



the wind, and varying atmospheric pressure, these changes are of almost daily occurrence.

The courses are magnetic.



HEAD OF GREEN BAY AND ENTRANCE TO FOX RIVER, WISCONSIN

From Surveys under the direction of the
BUREAU OF TOPOGRAPHICAL ENGINEERS WAR DEPARTMENT
 in obedience to Acts of Congress requiring the
SURVEY OF THE NORTHERN AND NORTH WESTERN LAKES

surveyed in 1845 by
 Capt. W. G. WILLIAMS and Lieut. J. W. GUNNISON Corps. Top! Eng^{rs}

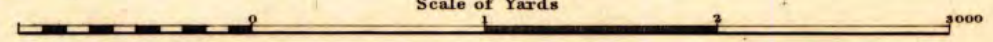
with corrections to date by
 Lieut. W. F. RAYNOLDS Corps Top! Eng^{rs}

under the orders of
 Capt. J. N. MACOMB Corps Topographical Engineers

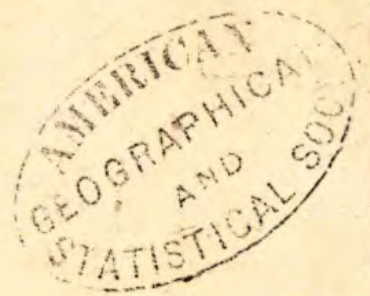
1853

Scale 50000

Scale of Yards



A.M. GEOG. SOC.
 No. 1772





PARTIE OCCIDENTALE
 de la
NOUVELLE FRANCE
 ou du
CANADA
 Par M^r Bellin Ingenieur du Roy et de la Marine
 Pour servir à l'Intelligence des Affaires et de l'Etat
 present en Amerique, communiqué au Public par
 les Mémoires de N^om^om, en l'an 1755.
 Echelles
 Lieues Communes de France de 25 au Degré
 et de 30 au Degré
 Lieues Marines de France et d'Angleterre de 30 au Degré



PAYS DES
TEMIS
CAMINGS

PAYS DES
NIPISSINGS

PAYS DES
IRROQUOIS
DU NORD

PAYS
DES
RENARDS

PAYS DES
MASCOUTENS

PAYS DES
ILINOIS

PAYS DES
MIAMIS

PAYS DES
ERIES

ANCIEN
PAYS DES
HURONS

LAC ONTARIO

PAYS
DES
IRROQUOIS

PENNSYLVANIE

NOUVEAU
JERSEY

DE LA
LOUISIANE

On ne connaît point la Course de toutes ces Rivières.

Toute cette côte n'est pas connue.

Toute cette côte n'est presque pas connue.

Ces ont été détruits par des Irroquois.

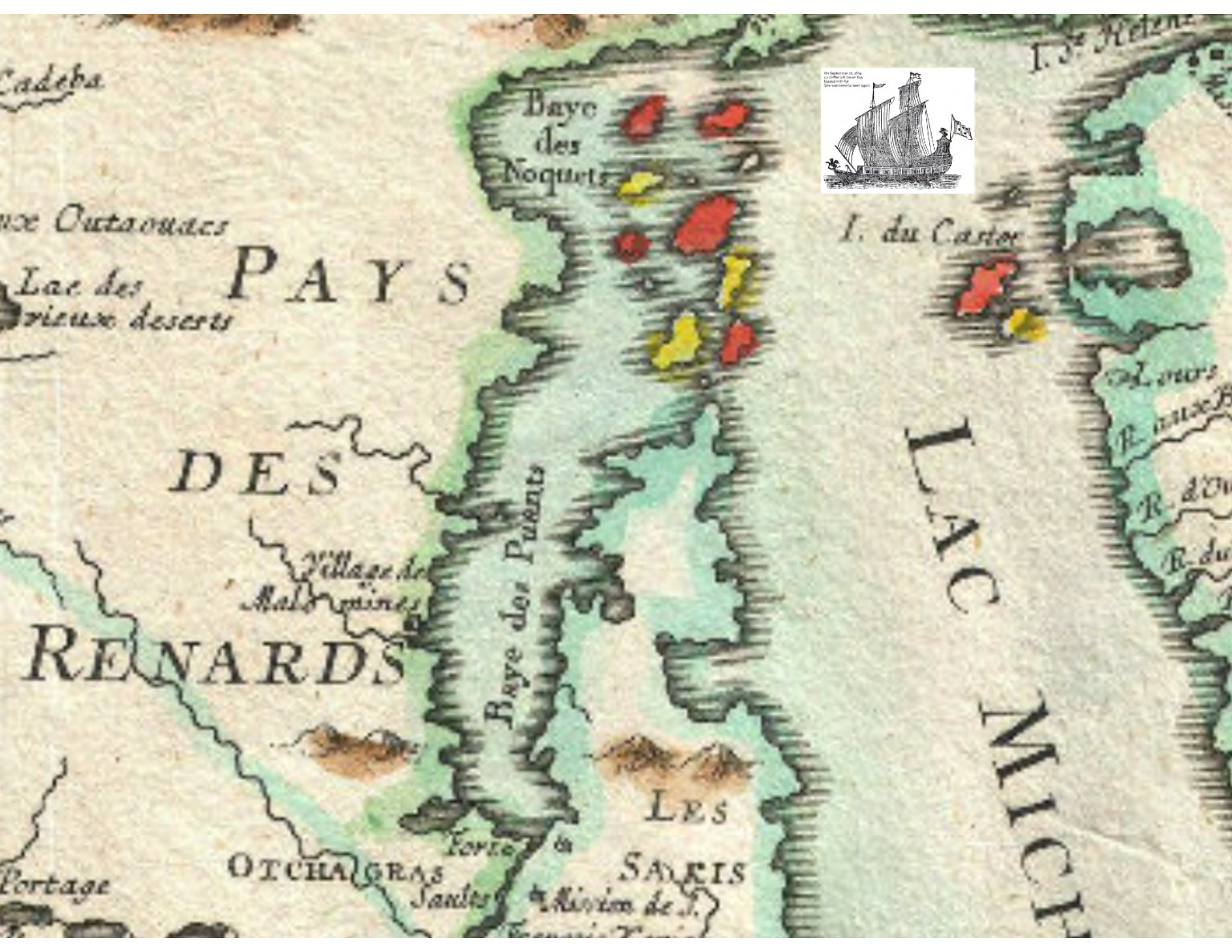
- *Le Griffon* was a seven-cannon, 45-ton barque built and launched on the Niagara River near Cayuga Creek in 1679



Detroit S. Germain



She was under the command of French explorer
René-Robert Cavelier, Sieur de La Salle
(11/22/1643 – 3/19/1687)
and Father Louis Hennepin
(5/12 /1626 – 12/5/1704



Cadeba

ice Outaouacs

Lac des
vieux deserts

PAYS

DES

RENNARDS

OTCHAGRAS

Portage

Baye des Puents

Fort de
Saults

Riviere de St.
Francois

LES
SARIS

Baye
des
Noquets



I. du Castor

LAC
MICHIPICOU

I. St. Helene

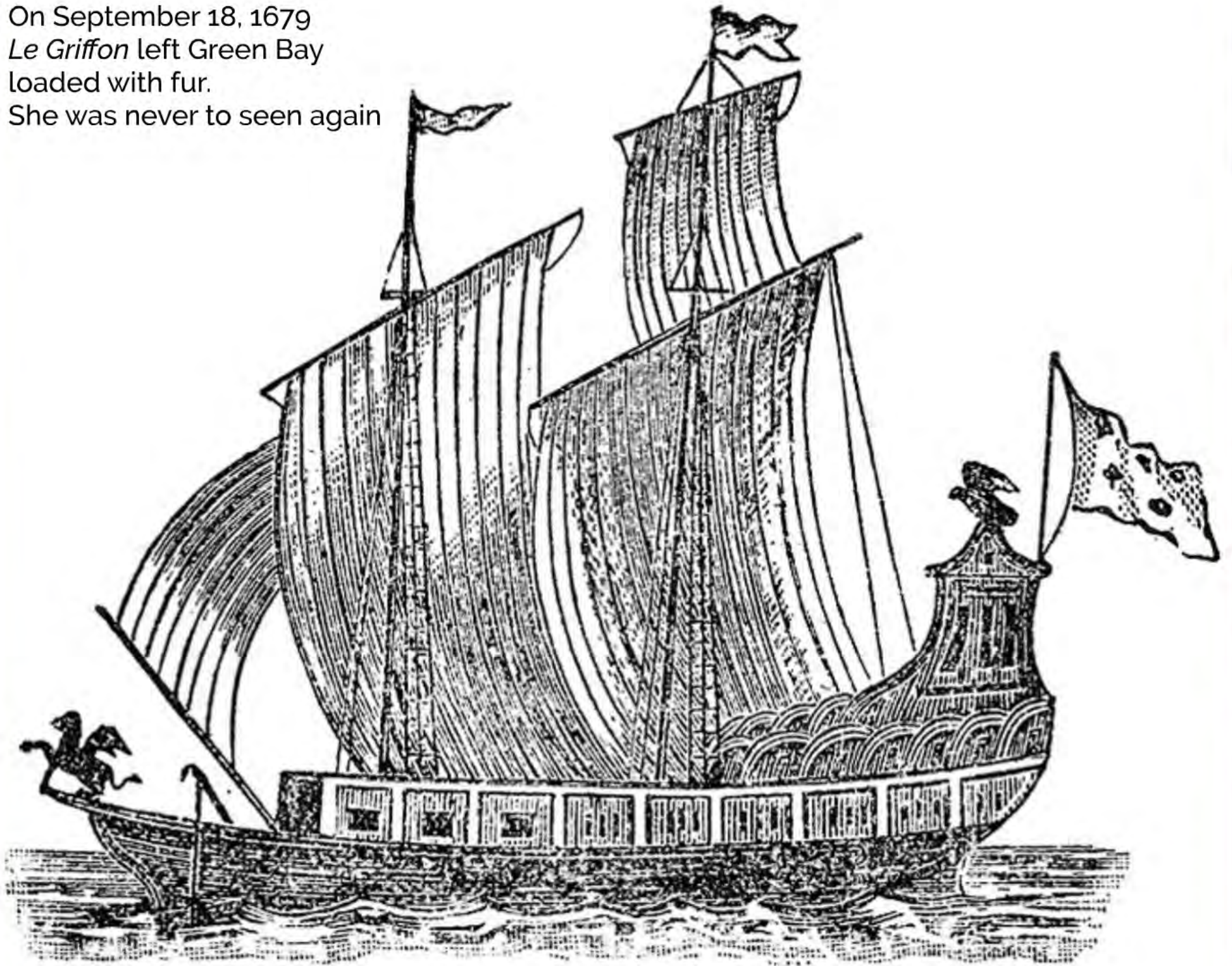
R. des
Lours

R. de la
Belle

R. de
St. Louis

R. de
St. Jean

On September 18, 1679
Le Griffon left Green Bay
loaded with fur.
She was never to be seen again







Chicago Lithographing Co. 152 & 154, Clark St. Chicago

Drawn by A. Neber

1. President
2. Mayor
3. Governor
4. State Treasurer
5. State Auditor
6. State Comptroller

7. U.S. Marshal
8. U.S. District Judge
9. U.S. Circuit Judge
10. U.S. Attorney
11. U.S. District Attorney
12. U.S. Marshal
13. U.S. District Judge
14. U.S. Circuit Judge
15. U.S. Attorney
16. U.S. District Attorney

GREEN BAY AND FORT HOWARD

17. U.S. Marshal
18. U.S. District Judge
19. U.S. Circuit Judge
20. U.S. Attorney
21. U.S. District Attorney
22. U.S. Marshal
23. U.S. District Judge
24. U.S. Circuit Judge
25. U.S. Attorney
26. U.S. District Attorney

27. U.S. Marshal
28. U.S. District Judge
29. U.S. Circuit Judge
30. U.S. Attorney
31. U.S. District Attorney





C. Kellner & Son, Printers 55 Ferry St., Oshkosh

GREEN BAY, 1857.

Shipped, In good order and condition by DAY & THOMAS, as Agents and Forwarders, for account, and at the risk of whom it may concern, on board the _____ whereof _____

is Master, now lying in the port of Green Bay, and bound for _____ the following articles, as here marked and described, to be delivered in like good order and condition, as addressed on the margin, or to his or their Assigns or Consignees, upon payment of the freight and charges, as noted below, (the dangers of navigation excepted.)

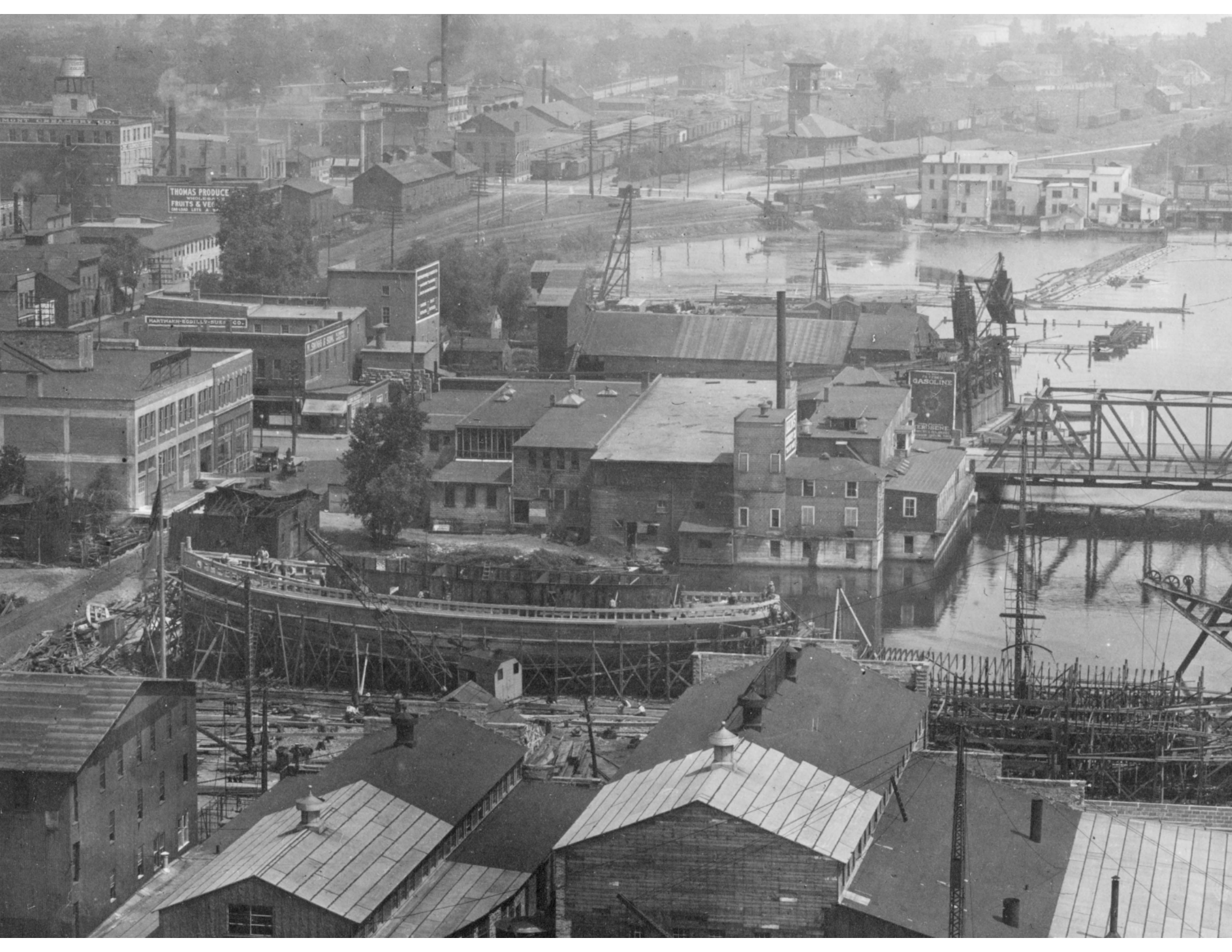
In Witness Whereof, The said Master of said Vessel hath affixed to this Bill of Lading, of this time and date, and of which being accomplished, the other to stand void.

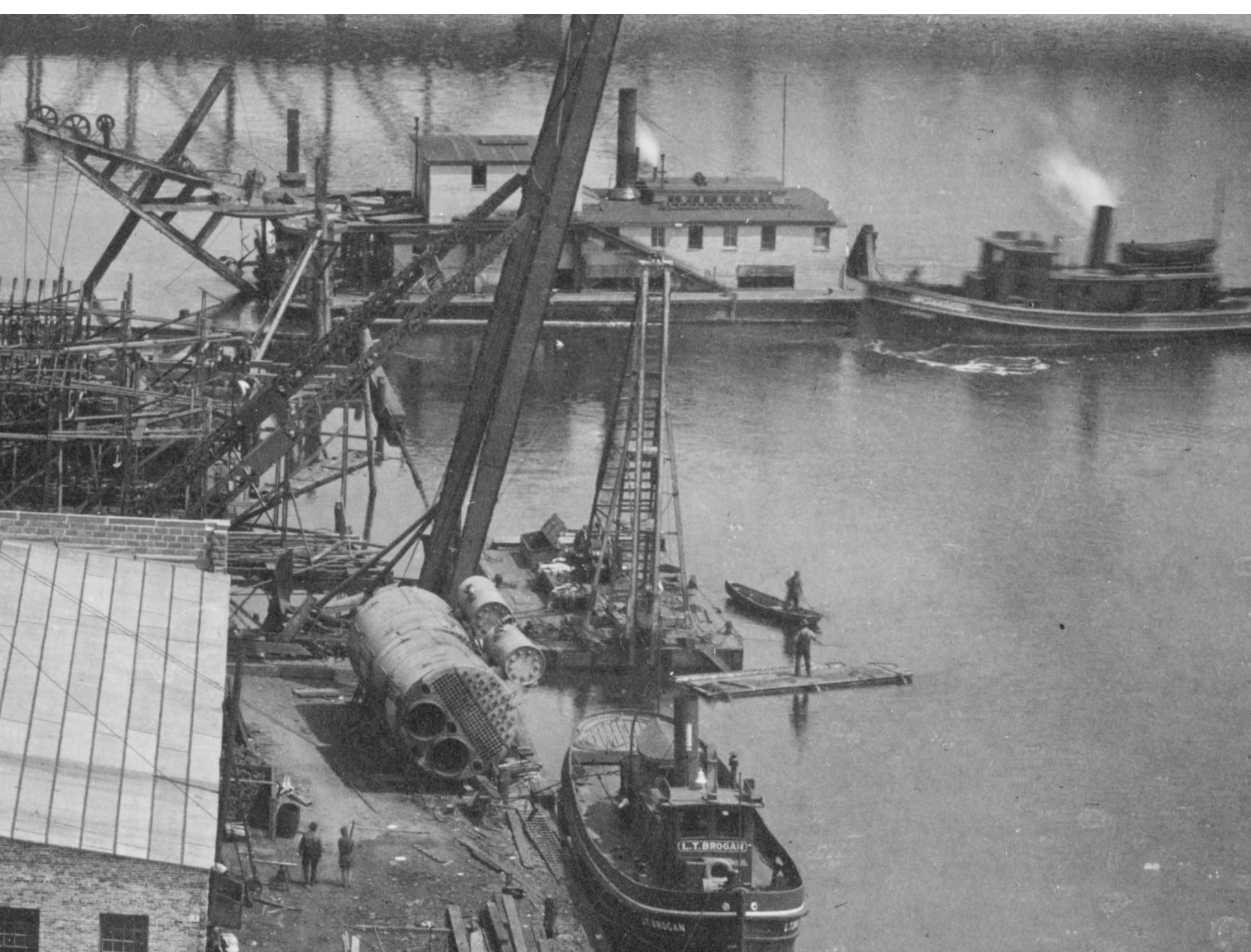
Martin forward					64 62
J. H. Kimberly	1 Carriage (in box)				
Menah	2 boxes Shells				
	1 pr Shafts.		12 00		
	B. & H. Co. St. Pl. Co. chgs.		1 10		
	our chgs		50	13 60	
Leaves Allen	1 hf Bbl. varnish	205	60	123	
Menah	our chgs.			10	
	3 boxes Sals				
	1 - Sautons	100	70	70	
	2 - Ho. Ware				
	4 - Axes (2)				
	1 Bbl. M. Sticks				
	1 - J. Rope				
	2 casks Ho. Ware	16 90	55	9 29	
	our chgs.			90	10 89
A. H. Cronkwhite	1 Sulkey				
Menah	1 Axle broken & 1 missing, so } received from Schenckel, } our chgs		6 00		
			50	6 50	
M. W. Allen	15 keys Nails	15 90			
Hortonville	Cleveland chgs			80	
J. M. S. Appleton	Lake Fort			3 18	
	our chgs			80	4 78
J. Packer	2 Bbls. S. Potatoes				
Appleton	C. P. R. chgs			2 40	
	Lake Fort			75	
	our chgs			20	3 40
J. B. & J. A. Paige	2 casks Hams	65 1			
Oshkosh	Lake Fort			1 63	
	our chgs			34	
					7
					104 86





J. AREC







JAMES DUANE DOTY

Brown County's 1st Circuit Court Judge
Patriotic Civil Servant
Wisconsin Territorial Governor

1799-1865

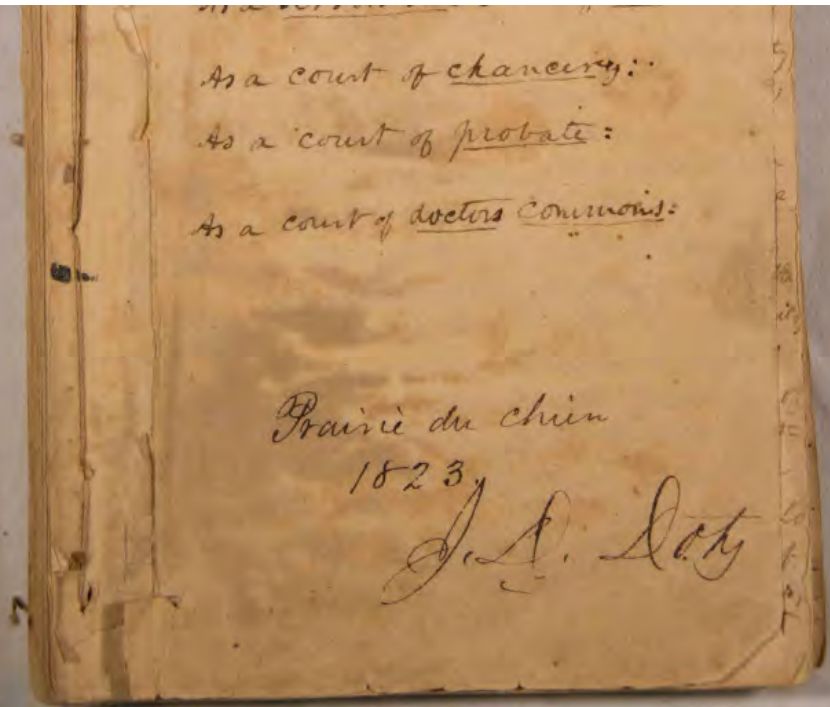
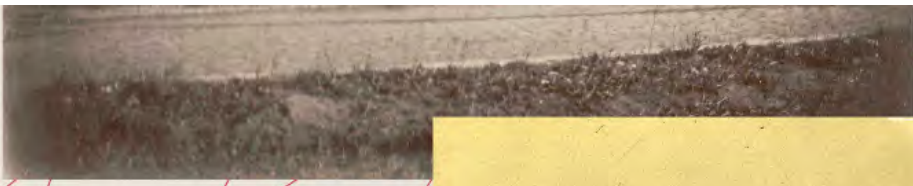
Judge Doty held many powerful positions over his long career. By the age of 24, Doty was appointed to a judgeship by President Monroe. In 1824, his career brought him to Green Bay as the appointed Circuit Court Judge, a post he held until 1832. Before Brown County had a circuit court, proceedings were held in Detroit.

When Wisconsin became its own territory in 1836, Doty had hoped to be appointed governor but the job went to Henry Dodge. Instead, Doty served as a congressional delegate from 1838-1841. In 1841, President Tyler appointed Doty as Governor of the Wisconsin

Territory. He served as governor until 1844 when he moved to Neenah.

When Judge Doty arrived in Green Bay he felt the town was in a state of disarray. There had not yet been a strong presence of American law but now that he was in town that was going to change. Most residents were Native American, French, or Métis. The residents were more aligned with Canadian law and had their own ways of doing things. One of Doty's first actions was the indictment of 36 people for living with their Native American wives and not being married by church or civil law. They were married however, under their own cultural customs.





JAMES DUANE DOTY

Brown County's 1st Circuit Court Judge
Patriotic Civil Servant
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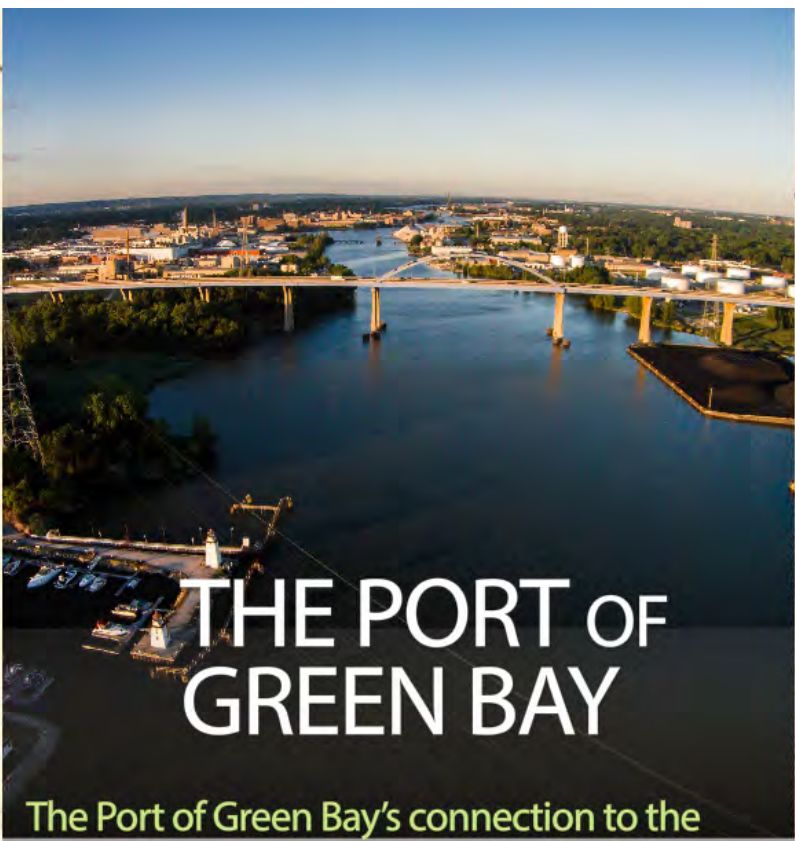
1799-1865

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THE PORT OF GREEN BAY

The Port of Green Bay's connection to the Great Lakes made the area ideal for Wisconsin's first European settlement. Since then the port has helped Green Bay grow into a trading center and continues to serve the area as a major economic driver.

The types of goods moving through the Port have evolved over the last two centuries. When Brown County was founded fur was the main trade good. During the late nineteenth century, the primary exports had become construction materials like lumber, shingles, and railroad ties. After the devastating Peshtigo Fire in 1871, which severely damaged the region's forestry industry, agricultural products such as flour became major exports.



Even with the arrival of other modes of cargo transportation, such as rail and truck, the Port of Green Bay continues to be a vital economic asset. By the mid-1930s, the Port of Green Bay shifted from mainly exporting to importing commodities, primarily coal and petroleum coke. In 1959 the St. Lawrence Seaway opened, creating a direct link between Green Bay and the Atlantic Ocean.





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John G. Munson
Enters Port 7/12/1982



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13



67_110 neville Public Museum