

border during that war. And he saw them in our forests, in the shattered and broken trees, which, pierced by cannon balls and bombshells that passed over our batteries, struck at twenty, thirty or forty feet from the ground; so that thus weakened, they would, under the subsequent effect of the wind, break and hang down, from the places where the shots had passed through them.

Squaw Island was in its native forest beauty, with Niagara's water flowing rapidly by on either side, rolling and whirling as if in haste to make the great leap over the grand precipice; and the great cataract's heavy booming sound, which, although residing nearly twenty miles distant, I have so often heard in the still quiet morning for more than three-score years, was then, as now it is, in the great orchestra of God's creation, the sublime, bass note, which never can be excelled by the puny work of man.

At Black Rock, I may here mention, as at Buffalo, only small beginnings had been made by way of occupation and settlement.

Porter, Barton & Co. had commenced the forwarding business (which included the portage around the falls) in 1805. Their principal place of business was at Black Rock.

Before the war of 1812, Nathaniel Sill & Co. (I think Nathaniel Sill's brother, Joseph Sill, was the "Co.") had a warehouse at the same place; and I believe soon after there were one or two others. They were all situated nearly opposite the head of Squaw Island; and near them, and below, was a ship-yard, where the "*Walk-in-the-water*," the first Lake Erie steamboat, was built.

Excepting these few buildings, and surrounding clearings near the river bank, all the land in the vicinity of Black Rock was covered with native forest. A large proportion of the timber was white oak, which, as is well known, is the principal timber used in ship-building. This timber-land extended over the greater part of what is now the city of Buffalo.