Black River Navigation Company, of which it appears, from a paper recorded in the clerk's office June 5, 1810, that the following persons were subscribers, with the number of shares, at $10, taken by each: Samuel Brown, Jr., 20; Jacob Brown, 35; Micah Sterling, 10; Benjamin Skinner, 10; John Brown, 20; Wm. M. Lord, 20; Judah Williams, 10; Samuel yarr;"20; Joseph Starling, 10; Wm. Hunter, 10; Richard M. Esselstyn, 10; James Shields, 5; Gersham Tuttle, 5; Thomas M. Converse, 5; Amasa Trowbridge, 10. The commissioners were Ethel Bronson, John Brown, Wm. M. Lord and Thomas M. Converse. On the 8th of March, 1811, the company received an amendment of their charter, by which the president and directors were to appoint a collector, who should receive from every boat of five tons and upwards, 25 cents per ton, and for small boats not more than 50 cents per ton, for going and returning, provided the receipts shall not exceed 14 per cent on the capital invested. The company was required to finish their work within three years, and were empowered to dispose of their surplus water as they might see fit. In 1812, and 1815, the time for completing the work was extended, and in the latter year wooden locks were built, sufficient to allow the passage of Durham boats. By an advertisement in the Sackets Harbor Gazette, dated May 1, 1817, the public was informed that no higher toolls than 50 cents would be collected on a boat passing the locks. About 1828 the project of building a steam boat, to ply between Brownville and ports on the river and lake, being in discussion, stone locks were built in place of the wooden ones, which had decayed. The steamer Bryummlle was built in the summer of 1827 by a company, the original parties of which were Turner & Dodd, but Wm. S. Ely, Wm. Lord, Edmund Kirby and Hoel Lawrence, of this place, with parties in Oswego and Ogdensburgh, became afterwards interested, from having made advances. It had a keel 80 feet, beam 20 feet, and depth of hold 6£ feet, with a burden of 100 tons, and engines of 35 to 40 horse power. She was built at the village, on the north side, and having with difficulty passed the locks, was burned to the water's edge, on her first trip to Ogdensburgh, but was run upon an island, and her crew saved. The hull was towed back to Brownville, and rebuilt by Capt. E. B. Dodd, and after a short time was sold at Sackets Harbor, and the name changed to the William Jlvery. The village of Dexter, six miles from Sackets Harbor, has long since been regarded as the head of navigation on Black River.

On the announcement of the declaration of war, Brownville became the seat of much activity and excitement, from its being the head quarters of General Brown, who had the personal direction of military operations on this frontier during most of