

forest of timber. The day being pleasant, from miles away, in a direct line, there are the clouds of mist plainly to be seen rising from that world-wide wonder, the Cataract of Niagara.

But, long ago, no—the eye and the mind work quickly,—by this time the Buffalonians must have gotten “*aboard*,” and the Excursion, in all the charm of its novelty, must be in successful progress. Yes, the bell has rung, the engine has begun its tugging labors, and the boat is speeding on its way “to Point Abino and return.” Who that was present that day, and old enough to write out its experiences has ever penned them for the coming time?—alas! it is to be feared, not one!

We must return to our talk of the steamboat’s every day, work day, life.

The fuel used in running this first steamboat consisted wholly of bass, pine, and hemlock wood, all split fine and well seasoned. Hard wood would not answer; as that which would make a more lively and intense fire was needed. Bituminous coal had not made its appearance on this frontier at that time. And if it had been introduced it probably would not have been used for propelling purposes on the boat. This wood, delivered at the dock, cost from \$1.25 to \$1.75 per cord. It was quite an object for our farmers to secure the contracts for furnishing the wood for the steamboat. Many of them had plenty of fuel-timber for which to find sale, as they were clearing off their farms. The inducement, however, consisted chiefly in the price received for chopping and hauling; the timber itself was not considered of much value. Sill & Co., of Black Rock, and Townsend & Coit of Buffalo, were agents to purchase the wood for the “Steamboat Company.”

The *Walk-in-the-water* continued to run through the seasons of 1819-20, and until November, 1821, when she was wrecked. But she never entered Buffalo harbor, for the very good reason that there was no such harbor while she was afloat; for she was wrecked before the improvements were