

This cannon,—whose sound was at this early time of so much interest to us, and to many residing on the shores of these lakes,—after journeying several seasons up and down, got loose during one of our heavy gales, fell overboard and was lost. The late Captain Blake told me it was lost as above stated, from his steamboat.

It must be borne in mind that all this time there were no harbors on the lake to run into in case of storms, or for landing passengers or freight. Should heavy winds or gales arise, the only chance for safety was, to run under Cunningham's Island, Point Abino, or down Niagara river.

In making its stoppages at the different ports, the boat would heave to, or come to anchor off shore, and cannon would be fired, when a row-boat (or "yawl") would bring out the passengers and freight for the steamboat, and take ashore persons and articles that were to be landed. If the weather was rough the boat would not stop at the way ports, but the passengers and freight would be carried by to be brought back and landed on the return trip.

It will be perceived that at this time, 1818, Buffalo was considered by many as a suburb to Black Rock, and but secondary in importance, in a business point of view, to that place. Black Rock was, in fact, the principal center-point, so far as speedy travel and most of the shipping business was concerned. Porter, Barton & Co., at Black Rock, had from the year 1805, been striving to make that the great city, which was to exist at the foot of Lake Erie, and the prospect now looked very fair that they would succeed. The day of the sailing of the boat, from Black Rock, was duly advertised in our two weekly papers, of which one was published at Black Rock by Smith H. Salisbury, the other in the village of Buffalo by his brother Hezekiah A. Salisbury. Of course they were opposed to each other in politics, and duly advocated the superior advantages of the villages in which their respective papers were published. Travelers from a distance, and especially