

Why he continued in his stewardship only one season I never took pains to inquire. But I do know that he tried to ingratiate himself into the favor, if not the affection, of a fine blooming young lady, daughter of one of our neighboring farmers. Having seen her at her home, when he had been purchasing supplies for the boat, he took the liberty to call and spend an evening in her company. In the course of the evening her father had reason to enter the room quite suddenly, and the result was that he ordered this New York dandy steward to leave his house immediately, which he did not hesitate to do. His exit was considerably facilitated as he left the door-way, by the toe of the farmer's boot, propelled by the angry farmer behind it. This farmer lost a customer for his produce, but, I think, saved a daughter.

The *Walk-in-the-water* was quite a wonderful craft to the pioneers of this place, both as to her appearance and speed in navigating the lake. The trip to Detroit, a distance of three hundred miles, and back again, wind and weather permitting, would be made in from nine to ten days. This was considered very fast traveling in those days.

The fare of each cabin passenger, from Black Rock to Detroit, board included, was first put at twenty dollars, afterwards at eighteen, and finally reduced to fifteen; and it was reduced in June, 1820, to the following moderate rates: From Black Rock to Erie five dollars, Grand River seven, Cleveland ten, Sandusky thirteen, and Detroit fifteen.

One very important appendage to this steamboat was a small cannon. It was a four-pounder, mounted on wheels, and was carried on the forward deck. This cannon was fired once, before she left port, to let it be known that she would leave her dock at Black Rock in half an hour. Also, on her return trip when the boat arrived within one mile of the mouth of the river the cannon was discharged to let all the world know, at least all people that were in hearing of the report, that the steamboat was coming in.