was launched April 13, 1822; she was named the Superior. Before the harbor pier was constructed, all vessels anchoring off Buffalo were unloaded and loaded from and into scows or lighters; this business was largely monopolized by G. W. Fox, with whom arrangements were also made by the owners of the Superior, as well as her predecessor, by which passem-

* The Niagara Patriot of June 2, 1818, said:—

"On Thursday last, according to previous arrangement, was launched the elegant steamboat at Black Rock, built by Mr. Brown, of New York, who is one of the proprietors. She left the stocks a few minutes before one, and moved in fine style, without accident, into her destined element, amid the acclamations of the numerous spectators who were highly gratified with the novelty of the scene."
gers were transferred in the same manner. The Superior was lost on Lake Michigan, in 1834–35. Her machinery was afterward put in to the Charles Townsend.

The canal was now under process of construction; Samuel Wilkerson and his co-laborers had constructed the first harbor, as detailed in earlier chapters; general prosperity reigned and the young commerce and navigation interests of the port and lakes shared in it. Monday morning, August 5, 1822, fifteen vessels were moored off Buffalo; this was noted as cause for congratulation. On July 12th, the following year, this number had grown to twenty-nine. January 22, 1825, a local paper noted the fact that one steamer, six schooners, one brig, in all forty-two different vessels entered and cleared during the previous season. The gross number of arrivals and clearances was two hundred and eighty-six.

A new steamer, called the Pioneer, started on her first trip to Detroit on Wednesday, May 28, 1825. She was built at Black Rock and was the first high pressure boat on the lakes. The Pioneer was afterwards commanded by Captain Levi Allen, who now lives in Buffalo and enjoys the distinction of being the oldest lake captain residing in the city. With the possible exception of Captain Harry Whittaker, of Detroit, Captain Allen is probably the oldest of the pioneer lake navigators now living.* He went on the lakes when he was seventeen years old, with a brother in-law, aboard a schooner which the latter had bought from the government; she was named the Commodore Perry, and was one of that victorious commander's fleet. Mr. Allen was aboard of the ill-fated steamer, Walk-in-the-Water, when she was lost in 1821. He also sailed about two years on the second steamer, the Superior; she was afterwards ship-rigged, carrying a cloud of sail. In 1834, Captain Allen commanded the Superior; that was the last year she sailed. Ten days were then consumed in a trip to Detroit.

Captain Allen's memory is clear regarding a time when he could at certain seasons of the year easily walk across the mouth of Buffalo creek, scarcely wetting his feet; the sand-bar which made this possible, would be carried out into the lake with each spring flood, leaving a channel four or five feet deep. Several little coasters of thirty or forty tons then trafficked along the lake shore and were able to enter the creek at most seasons, while all the larger vessels were compelled to anchor outside or run down to Black Rock. One of these early coasters was called the Salem Packet; she was commanded by Captain Sam. Ward in 1816–17;

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* Mr. Allen's memory is a mine of reminiscences of lake navigation in early times. His father was Holden Allen, one of the pioneers of Buffalo. He came here in 1808, when Levi Allen was six years old. Holden Allen had been a merchant, and brought here the remnants of a small stock of goods which he placed in market, in a log house that stood not far from the present No. 750 Main street. The next spring he bought out Major Frederick Miller, at the Ferry, where he remained until he was burned out in 1813. He leased Mrs. St. John's cottage immediately after the fire and entertained the public as best he could. He afterwards kept a hotel at Black Rock, and died with cholera in 1832. 
he was one of the pioneer navigators of the lakes and his arrival at dif-
ferent points along the coast was eagerly awaited, as he carried provi-
sions and luxuries not otherwise easily obtainable. In 1824, Captain
Ward built at Newport, Mich., a small schooner of thirty tons, called the
St. Clair. He loaded her with skins, furs, potash, and black walnut, and
started in June, 1826, for New York city, via the recently finished Erie
canal. He sailed to Buffalo, where he took the spars from his vessel and
towed her to New York with his own team. There he disposed of his
cargo to good advantage, partially re-loaded with goods for his Michigan
store, filled up with salt at Syracuse, and returned home the same way
he went down. The St. Clair was the first, and for many years the only
vessel of that character to go through the canal.

Charles M. Reed, of Erie, was one the foremost men in the steam-
boat interest for many years. Captain Levi Allen was in his employ
and connected with him for several years. Mr. Reed owned a line of steam-
boats in 1835, one of which was the Pennsylvania, which Captain Allen
commanded. In 1838 Captain Allen and Mr. Reed built the Buffalo,
which the Captain commanded for several years. They afterwards built
the Louisiana, which was also commanded by Captain Allen. He then
took command of the Niagara in 1847, and after two years of service on
her he retired from the water; for some years after he was connected
with the First National Bank of Buffalo and engaged to some extent in
business, but has now retired from active life.

Captain Daniel Dobbins was for many years a prominent early lake
navigator. He commanded the schooner Lady Washington, as early as
1800. When war was declared he entered the navy. The first timber cut
for a new vessel for the Lake Erie fleet was under Captain Dobbins'
direction, at Erie, where he then lived. Owing to the scarcity of ship carpenters
at that time, he was compelled to employ ordinary carpenters and
others who were even less skilled in the art. On this account, the work
was finally transferred to Black Rock. Captain Dobbins commanded the
Ohio in Perry's fleet. Superintendent David P. Dobbins, of the Nint
district of the U. S. Life Saving Service (Buffalo), is a son of Captain Dobbins.

The Clay, the Niagara, (not the steamer on which Captain Allen
sailed in 1847,) and the Daniel Webster were steamboats of light tonnage
that were built by or for Porter, Barton & Co., Sheldon Thompson & Co.,
or Sill, Thompson & Co., and their connections, as early as 1825. Shel-
don Thompson, one of the early leading men here in lake shipping inter-
est, was Mayor of Buffalo in 1840. He died March 13, 1851, aged sixty-
six years.*

About the year 1856, side-wheel steamers reached their climax of
popularity on the lakes. The railroads had crippled the passenger traffic
and propellers rapidly took the place of the side-wheel boats.

*See biography in subsequent pages.
Captain Frederick S. Miller who now resides in Buffalo at the age of seventy-three years, is one of the oldest lake navigators who have sailed from this port. He has spent nearly his whole life on the lakes, having sailed on his first voyage July 10, 1831, on the schooner Louise Jenkins, of which his brother Wells Miller was the Captain. In 1832 Captain Miller helped to fit out the schooner Austerlitz, the first double-top-sail schooner on the lakes, and sailed in her that season. In the following three seasons he sailed on the schooners Huron, Captain Robert Hart; with Captain Stiles on the schooner Minerva, built by Captain Augustus Jones; and on the schooner Merchant. In the fall of 1836 Captain Miller volunteered with a few others, to take the Milwaukee from Buffalo to Detroit with a load of merchandise. The vessel stranded near Marblehead. From that time down to 1881, Captain Miller was engaged successively as captain of the steamer Robert Fulton; mate of the steamer Thos. Jefferson; mate of steamer Michigan; mate of steamer Wisconsin; mate of steamer Buffalo, with Captain Levi Allen for five years; captain of steamer Chautauqua, owned by Oliver Lee, Cameron and McKay of Buffalo; mate of steamer Nile, the Louisiana, with Captain Levi Allen, and on the Niagara; then successively captain of steamers Diamond, the Ohio, the propeller Acme, in Ensign's Buffalo and Chicago line, the Arctic, of the Lake Superior line, the Cleveland, the Traveller, the Morning Star, the May Queen, and the Ontonagon. In 1866 he commanded the propeller Oneida, for the Western Transportation Company, and the next year the steamer Illinois of the Lake Superior line. In 1870 Captain Miller entered the employ of the Union Steamboat Company, with whom he remained until 1881, when he retired from the lakes. Captain Miller is the youngest of ten children of Major Frederick Miller, who has been frequently mentioned in this work as one of the pioneers at Black Rock. Two others of Major Miller's sons, Wm. Wells and Charles, were well known lake navigators in early times.

Among other well known early navigators of the lakes, whose success in their calling rendered them conspicuous, may be mentioned Captain Stephen Champlin, who distinguished himself as commander of the schooner Scorpion in the battle of Lake Erie, September 10, 1813—he died in Buffalo, February 20, 1870; Captain David Wilkinson, who commanded the Commodore Perry in 1836-'37; Captain James Rough; Captain Knapp, many years in command of a Revenue Cutter; Captain Chelsea Blake, who distinguished himself at the battles of Chippewa and Lundy's Lane and afterwards commanded some of the finest lake steamers. Others were Captains Jacob Imson, Walter Norton, Thomas Wilkins, Cliff Belden, Geo. Miles, John White, Wm. T. Pease, James M. Averill,* Chas. Burnett, Ned Burke, John Burnham, John Stewart, Robert Wagstaff, John Fleearty, Simeon Fox, Wessel and

* Died October 13, 1873, aged 66.

These and doubtless many of their co-laborers, were men whose natural ability, strength of character and firmness of purpose placed them in the front ranks of those who devoted much of their lives to the navigation and commerce of the great lakes during a period when the calling was fraught with more danger than it is at the present day.

With the completion and opening of the canal in 1826, lake navigation and commerce of all kinds became still more active; new steamers were built in rapid succession, and the lake fleet of sailing craft was largely increased. In the pamphlet published by Mr. Ball, in 1825, to which reference has before been made, he says of the shipping interests at that time:—

"The shipping which belongs to this port, amounts to upwards of 1,050 tons; among which are one steamboat, one hermaphrodite brig, eight schooners, one sloop and four transportation boats, which average over twenty-five tons each. * * * Besides there are numerous other water craft of smaller dimensions.

"There are upwards of sixty sail of good, substantial and safe vessels owned upon this lake, forty-two of which entered this port last season; and there were two hundred and eighty-six arrivals and an equal number of clearances."

In referring to the passenger traffic on the lake, Mr. Ball said:—

"There is also the steam brig Superior, of three hundred and forty-six tons burden, whose accommodations have not been surpassed, making a trip to Detroit, a distance of nearly three hundred miles, every eight or nine days; and it is rare that a day passes during the season without the arrival or departure of some of the lake vessels, which generally have very good accommodations for passengers, and are well found."

The Emporium newspaper of June 10, 1826, noted the arrival (probably for the previous week) of thirteen schooners and two steamboats in Buffalo harbor. October 26, 1830, there were thirty schooners, six steamboats, two sloops, thirty canal boats and other craft in the harbor at one time. The canal tolls of that year were $48,923.02, an increase over the previous year of nearly one hundred per cent.

Beginning with the year 1829, the wheat shipped eastward from this port for three years was as follows:—1829, 3,640 bushels; 1830, 149,219 bushels; 1831, 186,148 bushels.

The shipments of flour for the same period were:—1829, 4,335 barrels; 1830, 31,810; 1831, 62,968.

In 1817 there were nineteen merchant vessels on the lake, with gross tonnage of nine hundred and eighty-six tons. The following year the

* This list of names is chiefly from a paper left by Captain E. P. Dorr. Captain Dorr died at Aiken, S. C., March 29, 1881.
number had increased to twenty-eight vessels, 1,586 tons; in 1832 there were forty-seven vessels, 2,000 tons; in 1854 the gross tonnage was 132,000 tons; in 1858, 404,301 tons; in 1863, 413,026 tons.

In the spring of 1827, as we are informed by Mr. James L. Barton, in his paper read before the Historical Society in 1866, he left Black Rock and came to Buffalo, where he formed a partnership with Samuel Wilkeson in the forwarding business. This partnership lasted but two years, after which Mr. Barton carried on the business until the end of the year 1835. They had the agency of a large line of boats on the canal and vessels on the lake; "yet so scarce was western freight that it was difficult to get a full boat-load, although the boats were then of light tonnage." A few tons were all that could usually be furnished each boat to carry to Albany. This the boats would take on and then fill up at Rochester, which place, being situated in the heart of the grain growing district of New York, furnished much of the down freight for the canal.

About the period of 1832-33, the forwarding and commission merchants of this port and the lines they represented, were as follows:—

Townsend, Coit & Co. and Thompson & Co., Troy & Erie Line; Joy & Webster, Pilot Line; Pratt, Taylor & Co., Washington Line; Richard Sears, James L. Barton, Western Line; Smith & Macy, New York & Ohio Line; Baker & Holt, Merchants' Line; Norton & Carlisle, Hudson & Erie Line; Augustus Eaton, Clinton Line.

On the morning of November 19, 1833, Buffalo harbor contained seventy vessels of different kinds, which indicates that the lake and canal commerce and navigation generally kept pace with the growth of the city.†

In the year 1835, all of the wheat, corn, and flour received at this port was equivalent to 543,815 bushels. From that year to 1842, the receipts were as follows:

|------|--------------------|-------------------|-----------------|-----------------|-------------------|-----------------
| 1836 | 139,178            | 304,090           | 204,355         | 28,640          | 4,876             | 1,500          
| 1837 | 126,805            | 450,330           | 94,490          | 2,553           | ......             | 3,257          
| 1838 | 277,620            | 933,117           | 34,148          | 6,577           | ......             | 999            
| 1839 | 294,125            | 1,117,262         | ......           | ......           | ......             | ......          
| 1840 | 597,142            | 1,004,561         | 71,337          | ......           | ......             | ......          
| 1841 | 730,040            | 1,635,000         | 201,031         | 14,144          | ......             | 2,150          
| 1842 | 734,408            | 1,555,420         | 454,530         | ......           | 4,710             | 1,268

* Mr. Barton said of Judge Wilkeson:—"The Judge had been among the foremost in the controversy between Buffalo and Black Rock, and although many hard things had been said about him in our paper (the Black Rock Gazette), he remembered with unkindly feelings nothing that had occurred in the season of anger and strife. He had a mind of large grasp, quick perception, indomitable energy; never sparing time or money so long as a possibility existed of accomplishing any great object he undertook. He may emphatically be numbered with the leading minds that laid the foundation of this city." (See biographical sketch in subsequent pages of this volume.)

† The City Directory of 1836, says there were then fifty-three American vessels on the upper lakes. Nearly or quite all of these entered Buffalo harbor.
Captain A. Walker has left in the Historical Society the following list of names of men and firms who were in business on the Buffalo docks in 1848-'49, among them being most of those who had taken part in building up the commerce of the harbor from its infancy:—


This was a period (1848-'49) when the commerce of Buffalo was at a high tide of prosperity, to which it had rapidly grown during the years that had followed the completion of the harbor and its extensions, and the Erie canal. Buffalo was then essentially a maritime city. The harbor, largely extended during the next few years, was safe if not very commodious, and it continually presented during the season of navigation a scene of life and business activity that promised most encouragingly for

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*Mr. Kinne is still in the shipping and commission business on the Central Wharf. He began the commission business in Buffalo in 1849, in company with Dean Richmond, J. M. Peabody and James A. Cowing. In 1846, Mr. Kinne built the third elevator erected in Buffalo, and between the years 1838 and 1865, alone or in connection with others, built fifty-one different lake vessels; among them was the Wyndham, the first of the large fore-and-aft schooners on the lakes. Her capacity was 10,000 bushels; the average capacity of lake vessels at that time was about 4,000 bushels, and the launching of the Wyndham, with more than double the ordinary capacity, created quite a sensation. Predictions were freely offered that her great size and her enormous spread of canvas would certainly cause her destruction. That was only forty-five years ago; the Wyndham sailed the lakes successfully, and now it is not a very uncommon thing to see a lake schooner come into Buffalo harbor, laden with a hundred thousand bushels of grain.