between Carlton Island and Long Island, for a term of ten years. The ferries across the river in this town, have generally been granted by the legislature, the rates being fixed by the county courts. Before the establishment of a custom house, smuggling was carried on with impunity, especially during the embargo period, when the temptation was great, and the means of prevention comparatively limited.

In 1809 the business of lumbering was commenced by Esselstyn and Murry, the latter from Augusta, in Canada, the timber being bought of Le Ray and exported as staves, and square timber. This business gave employment to many men, and brought a transient population to the place. In the same year several families made a permanent stand in the place. In 1810 the importation in vessels of staves, from the Genesee and Niagara countries, gave employment to a considerable number and brought in much money. About 200,000 staves were imported, and at the end of the season 80 or 90,000 were left. The business of building arks for the Montreal trade, is followed to some extent, and in 1811, it was continued by the Esselstyns on their own account, but not so extensively. In 1812 the embargo was again laid, but the cry of war had been so long heard, that it was not dreaded, and preparations were made to raft the staves, that remained of the business of 1810, but before the embargo was to have ceased, war was declared, and the lumber was afterwards mostly used as fuel by Wilkinson's army. At this time, there were but about six families at Cape Vincent. The news of the war spread terror throughout the settlement, and this point being nearest to Kingston, was considered of much importance by General Brown, upon whom the care of the early military operations of this place was laid. Capt. Farrar, had been stationed here a short time before, with a part of a company of militia, to enforce the embargo. Major John B. Esselstyn, a resident of the place, was immediately directed to assemble a body of militia, and three companies were collected and retained under his command, until Major Allen could arrive with his draft. A company of drafted militia from the Mohawk settlements, under Capt. Getman, and subsequently others were posted here a short time.

A few days after, war had been declared, but before the news was received, the Niagara, and Ontario, two schooners, laden with flour and potash, from Queenstown to Brockville, were seized by Mr. Elijah Fields, Jr., deputy collector at Cape Vincent, and taken to Sackets Harbor, where an investigation was held; the Niagara was condemned and sold, the Ontario was released and allowed to depart. The vessels were owned by Porter & Barton, of Niagara, and were taken in our waters, without papers, and in violation of the revenue laws.