

BICKEL SCRAPBOOK

STEAMBOATS VOL. II

This Index created to facilitate researching the scrapbook.

Includes:

1. Boats, barges, tows, rafts, etc. [listed in bold & italicized print]
2. Names, places, companies, etc. [regular print]

Compiled by members of:

LEE COUNTY GENEALOGICAL SOCIETY
PO Box 303
Keokuk, IA 52632-0303

The Daily Gate City.

SATURDAY MORNING, AUGUST 24 1872.

Commodore Rollingpin to the Keokuk and Northern Line Packet Companies.

MOUTH OF DUCK CREEK,
August 12, 1872.

GENTS:—I see by the papers that you have combined together for the purpose of running Commodore W. F. Davidson off the river. I hasten to inform you that I am with you root and branch.

Davidson has been the ruination of me. When he came on the creek the "Bull of the Woods" was doing a fine business, and we had things all our own way. We didn't carry any cheap freights in those days, but made rates to suit ourselves, and shippers had to pay them or do without their goods. But the people are getting awfully demoralized, and it seems are going back on all their old friends.

Stock in the Rollingpin line has dropped until it won't buy wood, and I have been obliged to lay the boat up until I can make a raise. (My address is Scripville, Mouth of Duck Creek.)

Those shares I bought in your companies a few years ago at 290, have been going down on my hands until they are only worth up here a cent a pound for old paper. I tried to get my washerwoman, a few days ago, to take two thousand dollars worth of them as security for my wash bill, but she declined; she said she wasn't taking stock in that line. I asked her why. She said the boats didn't wear white collars. You see Davidson has even got the women on his side, and something will have to be done or we might as well hand in our checks. He is whooping us up here on the creek lively. I tried to make up a trip yesterday for East Fork, but couldn't get a pound of freight. Even Tim Juggles has gone back on us. I went up to his saloon yesterday and asked him if he had anything to ship. He said he had two barrels of whisky for "Jones' saw mill." I told him to send them down. Said he, "what do you charge?" I looked at him with amazement. Said he, "what's your figures?" "Come," said I, "old pard, don't ask me that question. Haven't I been doing your business for the last twenty years?" "Yes," said he, but I ain't playing as heavy on the blind as I was. I don't propose, any longer, to give you two dollars for what some one else will do for fifty cents." I saw through the thing at once and left in disgust.

I tell you Davidson has got to be put down, or else we are ruined. Everything here is white collar. Even Si Wiggins, who hasn't changed his shirt since the Bull of the Woods laid up, has one on to-day, and it's a common thing to hear the country people inquiring in the stores for white collar whisky, white collar tobacco, white collar calico, etc. One woman searched the town through for a box of white collar yeast powder, and finally collared a clerk for telling her there was no such brand in the market. He begged her to release him and inquired if Dunham's wouldn't do. "No," said she, "the white collar's the cheapest, and it always comes to time." You can see how the thing is working. Those good old days when we had everything our own way and charged the people what we pleased, are played out. We have now got to work for a small profit, or go to the bank and choke a stump.

The Bull of the Woods is enjoying a spell of involuntary retirement. But she chafes for active duty: she's spoiling for a fight. If you can use her against Commodore Davidson, just say the word, and send up a little loose change to give U. S. Marshal for taking care of her for me of late. He is a good fellow, and I don't like to ask him to wait. The last time he waited on me it was very unpleasant. I think if we all go together, and you find the capital we can get away with these white collar chaps, although it will require a pile of money to do it. They have a way of running cheap and always make a good appearance. They are boiled down economy itself, and some say they turn their collars and wear them on both sides. However, they are always clean, and if we don't look sharp they will clean us. Yours, despondingly,

COMMODORE ROLLINGPIN,
Captain of Bull of the Woods.
—St. Louis Dispatch.

FAST TIME ON THE RIVER.—The Belle of La Crosse, of the White Collar Line, commanded by Capt. C. E. Sencerbox, did some rapid running between Montrose and St. Paul last week. She left Montrose at 3 o'clock Friday morning of the 16th, with a heavy passenger trip, a majority of whom had been transferred from the S. S. Merrill. On her way up the La Crosse passed the steamers Rock Island, Savanna and Minneapolis, made every landing, and reached St. Paul Monday morning at one o'clock a.m. The run from Montrose, including all the landings, was precisely in 70 hours.

This is said to have been the fastest run ever made between those two points since the days of the Grey Eagle in 1857.

AUG. 24, 1872 — DAILY GATE

WHITE COLLAR LINE.—We have but one price every day, whether there is an opposition boat or not. Don't travel on boats that charge full rates on days when there is no White Collar boat. Our rates are from

Keokuk to St. Louis.....	\$1 00
Keokuk to Dubuque.....	2 00
Keokuk to Winona.....	3 00
Keokuk to St. Paul.....	4 00

Boats leave Keokuk for St. Paul and also for St. Louis every Tuesday, Thursday and Saturday evenings. Round trip tickets will be sold from this date for thirty days.

Office in new Warehouse, on Levee.

22-41 AVG. 24, 1872 W. W. KINNEAR.

DAILY GATE

THE GATE CITY.

1871

SUNDAY MORNING AUGUST 19.

COMMODORE ROLLINGPIN.

His Visit to Keokuk—How He "Got Left"—
A Ride Around the Rapids with a Re-
tinent Companion.

(Correspondence St. Louis Times.)

The boat came in sight of Keokuk at 2 p.m., when a gentleman remarked to the crowd of persons standing and sitting on the boiler deck that they could now have

a view of three States, three towns and two rivers—Keokuk, Iowa, Warsaw, Ill., and Alexandria, Mo. The rivers were the Des Moines and Mississippi. As we were to wait an hour or two for the boats to come down and transfer the freight and passengers over the rapids, I concluded to go up into Keokuk and make some observations. After visiting the offices of the two leading papers I met an elderly gentleman, and we entered into an animated conversation on the labor question, suggested by seeing a large number of men at work on the streets. I learned from my new friend that the city authorities had concluded to adopt a more liberal policy toward the working classes, and had voted a sufficient appropriation to put the streets in order. Keokuk claims a population of 14,000, and has numerous railroad connections. The city has not progressed any for a long time, and corner lots are much cheaper here now than they were twenty years ago. When I returned to the river I found everybody gone, and the landing as quiet as though it was Sunday. Then the thought suddenly flashed upon me that I had been left, and inquiring of a man whom I met coming from the direction of the railroad depot, I learned that the agent had concluded not to wait for the transfer boat, but had sent the passengers up on the cars nearly an hour before. Then all at once I got in a hurry, and began making some hasty inquiries about the departure of trains, only to learn that the railroad business was over for the day, and nothing would go out until 5 o'clock the next morning. The Clinton, the boat which we were to take, lay at Montrose, twelve miles distant. The agent had locked up his office and gone, and I was forced to pour out my torrents of wrath upon the head of a one-legged darkey apple peddler whom I found sitting on a grindstone near the door. He sympathized with me so heartily, and discussed the situation with so much clearness and sound logic that I felt like telegraphing Commodore Davidson to appoint him at once generalissimo of all his forces in the district of Keokuk, believing that had he been the responsible party at the time of my mishap things would have been otherwise. He said, after I had recounted to him the circumstance in my rather enthusiastic frame of mind, "Lor, a massa, da might a know'd you was up town," and I thought so, too. Before bidding my colored friend good bye, I bought all his apples, which I distributed among a lot of boys and tramps who had collected around, and told them to be on hand when the next strike came and make it red hot on the railroad monopolies. If they expect to glide calmly and peacefully along through life and not excite the indignation of the public, they will have to be more careful about leaving behind distinguished persons who, in the heat of discussion, happen to forget that it is train time. The boys signalized their hearty approbation of what I had said by giving three vigorous cheers, which I replied to with a dignified bow, and then went up town.

There is a period in the history of every free-born American citizen when he goes forth to inquire for a livery stable. With some it comes early and often, but like the measles and whooping-cough it overtakes all sooner or later. I found myself now in the midst of such a crisis. I had it bad. I not only wanted a horse and buggy, but I wanted a 2:40 rig, a regular Dexter. Where could it be pro-

cured? I looked hurriedly about, hoping that my eyes would be confronted by the usual sign, a horse painted on a huge board, adopted by the livery men of these rural towns, but saw nothing excepting shops, stores and dwellings. Then I pushed on. I soon met a man who gave me the desired information, and on entering the establishment I told the proprietor that I was on my way to St. Paul by boat, but preferred to go around the Rapids in a private conveyance, as I desired to see the country; whereupon I immediately received from him the gratifying assurance that one hour and a half would put me in Montrose. Then I told him to take out his rig and name his reward. I felt in a commanding mood. "Five dollars," he replied was the regular rate for that drive, and I could pay it to him before I started. The cash was forthcoming and in a few moments we were seated in the vehicle and were rapidly nearing the suburbs, when I observed to the driver who was a young country rustic evidently of a practical turn of mind, and not given to abstract thoughts and speculations:

"That's a very good trotter; he goes right along."

He made no response, but gave the animal a gentle touch with the whip.

"Think we'll make Montrose before dark?" I pursued after a brief pause.

Another cut of the whip, but no reply. Thinking the youth wholly absorbed in his driving, I made no further efforts to draw him out, but remained for a few moments silent.

Then I cast a look back, as a man always will who is in a hurry to go forward, and seeing the spires of Keokuk fading in the distant twilight, I remarked that we were getting on finely. I had hoped that this observation would not be permitted to pass unheeded, and I anxiously awaited a response; but he paid no notice whatever.

Failing to engage my companion in a friendly conversation, I sought diversion by gazing over the broad acres, all under cultivation, and for awhile we sped along in silence. The driver kept tickling the horse up occasionally with the whip, and looking straight ahead with a face as blank and expressionless as a turtle that had locked itself up in its shell and thrown the key away. Pretty soon the thought occurred to me that my remarks might not have been agreeable to him and I would try again.

So clearing my throat as a kind of a warning of what might be expected, I said: "This is a fine agricultural country."

Not a muscle of the youth's face moved nor was there a quiver of the firm, set lips.

"This is a world of changes," I continued, "everything here has its day; those hogs and cattle you see there rolling in the clover are to all appearances as happy as though they were to remain and enjoy life for all time. A few years, at best, it will be with them as though they had never lived. Why, the very earth over which we are driving, as well as all those cultivated fields and scenes of rural happiness—in brief, the whole Mississippi Valley, was once the bottom of an immense sea."

He made no reply and I went on thinking him deeply interested at least.

"It is wonderful to think of the processes of nature, and quite beyond the scope of the mind of man to comprehend the Deity which called into existence all

the myriads of worlds which we see scattered like a golden mesh above the heavens. I am inclined sometimes to doubt the six-day theory of the creation, and yet the nebular hypothesis affords but a slender thread upon which to construct a more probable one. Both must be received by scientists with due allowance for our crudeness in the fields of scientific research and demonstrated deductions."

I paused for a few seconds, hoping that my companion would offer a suggestion, but he never took his eyes off the road nor moved his lips; and I continued: "The problem of civilization is to be solved in the country; man here will reach a higher and nobler destiny than he has yet attained in this world. Here his possibilities and chances of success are untrammeled by birth, patronym or former condition, and it only devolves upon him to put forth a proper effort, and get nominated by the strongest party for the Presidency, to raise himself up to be the ruler over the greatest nation the sun has ever shone upon."

I thought that would inspire him to say something, but he remained as dumb as a run down music box. The horse kept jogging along at his accustomed pace over the broad even road, for not a mile distant loomed Montrose, and the steamer Clinton lying cold at the bank.

By and by we reached the town, and drew up in front of the boat and he made a motion for me to alight.

As I got out of the carriage and started for the steamer I heard one of the crowd which had gathered about the stage remark:

"Haloo, there's dummy!"

Then the truth flashed upon me; I had been wasting my eloquence on a deaf and dumb boy.

THE DAILY GATE CITY.

FRIDAY, JULY 8, 1910.

CHARGE INHUMAN TREATMENT OF CREW

Steamer Keokuk and Her Officers are
Human and Courteous and no
Abuse is Meted Out.

The report in a local paper today that a number of the freight handlers on the local packet Keokuk quit work when the steamer reached this port yesterday because of the treatment accorded them by the officers of the boat does this boat management a great injustice, says the Quincy Journal.

If ever a packet touched this port that is manned from master to mate with a crew of officers who know how to treat their help right it is the present crew of the Keokuk of the Blair line. Capt. Dipple, the master, is a very quiet, gentlemanly man. No one ever heard him use an oath or abuse the men under him. He feels quite hurt over this report and no wonder for it is a rank misrepresentation of facts. Capt. McKenzie, the pilot, is a man who is one of the boys and is always ready to champion the rights of the toilers. As to Clerk Swanson, he is as clever as they make

them and the mate and engineer are men who go along and attend to their work and have no abuse for anyone.

A Journal reporter personally interviewed the deck laborers today and not one of them could tell how such a report could have been printed in a newspaper. The Keokuk is not only a good friend for Quincy, but is also a very popular boat for women and children to travel on, because of the good order always maintained on board the craft. Capt. Blair, the general manager of the White Collar line, will have no man on his official staff who is not a man in the true sense of the word. This is why he has built his boat line up from one little boat to a fleet of six popular crafts. The Keokuk brought in sixty-one passengers for Quincy today.

THE GATE CITY

PUBLISHED BY
THE GATE CITY COMPANY

Keokuk, Iowa July 24, 1910

Every Thursday

Str. Keokuk

will inaugurate Family and Party Excursions to QUINCY and return at excursion rate of 60 cents round trip.

Boat Leaves Keokuk 6:30 a. m.
Leaves Quincy on return 3:00 p. m.

BOTH PHONES.

Constitution-Democrat



THE PALATIAL STM.R. SAINT PAUL

Leaves Keokuk for St. Louis

Every Monday at 7:00 a. m.

A reliable line of light-draught steamers, thoroughly equipped with every modern improvement and commanded by able and experienced officers.

By All Odds the Best Way to Spend a Portion of Your Vacation.

For rates and information apply to
1896 JOHN McNAMARA,
Or, ISAAC P. LUSK, Agent at Keokuk,
Gen. Pass. and Freight Agent, St. Louis, Mo.

THE DAILY GATE CITY.

Ent. JUNE 30. 1888 ter.

A BEAUTIFUL STEAMER.

Description of the Cherokee, Which Passed South Thursday.

The Cherokee, which passed south Thursday in tow of the City of Alma, is the new steel boat recently constructed at Dubuque. She will enter the Illinois trade, taking the place of the City of Alma, which will be used for towing purposes between St. Louis and Peoria. The new steamer will be ready to go into commission in ten days from the time of her arrival at St. Louis, and her owners are confident of her ability to exhibit a clean pair of heels to anything afloat on western waters, and if powerful engines, beautiful model and light draught are anything upon which to base an opinion their hopes will end in full fruition. Her hull is as beautiful a piece of marine architecture as was ever constructed on the Mississippi river. She is high in the bows, with a sharp, clean cutwater, well drawn lines and a slight rake at the stern, the beam at that point being two feet less than amidships.

She is a stern wheeler. Her length is 220 feet, over all 245 feet; beam 34 feet, over all 37 feet; depth of hold at bow 9 feet 6 inches; at stern 6 feet. Her hull is built entirely of three-eighths-inch steel plates, strengthened by 10-inch steel beams every three feet. The hold is divided into fifteen compartments, five of them water-tight, so that it will be impossible to sink her. It required 75,000 rivets to fasten the plates together, and the hold is as dry as a bottle. The weight of the hull is somewhere in the neighborhood of 160 tons. She has three steel boilers 40 inches in diameter and 26 feet long. Her cylinders are 17 inches in diameter, with a 7-foot stroke. Her cabin is not yet completed, but she will have 36 good-sized state rooms, besides the offices, pantry, etc. On top of the pilot house will be a colossal gilt Indian with drawn bow, and another will be placed between her stacks. She is of 900 or 1,000 tons displacement, and light draws 13 inches at the bows and 23 inches at the stern. Her owners, Messrs. Peter Hauptman and Ferdinand Herald, let the contract for her construction to the Iowa Iron works, of Dubuque, and work was commenced early in January. The material was furnished by the great Carnegie mills of Pittsburg, Pa.; the plates shaped and fitted in the shops at Dubuque, then taken to the ship yards and riveted in position. Some delay was occasioned by the suspension of the Dubuque National bank, which involved the iron works, and Mr. Hauptman went to Du-

buque and superintended the work in person. Her total cost is \$60,000, \$10,000 of which will be expended on her cabin. She will be placed on the Illinois river, and is expected to show a speed of twelve or fourteen miles an hour up stream, making the run from St. Louis to Peoria, a distance of 240 miles, in twenty hours, including stops.

DAILY GATE CITY.

PUBLISHED BY

THE GATE CITY COMPANY

C. F. SKIRLAW, JUNE 16, '09.

STEAMBOATS ON DES MOINES.

Old Citizens Declare That River Is Navigable—Recall Old Packet Lines.

Des Moines Register and Leader: As the time draws near when the decision of the United States corps of engineers will be announced regarding the survey of the Des Moines river to determine whether it is navigable, considerable interest in the project and its success is being manifested by the business men of the city. Old residents of Des Moines who remember the days when large steamers plied between Des Moines and St. Louis and other Mississippi river points are practically one in the opinion that the Des Moines river is still as navigable as it was from 1837 to 1862.

There seems to be little doubt that the statistics and river history now being compiled by A. C. Miller, member of the national waterways, drainage and conservation commission, will be of sufficient weight to induce the United States engineers to see the importance of making a survey of the river, and if the survey is made, that the present conditions of the stream will warrant its improvement to be made navigable.

Congress Lacked Foresight.

"I believe," said the Hon. Isaac Brandt Saturday, "that the Des Moines river is in better condition for navigation right now than it was in the old days. Had the assembled congress of 1846 been imbued with sufficient prophetic vision to see the great future in store for the state of Iowa, Des Moines would now be a city of 150,000 or more and the business now conducted here would be more than doubled. The damper placed on the improvement of the Des Moines river then for navigation purposes was what finally led to its abandonment in 1862.

"Between the years 1837 and 1862 forty steamboats plied the Des Moines river and carried on practically all the freight business of the city. These steamboats were not little, flat-bottomed canal boats, they were big keeled steamers, carrying more freight than a modern box car of the largest

type.

"One incident of the boating days which happened in the year 1862 on April 5, is heard with a feeling of doubt every time I relate it, but it is nevertheless true. At that time I owned a general store in the old Griffith block, where Columbia hall is now located, just east of the Northwestern passenger depot. The Little Morgan, a steamer of the stern wheeler type, carried a large cargo of goods consigned to me. On account of the high stage of the river at that time, there was no communication with the west side of the river by wagon, and it was a query with the captain of the boat as to how the heavy consignment of queensware, salt and glassware, direct from St. Louis, was to be delivered.

"The saucy Little Morgan was equal to the occasion, however. She cruised down the river a little way, and striking just the right place in the overflowed bottoms and nosed her way up to my store, which stood on 'second ledge' or bank. The boat tied up almost at the door, threw out her gang planks and unloaded the goods inside the building as if it were an everyday occurrence. A large crowd collected to see the sight, which, so far as known, was never witnessed before or since. There being too little room to turn around, the Little Morgan backed gracefully out, found the channel a mile or two below, and was soon on her way to the lower parts.

"There was no more water in the river at that time than there is now, but the levees that now protect the city on the northeast were not in existence and the water swept across the lower part of the city unconfined."

THE CONSTITUTION.

KEOKUK, MONDAY, MAY 3, 1875.

LATEST BY TELEGRAPH.

Sinking of the Steamer Luke in the Missouri River, at St. Charles.

MISSOURI.

ST. LOUIS, May 3.—The steamer St. Luke, from Leavenworth to St. Louis, struck a pier of the St. Charles bridge, 25 miles from here, about 10 o'clock last night, and sunk. Four lives are supposed to be lost; names not known. Boat valued at \$30,000; insured for \$17,000.

Mrs. Divan wife of Jno. Divan a railroad man of Kansas City or Jefferson City, and his two little girls, aged 7 and 8 years, were lost on the steamer St. Luke. Six or seven deck passengers are supposed to be lost, but their names cannot be ascertained.

Constitution-Democrat.

St. JUNE 22, 1898.

THE DUBUQUE INJURED.

An Explosion on the Splendid Passenger Steamer at St Louis.

St. Louis, June 17.—A boiler flue collapsed yesterday on the packet steamer Dubuque while in midstream, injuring a coal passer so badly that he will doubtless die, and scaring eighty passengers into a belief that the boat was on fire and sinking. Presence of mind on the part of Pilot Arthur Williams, who headed the boat for the west shore, lessened the fright of the women, and some of the men on board, and effected a prompt landing for those who were praying for land.

Every Thursday the steamer Dubuque, which is one of the Diamond Jo line of boats, leaves for St. Paul and intermediate points. At 4 o'clock yesterday she cleared her landing at the foot of Washington avenue and started up the river. The freight on board was the heaviest so far this season and the passenger list was a long one.

When about half way between the two bridges that span the Mississippi river at this point, a loud report shook the steamer from end to end and volumes of steam floated up from the lower deck. Great excitement prevailed. One passenger attempted to jump overboard, but was prevented by another, who hung to his coat. Women fainted and children cried. In fact, the usual hysteria that accompanies an accident on water was manifest in all parts of the boat. Luckily the steamer is manned by competent officers. They waded through the cloud of white vapor which enveloped the upper deck and by cool words calmed the frightened people.

Meanwhile the boat was fast approaching the west shore of the river and ropes were thrown out to a landing at the Burlington yards. Examination showed that one of the boiler flues had been defective. A heavy pressure of steam had blown off an iron door, terribly scalding Charles Storr, one of the coal passers on the boat who happened to stand directly in front of the sheet of steam when it gushed forth. Storr was blown ten feet by the force of the explosion and when picked up was in fearful agony. An ambulance was summoned and he was taken to the city dispensary, where attention was given his injuries. Later he was removed to the city hospital. There he begged the doctors to kill him and relieve him from pain. Storr is forty-nine years old and lives in St. Louis.

Negroes comprise the working crew of the Dubuque and they are extremely superstitious. One of them had seen a gray cat on board before the boat started and had predicted a catastrophe. A hunt was made for

the cat after the accident had occurred and sure enough a mammoth gray tom was found hidden between two piles of lumber. It was the work of an instant to chuck the animal overboard.

One of the first persons to arrive after the accident was I. P. Lusk, G. P. A. of the Diamond Jo line. He greatly regretted that the accident had happened, for, trivial as it was, the results were serious. Money was refunded to those passengers who wished to get away at once, for it will be several days before the boat can be repaired.

THE DAILY GATE CITY.

JANUARY 24, 1887.
NEW STEAMBOAT LINE.

An Effort to be Made to Revive Upper Mississippi River Trade.

A new steamboat line was organized in St. Louis Tuesday under the name of the St. Louis, St. Paul and Minneapolis Packet company, with a capital stock of \$100,000, cash. The names of the members of the company are withheld for the present for various reasons, but it is known that Mr. Andrew Delaney, of St. Paul, an old steamboatman, will be the manager. The new company has bought out the St. Louis and St. Paul Packet company, consisting of three side-wheel steamboats, one wharf-boat, twelve warehouses and one grain elevator at St. Paul. The steamboats are now in harbor at Hamburg Bay. These will be taken to St. Louis immediately and completely overhauled, over \$20,000 having been laid aside for repairs. Painters have been called upon to aid on the painting inside and outside of the boats and wharf boats, and work in this line will begin in a week or so. Mr. Delaney, the active organizer of the company, said to a Globe-Democrat reporter:

"Our organization is complete, and we have applied at the state capital for a charter, and filed our papers in the United States court. It is formed chiefly of St. Louis business men who, like myself, are confident we can revive the trade of the upper Mississippi river. We do not want to say too much for ourselves, but propose to do what we say. The passenger travel between St. Louis and St. Paul is very large, and as you know, Minneapolis is the largest flour market in the world. We will endeavor to get the people of Minneapolis to open the river sufficiently to allow heavy boats to get there, and we will then get some of the flour trade, which will be of great value to St. Louis. The railroads will not affect us, we believe. Steamboat rates are always below railroad rates and for eight months in the year we can travel and carry without interruption. You will always notice that railroad rates go down when the river opens and go up when it closes. We will buy all our stores and ship our crews in this city. We propose to build two new sidewheel boats at a cost of

\$80,000, should our trade this year demand it. The boats will be built in St. Louis. I am aware the steamboat business has been dormant for a number of years, but I can see no reason why it should remain so any longer. There has been no effort to revive. A few years ago the Diamond Jo line and the packet company just bought combined for a season, and did the best business known in ten years. We intend to revive a great line of boats, revive the trade of the upper Mississippi, open up new markets for St. Louis goods and make this a receiving point for northern flour, and all we want here is the encouragement of the St. Louis merchants in the matter of freights. As for passenger travel, there are no prettier views in the world than on the upper river, and we will enjoy a good travel I am sure."

The Gate City.

NOVEMBER 1, 1890.

A BIG TOW.

The Steamer Musser Passes Down With Seven Huge Barges of Lumber—Novel Freight Transportation on the River.

River traffic is still of great magnitude. An erroneous impression is still somewhat prevalent that it is one of the things that have been. It is still a living reality and an immense tow which has just passed Keokuk for St. Louis is a most striking illustration of the cheapness of water transportation and the continuous influence of the natural waterways in regulating the cost of transportation by rail. The steamer Musser passed with a tow consisting of eight barges loaded with lumber, each barge being 140 feet in length, twenty-five feet beam and drawing four feet of water. They contained one million six hundred thousand feet of lumber and 600,000 lath, representing a purchase price of nearly \$40,000. The eight barges cost \$9,000 and the transportation of this vast amount of freight by rail would have cost in the vicinity of \$5,000. The lumber was purchased at Stillwater for Joy Bros. & Co., of St. Louis, by E. F. Davis, who, in accordance with the instructions of the firm, purchased the barges for the purpose of making this novel experiment in shipping lumber. The Musser and her barges steamed away from Stillwater at 3 o'clock on Thursday of last week, and will probably reach St. Louis tonight or to-morrow. The fleet passed through Lake Pepin in four hours and thirty-five minutes, the best rafting ever done in that water. The barges are locked together and towed in advance of the steamer like an ordinary raft. This immense tow is a significant reminder of the still greater advantages that may arise from the utilization for freight transportation of the greatest river on the continent. If the river was not here the number who would want it would double the number of those who use it."

THE GREAT DUST HEAP CALLED HISTORY
R. J. BICKEL
KEOKUK, IOWA

SINKING OF THE BADGER

A Catastrophe on the Des Moines River.

Some Reminiscences of Steamboating in the Early Days on That Stream.

Charles H. Patten of Montrose, has prepared the following interesting reminiscence of steamboating on the Des Moines:

"Some writer in the Keokuk Constitution-Democrat, in writing reminiscences of early steamboat days on the Des Moines river, failed to mention the sinking of the steamer Badger State on the Ottumwa Rapids in 1853.

The boat backed out from the levee at Keokuk in the month of May, 1853, with a splendid cargo and large passenger list, bound for Des Moines city. D. N. Hoskins was the captain, Hiram Finch mate, "Doc" Craptser clerk, Charles P. Stewart and Ed. Stewart pilots, Geo. Payton and Carroll Congar engineers, H. H. Patten carpenter and watchman, and the writer was cabin boy. The boat passed through the lock at Croton about 8 o'clock the same evening and at Farmington at 9 p. m., the latter place having the only bridge on the river; passed through the locks at Bonaparte and Bentonsport the same night and when the boat came to Keosauqua there was a crevice in the dam on the opposite shore from the lock, and owing to the great volume of water going through the crevice the boat had to "warp up" through the crevice by laying a large hawser to a tree on the shore above and take other end to the capstan (there were no steam capstans in those days). The hand bars were placed in the capstan and all the roustabouts on the boat took hold of the bars and "heaved to;" the engines were worked at full stroke and after an all day's work the boat got over the dam about dusk that evening and landed at Keosauqua. After discharging the freight for that point and taking on a good many passengers for up river points the boat proceeded on up the river, with a large cargo of freight for Ottumwa. The captain concluded to try and get over the rapids that night, and about 16 o'clock, while the passengers were enjoying themselves dancing the boat struck a rock and sunk, the water coming up over the lower deck. There was some consternation among the passengers at first but when it was found that the boat had settled in about four feet of water, and that there was no danger of anyone losing their lives, the excitement was soon over and after breakfast next morning the passengers were taken ashore in the yawl.

The freight that was not damaged by water was taken ashore in a small flat boat and piled up on the bank, about two or three miles below the town; an order was sent to Keokuk for two flat boats belonging to A. Hine & Co., of that place, which the steamer Resolute towed up to the sunken boat, but the river commenced raising, which delayed the raising of the boat for several days. A bulkhead was constructed around the hole that the rock made in the hull, a lighter was sunk on either side of the boat; hand pumps constructed, there were no steam siphon pumps then) and in a couple of days the boat was raised and taken to St. Louis and placed in the dry docks, and was run the balance of the season from St. Louis to Galena.

The writer calls to mind the following steamboats that navigated the Des Moines river that season: Alice, Col. Morgan, J. B. Gordon, Skipper, Globe, Firs, Carwe and Emma Harmon. Capt. Washington Galland of Montrose, was clerk on the Emma Harmon.

The crew of the Badger State have long since passed to the beautiful beyond with the exception of Hiram Finch, who retired from the river about twenty-eight years ago, and now resides in this city with his son, C. H. Finch; Ed. Stewart, who is traveling for the Rock Island Implement Co. on the road, and the writer."

THOSE VERY EARLY TIMES

How Steamboatmen Were Trusted Then.

They Used to Carry Thousands of Dollars Yet They Gave No Receipts in Those Days.

NOVEMBER 7, 1900.

"Men are more distrustful of each other in these days than they were in the day when the public carrier system was less perfect than it is now," said Capt. Frank M. Mahan, who ran steamboats up and down the Mississippi and Ohio rivers twenty years before the civil war to a Chicago Journal reporter. Captain Mahan, who retired from the river service many years ago, is now a manufacturer of fire apparatus in Davenport.

"Things have changed considerably since I used to clerk on the Mississippi in the early forties," he continued. "At that time there were no railroads, express companies, or letter-of-credit systems in vogue. For a long time I was master of a boat that ran between Galena and St. Louis. We started from Galena with about half a cargo of lead, and the rest of the cargo, consisting of provisions principally, would be picked up in towns along the river.

"When we got to St. Louis we got rid of our cargo and lay over three or four days picking up a new load, for the return trip. By that time the commission merchants to whom the provisions had been consigned would have sold the goods delivered by us.

"Their clerks would then be sent with envelopes containing proceeds and accounts of sale. These would be given to the clerk of the boat, who would place them in the vault. Thousands of dollars would sometimes be sent up and down the river in packages and envelopes. Receipts for money or goods were never given or asked for.

"Once I made the trip intrusted with the delivery of ten shot bags filled with gold, which was consigned to merchants along the river. Although the system then in vogue would be declared 'loose' in these days, money rarely went astray.

"During the twenty years I served as clerk or master of a steamboat there were only two instances where valuable packages went astray. One day in the spring of 1849 John Tracy, a clerk of one of the Mississippi steamboats, was sitting on the levee checking freight, when a gentleman handed him a package containing \$500.

"Tracy was busy at the time and put the money in his overcoat pocket. When the boat returned complaint was made because the package had not been delivered. No trace of the missing envelope could be found, and Tracy was charged with having stolen its contents. One of the first cold days we had Tracy open an old cubby hole in which he had thrown his overcoat six months before.

"He wore the coat several days, when one day his attention was called to a hole in the lining, he pulled out the missing package containing the \$500.

"Two years later a clerk I knew on the Anthony Wayne received \$150 from a merchant at Churchville, (meaning Alexandria) a little town just below Keokuk. The package was directed to a merchant at Mineral Point. Instead of placing the package in the vault, the clerk put it in a pigeon-hole, where it lay all winter, that being the boat's last trip for the season. It was discovered and delivered to its owner the following spring. The same system was in vogue all along the river.

"Once the clerk of the boat on which I was master received \$10,000 from a New Orleans firm to be delivered to a merchant in St. Louis. No receipt was given at either end of the route.

Valuables scarcely ever went astray, and embezzlement was almost an unknown word. I remember how the defalcation of a Missouri bank cashier, who ran away with \$8,000, was at one time the talk of the west. I delivered many packages to Gen. Grant when he was in business at Galena. J. Russell Jones and Capt. John B. Fitzgerald, now of Chicago, were both well-known rivermen before the war."

CITY OF CLINTON SUNK BY SNAG

Accident Similar to That Which Befel the Dubuque.

Hole Thirty Feet Long Was Ripped in the Steamer's Hull—Passengers in Panic.

St. Louis, Aug. 30.—The steamer City of Clifton, with 70 persons, many of them St. Louisans, aboard, and bound from Tennessee river ports to St. Louis, struck a snag while backing out of Seventy-six Landing, on the Mississippi river Wednesday afternoon and sank in a few minutes in nine feet of water.

According to the latest advices from the scene no lives were lost. The water covers the boat's lower deck.

Capt. McCoy and other members of the crew ordered everybody to the upper decks when they saw that the boat was going to the bottom, and when she settled all were out of the water's reach.

The passengers were removed immediately from their perilous position to the shore. The City of Chester, bound for St. Louis, passed the scene a few hours later and picked up passengers and crew. She arrived in St. Louis at 11 o'clock.

The snag tore a great hole in the Clifton's hull, extending from the stem to the forward hatch. The extent of the damage is not known, but her owners say they have been assured that she can be raised easily and put into service again. She carried 185,000 feet of lumber and 100,000 pounds of peanuts. She was due at the St. Louis docks early Wednesday morning.

A peculiar coincidence in connection with the accident has been noted by river men. The Clifton sank within 15 miles of Brunkhorst's Landing, where the City of Paducah, owned by the same company, went down in May. The Clifton rescued the Paducah's passengers and brought them to St. Louis.

The Clifton was owned by the St. Louis & Tennessee River Packet company. She was built a year ago at a cost of \$50,000. The Will J. Cummings, which went down in the Tennessee river this season, was also its property, making three vessels it has lost this year.

HOW IT HAPPENED.

About 2 o'clock Wednesday afternoon the Clifton made a landing at Point 76 and backed away. When out in the middle of the stream, creeping along at less than half speed, she struck a hidden snag.

The shock startled the passengers, some of whom were enjoying deck promenades after dinner. Others were asleep, but the jar awakened them. Before they had time to realize what had happened the steamboat listed heavily to starboard and a crunching sound was heard. The boat righted in a few seconds and began to settle. Within three minutes of the time of striking the obstruction the City of Clifton was resting on the bottom of the river. She went down like a sounding plummet. She sank in a position almost level, there being eight feet of water on one side and nine feet on the other.

HOLE RIPPED IN BOTTOM.

As soon as she struck the snag water rushed into the hold. A huge hole about thirty feet long was ripped in the forward end of the hull. The inrush of water caused the deck to sway upward perceptibly, and those who stood upon it were terrified lest the craft should break in two.

Being heavily loaded with lumber the vessel settled quickly, and although she was in the channel, her cargo was heavy enough to hold her down and keep her from drifting. Capt. W. R. McCoy, master of the boat, ordered all the passengers to the upper deck as soon as she struck. The boat sank until the lower deck was covered with water.

The Clifton was nearly new, having been built a year ago at a cost of \$50,000. She can be saved. Dr. Hill said that a young woman from Quincy, named Stein, leaped on the railing and was about to jump overboard, when a negro deckhand caught her. For a few minutes there were exciting scenes aboard, men, women and children putting on life preservers, ready to jump into the water. Mrs. J. H. Pierce of Belleville, Ill., was on board with her baby, seven months old. When the boat struck, Mrs. Pierce made ready to float away on a chicken coop with her baby, but luckily this impromptu raft was not needed.

Last May the steamboat City of Paducah, of the same packet line, struck a snag near Brunkhorst's Landing, only five miles south of the point where the Clifton sank.

OCTOBER 27, 1909. RAFT BOAT BURNED

STEAMER LIZZIE GARDNER IS TO TOTALLY DESTROYED BY FIRE.

III-Fated Steamer Lost a Raft the Last Time She Was in These Waters —Loss Amounts to \$10,000.

With the burning of the raft boat Lizzie Gardner, one of the oldest boats in the Mississippi river service, ends a useful career. The ill-fated steamer was burned to the water's edge in its winter quarters near Davenport Monday morning, the loss amounting to \$10,000, part of which is covered by insurance.

It has been over a month ago since the Lizzie Gardner was seen in these waters. It was towing a log raft to Ft. Madison when a big wind came up and broke the raft in two, causing the owner a big loss.

The fire was discovered by the watchman on the steamer Wenona at 9:45. It started in the engine room, and the cause is unknown. Since the boat was docked over a month ago no fire had been built in the engine room.

A week ago Sunday the captain and a companion were there, but they only visited the cabin. The mate of the Lizzie Gardner and a companion were tarring the smokestacks of the steamer Wannetta, which is the bow boat of the Gardner. The Wannetta is at least 100 feet from where the Lizzie Gardner was anchored, and it was the only boat which was in danger of the flames.

The flames swept from one end of the boat to the other in a very short time and it was impossible to reach the boat and fight the flames. The boat was emptied of all of the movable furnishings. There were two tons of coal and a line worth \$300 on board. The total loss amounts to \$10,000. The loss is partially covered by insurance. The boat was owned by Captain Al Short and was used as a tow boat.

RIVER MASTERS FOR NEXT YEAR

Below is given a list of the masters for 1902 of a number of up-river steamboats. A large number of these boats and captains are known in these waters. They are as follows:

- J. W. Van Sant—George Tremley.
- Musser—S. H. Short.
- Glenmont—Hiram Brayel.
- Saturn—R. H. Tromley.
- Neptune—George Winans.
- Chancy Lamb—A. O. Day.
- Vivian—Thomas Duncan.
- Artemus Gates—John Lund.
- Ben Hershy—S. Witherow.
- C. W. Cowles—Joseph Buisson.
- Mountain Belle—A. Lambert.
- Linehan—W. Dubler.
- Kit Carson—G. Nichols.
- Ravenna—J. Hoyt.
- Clyde—I. Newcomb.
- Juniata—William Wier.
- Lizzie Gardner—A. Short.
- Mayflower—C. Roman.
- Monarch—J. Young.
- Lotus—H. Pollock.
- Lone Star—C. Shricker.
- Outing—J. Bork.
- Weyerhauser—G. Reed.
- Rutledge—W. Whistler.
- Kate Keen—J. Connors.
- E. Douglas—I. Millison.
- Jessie B.—W. Quinn.
- Gazelle—E. Root.
- Kendal—W. Whistler.
- Pathfinder—E. Winans.
- Satellite—T. Galiger.

THE GREAT DUST HEAP CALLED HISTORY
R. J. BICKEL, KEOKUK, IOWA

Delta Queen: Quincy may see more of her



QUINCY MAY SEE HER OFTENER—Delta Queen, last of paddlewheel steamboat cruisers, may be seen in Quincy oftener if plans of owner, Greene Line Streamers, Inc., to have permanent port in St. Louis, materialize. William Munster, president of Greene Line, in St. Louis Friday with

Delta Queen said while Cincinnati, may remain home port of Queen, St. Louis may be point of origination for cruises to New Orleans, and weekend round trips to Hannibal and Quincy.

2A THE HERALD-WHIG QUINCY, ILLINOIS

Friday, June 21, 1968

If the Delta Queen, last of the Mississippi River stern-wheel steamboats, is given permission by an Act of Congress to continue operation for two more years, she may be a more frequent visitor to Quincy than ever before.

Her owners the Greene Line Steamers, Inc., are considering a permanent mooring in St. Louis, which would enable them to improve the Queen's schedule on the Mississippi. Cincinnati would continue to be the home port, however.

"If we receive a two-year extension from the federal government to operate the Delta Queen for the 1969 and 1970 seasons, we will originate quite a few trips out of St. Louis."

William Muster of Los Angeles, president of Green Line, told the Herald-Whig today. "Weekend trips to Hannibal and Quincy would certainly be in order. Also, because we could shorten our New Orleans round trip to 14 days, we could undoubtedly work in a few extra trips to cities like Memphis and St. Paul."

"Muster was among officials aboard the Delta Queen, which was scheduled to arrive Friday in St. Louis.

The Delta Queen is now awaiting exemption from "safety at sea" regulations passed by the 89th Congress.

The Safety at Sea Law requires vessels carrying overnight passengers on inland waterways to be of all steel construction. The Queen, built in 1926, has a steel hull but its beautiful superstructure is of wood and consequently violates the statute.

Under present regulations the Queen, therefore, would have to go out of service Nov. 2 before a replacement can be built.

A bill sponsored by Senator Bartlett, D-Alaska, to exempt the Queen from the Safety at Sea Law was passed some time ago by the Senate and a similar bill, sponsored by Rep. K. Sullivan D-Missouri of St. Louis has been under study by a House committee.

Rep. Hungate, D-Missouri, of Troy on June 14 appeared before a House marine subcommittee, appealing "in the name of Mark Twain and vanishing Americana" to keep the last Mississippi River sternwheel steamboat in service.

A successor to the Delta Queen is in the planning stages but will require more than a year to complete. And the new boat will be diesel-powered—not steam-powered.

"No new vessel could ever replace our old-fashioned, genuine paddlewheeler," says Muster. "Modern technology and construction techniques make it economically and physically impossible to justify construction of another steamboat."

Although through the years, the Delta Queen has had only one opportunity a year to stop at Quincy — on its cruise to St. Paul each September — Quincy has always been fond of the Queen of the Mississippi, Tennessee, Ohio and Cumberland Rivers. Last Sept. 22, the Queen's 176 passengers spent an entire morning in Quincy and were taken on a tour of the city.

There have been years when she was behind schedule and passed Quincy with a whistle salute, but in 1963, at the in-

Sternwheeler has survived bad times

vitation of Mayor Wes Olson and the Chamber of Commerce, she spent an entire day here.

Older Quincians like to recall the days when Mary (Ma) Greene, one of the few women pilots licensed for the Mississippi and its tributaries, captained the Delta Queen. Each time the Queen docked here, "Ma" Greene went to the river-front store of the late C. L. (Clat) Adams to chat and recall old times. Captain Mary died on the boat April 22, 1943.

Although Cincinnati is the home port of the Delta Queen, offices of Greene Line are in Los Angeles, the home of its president, William Muster.

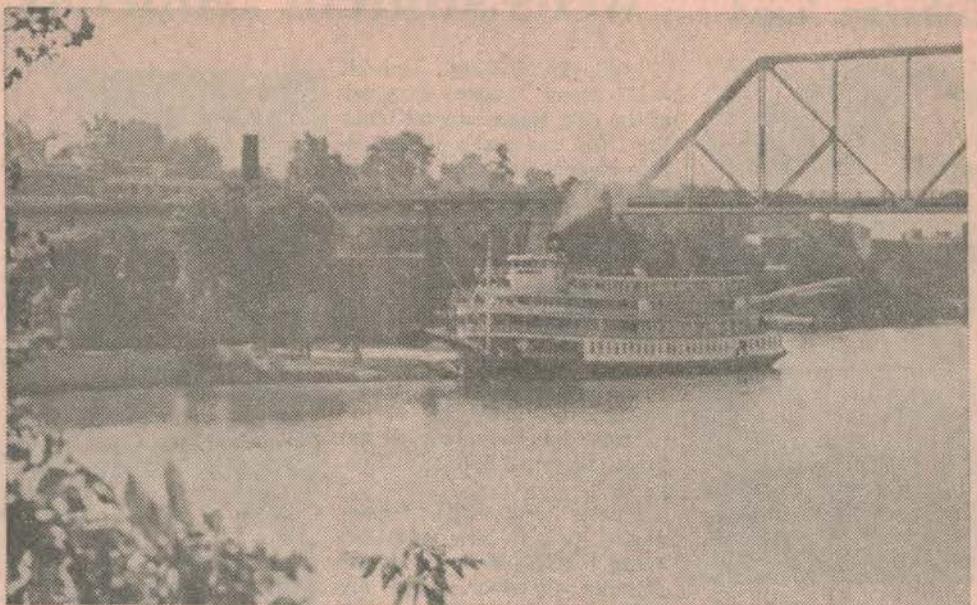
A few weeks ago Muster said Greene Line was seriously considering St. Louis as "a point of origination."

When questioned by The Herald-Whig as to whether St. Louis might become the Delta Queen's home port because of congestion at Cincinnati, resulting from the construction of a stadium, Muster said he was able to give only "some indication of our thinking" since there are many unanswered questions at this time.

"Although we do not now have a permanent landing space (at Cincinnati), we have some reason to now believe that the City of Cincinnati will provide us with the space we need," he said. "In the event that they do, we would find it most convenient and practical to keep our home offices in Cincinnati where we have relations of many years' standing with vendors, banks and public officials."

"Even though we may continue to home port in Cincinnati, we would like to make arrangements for permanent mooring in St. Louis so we can operate a regular and frequent schedule out of that city. When our new vessel is completed, we will have increased requirement for wharfage since we will continue to operate the Delta Queen as well — though perhaps only as an excursion vessel."

"Our fate is largely in the hands of Congress," Muster added in apologizing for his inability to answer all of the questions asked about St. Louis



LAST QUINCY VISIT—When Delta Queen visited Quincy in September, 1967, Capt. Ernest Wagner feared it would be her last trip because of "Safety at Sea" law. (Queen is shown here docked at Front and Hampshire.) However, U. S. Senate has passed bill exempting sternwheeler from law until Nov. 2, 1970, and action by House of Representatives is now awaited. If it passes, Quincy may see Queen oftener than before because of planned weekend trips out of St. Louis.

docking arrangements. "There is no easy answer at this time."

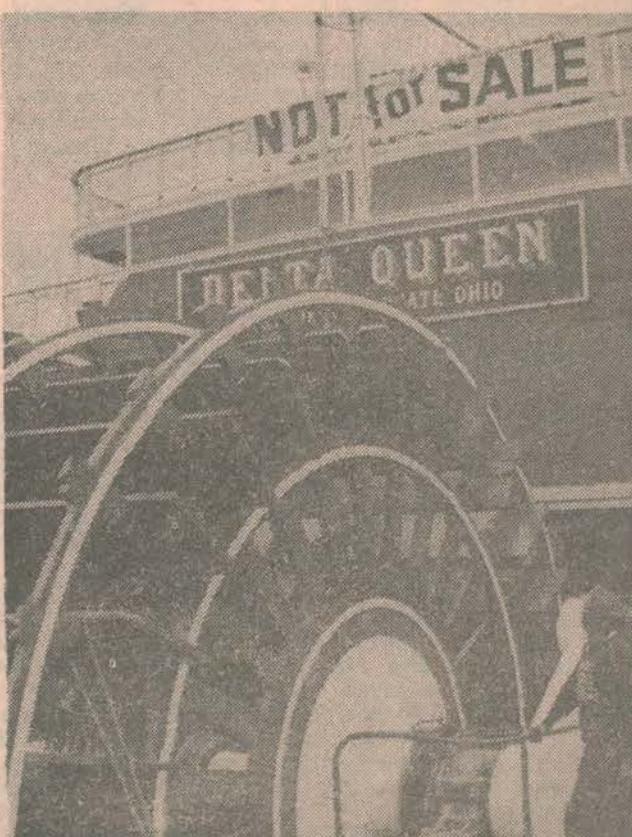
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The steel hulls of the Delta Queen and her mate, the Delta King, were fabricated on the River Clyde in Scotland in about 1926. Their wheel shafts and cranks were made in the Krupp Works in Germany. The boats were shipped in sections to Stockton, Calif., to be assembled. For many years the two steamers were operated on the Sacramento River in California. The Delta Queen made regular runs between Sacramento and San Francisco.

Each of the steamers is 285 feet long over all, and each has a 58-foot beam. Both had an original capacity of 1,500 tons, 80 automobiles and 300 passengers. Foster Wheeler marine steam generators supplied power to cross compound engines.

Air cooled staterooms were an outstanding feature of the King and Queen. At the time they were built they were, in that respect, ahead of nearly every hotel in the U. S.

During World War II the Queen and King were taken over by the government, painted Navy gray and used to ferry troops across San Francisco Bay. A number of Quincey Navy men recall riding on them.



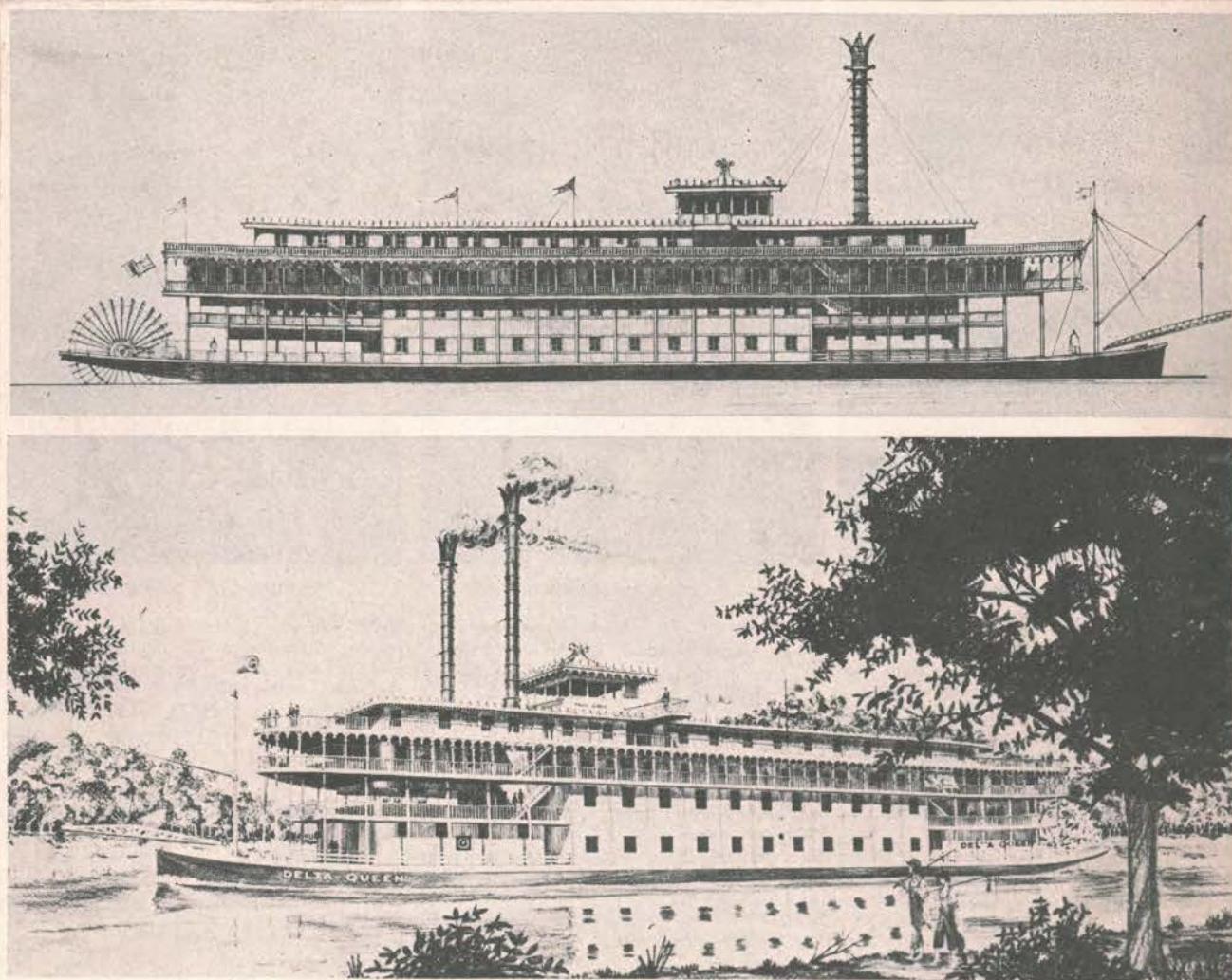
NOT FOR SALE—Sign on stern of Delta Queen above huge paddlewheel announces that vessel, once offered for sale in 1958 is no longer on block, although many have clamored to buy her. However, Queen is awaiting two year reprieve by Congressional action from "Safety at Sea" law which requires vessels carrying overnight passengers to be of all steel construction. Law becomes effective in November of this year and Delta Queen seeks exemption until Nov. 2, 1970 while replacement is being built.

"THE GREAT DUST HEAP CALLED HISTORY"
R. J. BICKEL KEOKUK, IOWA

Renovation Project Is Unveiled for Delta Queen

September 24, 1966

THE WATERWAYS JOURNAL



ARTIST'S RENDERING of the "new" Delta Queen. Not shown is a spreader bar between the stacks, which will carry the traditional

Greene Line G. The radar antenna will be concealed in the cupola on top of the pilothouse.

\$3,000,000 Job Will Give Steamer 'New-Old' Look

Greene Line Steamers, Inc., of Cincinnati, unveiled architect drawings and an artistic rendering of the renovated steamer Delta Queen to the Sons and Daughters of Pioneer Rivermen at that organization's annual meeting in Marietta, Ohio, September 17. It was the first time any group had had an opportunity to see and discuss plans for a steamboat yet to be built.

The Delta Queen, only steamer of her class on the Western Rivers of America, will cease to exist, as such, and her present appearance will be replaced by a "new-old" look. The "old" way will become the "new" way with the additions of twin stacks, a pilot-house in the middle of the roof and a lacy exterior. The Californian-built steamer (1926) will become a Mississippi riverman's boat.

A survey inquiry produced the comment, "Not a little of the Queen's charm comes from her cross-compound

steam engines." Greene Line's general manager, Capt. Clarke "Doc" Hawley, said, "We'll keep the sternwheel and these engines because the steam power is the most important thing to vacationers." Other members of the Greene Line delegation attending the meeting included Richard C. Simonton, majority stockholder; William Muster, consultant; Comdr. E. J. Quinby, chairman of the board, and Bob McCann, chief purser.

Mr. Simonton, who made the presentation of the plans for the new boat at the Saturday afternoon session of the meeting, also indicated that another tourist steamer will follow the "new" Delta Queen, and perhaps a second if business warrants it.

Speaking of plans for the Queen, Mr. Simonton said the company would "jack up the calliope and slide a new boat under it." More specifically, the hull will be retained, but possibly lengthened by placing a new section in the middle. This would give the Queen a capacity of 225 passengers, which the Greene Line feels is the number most advantageous to a profitable operation. The machinery will be kept, although auxiliaries may be re-

placed, and new boilers will be installed. A sewage disposal plant will also be installed.

Decks Renamed, Rearranged

On the new Queen the first deck will be designated as the main deck, with the dining room amidships and the kitchen on the same deck aft of the eating space. An innovation in the dining room will be the addition of booths for those who prefer that type of arrangement.

The second, or cabin deck, will have a cocktail lounge at the stern where the occupants can watch the wheel revolve and see the spray. In the center of the deck, and making for a "tunnel" design more like the old river packets, will be a beauty parlor, barber shop and staterooms. Forward will be a lounge.

The third, or observation deck, will have a "Cub Pilot's Lounge" in which will be the old steering wheel of the Queen, which was replaced by the more modern steering equipment.

The upper deck will be designated as the Texas deck.

The staterooms will be larger than before, at least two feet wider, and some longer. There will be private

Reprise for the Delta Queen

Congress Permits Sternwheeler to Proceed Until Replacement Is Built

From The Denver Post

Congress in its wisdom has seen fit to grant a reprieve to the last remaining big Mississippi river steamboat, the sternwheeler Delta Queen, which for 25 years has helped keep alive memories of the days of Mark Twain.

The Delta Queen, which for nine months of each year provides excursion trips between such cities as St. Paul, New Orleans, Pittsburgh and St. Louis, almost became a victim of a law passed two years ago. After a series of fires aboard ocean-going vessels, the United States took the lead in getting the Intergovernmental Maritime Consultative Organization to revise the fire safety standards which had been spelled out in a 1960 international treaty.

The Delta Queen, which for nine months of each year provides excursion trips between such cities as St. Paul, New Orleans, Pittsburgh and St. Louis, almost became a victim of a law passed two years ago. After a series of fires aboard ocean-going vessels, the United States took the lead in getting the Intergovernmental Maritime Consultative Organization to revise the fire safety standards which had been spelled out in a 1960 international treaty.

To show its approval of the requirements, Congress in 1966 passed a law that ships using U.S. ports must meet the new standards by November of this year. It was not necessary from the standpoint of the international agreement for the 1966 law to include river steamers, but such steamers were included, nevertheless.

Even before the law was passed the owner of the Delta Queen, Greene Line Steamers, Inc., started plans to have a replacement for the stern-wheeler built in conformity with the new standards.

Difficulties immediately arose because no shipyard in the world has built a river passenger steamer for many years and none was ever built with a steel superstructure such as the Greene company proposed.

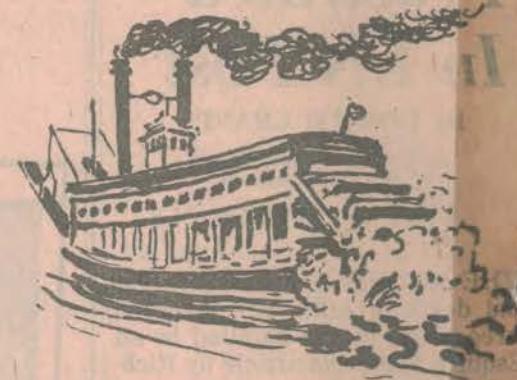
As a result the replacement won't be ready for a year or two yet. If the Delta Queen had to be

junked this coming November and passenger service on the river had to be stopped for two years, awaiting a new vessel, a resumption of the Mark Twain tradition might never be realized.

The State Department objected to a stay of execution for the Delta Queen on the ground that we would be renegeing on treaty obligations but Congress has taken the position that the treaty standards were intended for international waters only and we need not adopt them for strictly domestic passenger service until we are ready to do so.

So the Delta Queen will be allowed to operate until November, 1970, when the replacement is certain to be ready.

As the sole surviving stern-wheeler on the Mississippi, with a long history of safe operation, she deserves the special consideration shown for her so that, if for no other reason, the cry of "Steamboat 'round the bend" will not be forever stilled along the Father of Waters.



Steamer Delta Queen passes Keokuk today

The Daily Gate City - KEOKUK, IOWA

FRIDAY, SEPT. 13, 1968

Making her last round trip from Cincinnati to St. Paul, the widely traveled Delta Queen passed through Keokuk early this morning on her way north.

Five hours off schedule at Hannibal Thursday afternoon, she reached the Keokuk lock at 2:46 a. m. today and left at 3:15 with 183 passengers aboard.

The luxury excursion boat is scheduled to stop at Nauvoo on her southbound trip Thursday, September 19.

The Queen will be replaced next year with a modern, safer version of the multi-decked steamboat which was built on

the west coast and towed by sea to the Gulf and up the Mississippi and Ohio rivers to Cincinnati.

The federal government has barred wood hulled boats, such as the Queen, from transporting passengers on the inland waters. By special act of congress the Queen's life was extended for a final trip before her hull is replaced by steel.

At Hannibal a large crowd greeted the boat at 5 p. m. Thursday and the passengers ate two bushels of apples provided by the Chamber of Commerce.

"THE GREAT DUST HEAP CALLED HISTORY"
R. J. BICKEL KEOKUK, IOWA

man who had been employed on that boat as blacksmith. While she was lying in port at St. Louis, he was engaged in repairing one of her wheels. The wheel turned and he was thrown into the river. When his body was recovered, his neck was found to be broken. He was the son of Kay, the colored barber opposite the Billings House, and had been,

some time since, bought out of slavery, by his father, for the sum of \$1,500.

THE GATE CITY:

SUNDAY MORNING, JAN. 9, 1876.

Sinking of a Steamboat.

NEW ORLEANS, Jan. 8.—A special from Bayou Sara reports the sinking of the steamboat Belle of Yazoo in 12 feet of water, 12 miles above that place. No lives were lost. It is thought the boat can be raised. The cargo consisted of 465 bales of cotton and 2,500 sacks of cotton seed.

There are indications that a strong effort will be made in the Legislature to impeach Judge Hawkins.

The Valley Whig.

KEOKUK:

MONDAY MORNING, JUNE 11, 1860.

KILLED.—The Die Vernon, on Wednesday last, brought up the dead body of a colored

THE NATIONAL GAZETTE.

PHILADELPHIA:
TUESDAY, JUNE 11, 1833.

[From the New Orleans Bulletin, of 25th May.]

LOSS OF THE STEAMER LIONESS.

The following distressing account of the loss of the steam-boat Lioness, Captain Wm. L. Cockerelle, on her passage from this port to Natchitoches, was brought by the Huron this morning after the paper was ready for press.

The steam boat Lioness, Wm. L. Cockerelle master, on her passage from New Orleans to Natchitoches, took fire when about 40 miles above Alexandria on Red River, and was entirely consumed. The lives of 15 or 16 individuals were lost, and as many others were more or less wounded. It occurred about 5 o'clock on the morning of May 19, when but few had left their berths, which accounts in part for so many deaths.

The names of the unfortunate sufferers are as follows:

Passengers—dead.—Hon. Josiah S. Johnston, of Louisiana; B. Q. Riggs, Esq. of Alexandria; Michael Boyce, Esq. do; Mr. Michael Clifford, New Orleans; Mr. H. Hertz, Texas; Mr. —— Irwin, a deck passenger; Mr. ——, do.

Crew—dead.—John Coley, (mate,) Louisville; John Clark, (steward,) late from England; Samuel Landis, sailor; Wm. N. S. Cant, do; James Fulsome, do; one sailor, unknown; Mary Anderson, (chamber maid); Alexander ——, (2d cook); and a servant unknown, belonging to a passenger.

Wounded.—Hon. Edward D. White, of Louisiana, (badly); Henry Boyce, Esq. of Alexandria, Mr. Dunbar, do., (badly); J. H. Graham, New Orleans; Josiah Johnston, son of the Hon. J. S. Johnston; Michael Clogen, Natchitoches; J. V. Bossier, do; M. Rupete, do.

Crew.—Mr. Isaac Wright, (pilot,) slightly; Mr. John Roberts, (engineer); John Gilmore, sailor, and two other sailors and one fireman, names not known.

All others on board escaped without injury—much of the baggage and some money belonging to passengers was lost.

How the fire originated, is not known; it is supposed however to have been communicated either by sparks from the furnace being drawn down the hatch, which was open to get out a lot of way freight, or through the hole for the fly wheel of the engine, or else from the spark of a candle used by the mate and night in the hole getting up freight, which being lodged in a crate of straw, or oil, or other material, kindled so rapidly as to defy their exertion to extinguish it, and in attempting which, they lost their lives, not one of them getting out to give the alarm, or afterwards to account for the misfortune.

The boat and cargo went down near the middle of the river, and are entirely lost.

Much credit is due to the inhabitants near the spot, and at Plaisance, for their prompt assistance in saving those who were struggling for life in the current, for their kindness and hospitality to the wounded, and for their liberality and friendship to all the strangers thrown destitute amongst them, and to the crew of the lost boat.

J. W. TWICHELL, Clerk.
New Orleans, on board S. B. Huron, May 21.

We do not recollect any steam-boat accident that has produced a more painful sensation in a large circle of our city, than the one of which we copy an account from the New Orleans Bulletin. The calamity is dreadful, indeed, considering the number and the value of the lives lost, and the mode of destruction. We have private letters in which it is stated positively that the explosion of gun-powder on board the boat, was the mode, and that explosion produced by a spark from a candle used near the gun-powder by one of the crew at night. The Hon. Josiah S. Johnston deservedly enjoyed a high and extensive reputation as a gentleman, a lawyer, a statesman, a man of sound sense and various information. He acquired every where not merely honor

and esteem by his intellectual and professional merits, but lively personal regard by his peculiar refinement of character and tone, the liberality and moderation of his spirit, and the suavity of his demeanor. We are happy to add that his son, who was on board the boat when the explosion occurred, was but slightly hurt. His escape is represented as almost miraculous.

NATIONAL INTELLIGENCER.

WASHINGTON.

“*Liberty and Union, now and forever, one and inseparable.*”

FRIDAY, JANUARY 2, 1846.

TERRIBLE STEAMBOAT DISASTER.

FROM THE NEW ORLEANS PICATURE OF DECEMBER 24.

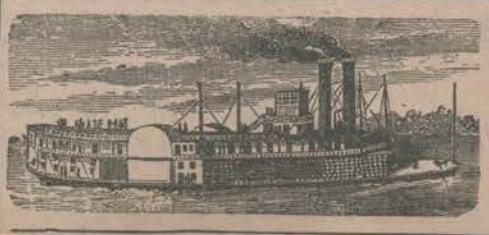
From the officers of the *Diamond*, arrived yesterday, we learn that on the night of the 18th instant the steamboat *Belle Zane*, Capt. BRAZIER, while on her way from Zanesville, Ohio, to this city, struck a snag about twelve miles below the mouth of White river, on the Mississippi, and immediately turned bottom up. It was about 12 o'clock when the accident occurred, and the night was bitter cold. Out of some ninety souls on board at the time, *upwards of fifty perished by this terrible accident*, some of the unfortunate victims only escaping being drowned to freeze to death after reaching the shore! At the time of the disaster, of course, the passengers were all asleep in their berths, and so suddenly did the boat careen and go over, that such as made out to release themselves were only able to snatch a blanket or counterpane from their beds—they had no time to save, much less put on their clothing.

The *Diamond* came along a short time after the accident, and discovered the wreck of the *Belle Zane* bottom up. The officers of the former boat picked up sixteen of the passengers of the latter, at two different points on the Arkansas side. The unfortunates, after suffering incredibly from the cold, were finally landed at Napoleon, where the balance of those saved on the Arkansas side had previously assembled. It seems that immediately after the accident the cabin separated from the hull, on which those who were saved floated. The names of those lost could not be ascertained further than that of Mr. Bowen, lady, and child, of Zanesville. There were five ladies on board, all of whom were fortunately saved except Mrs. B.

The cargo of the *Belle Zane*, and the United States mail, from Louisville, Memphis, and mouth of the Ohio river, together with the boat and fixtures, are a total loss.

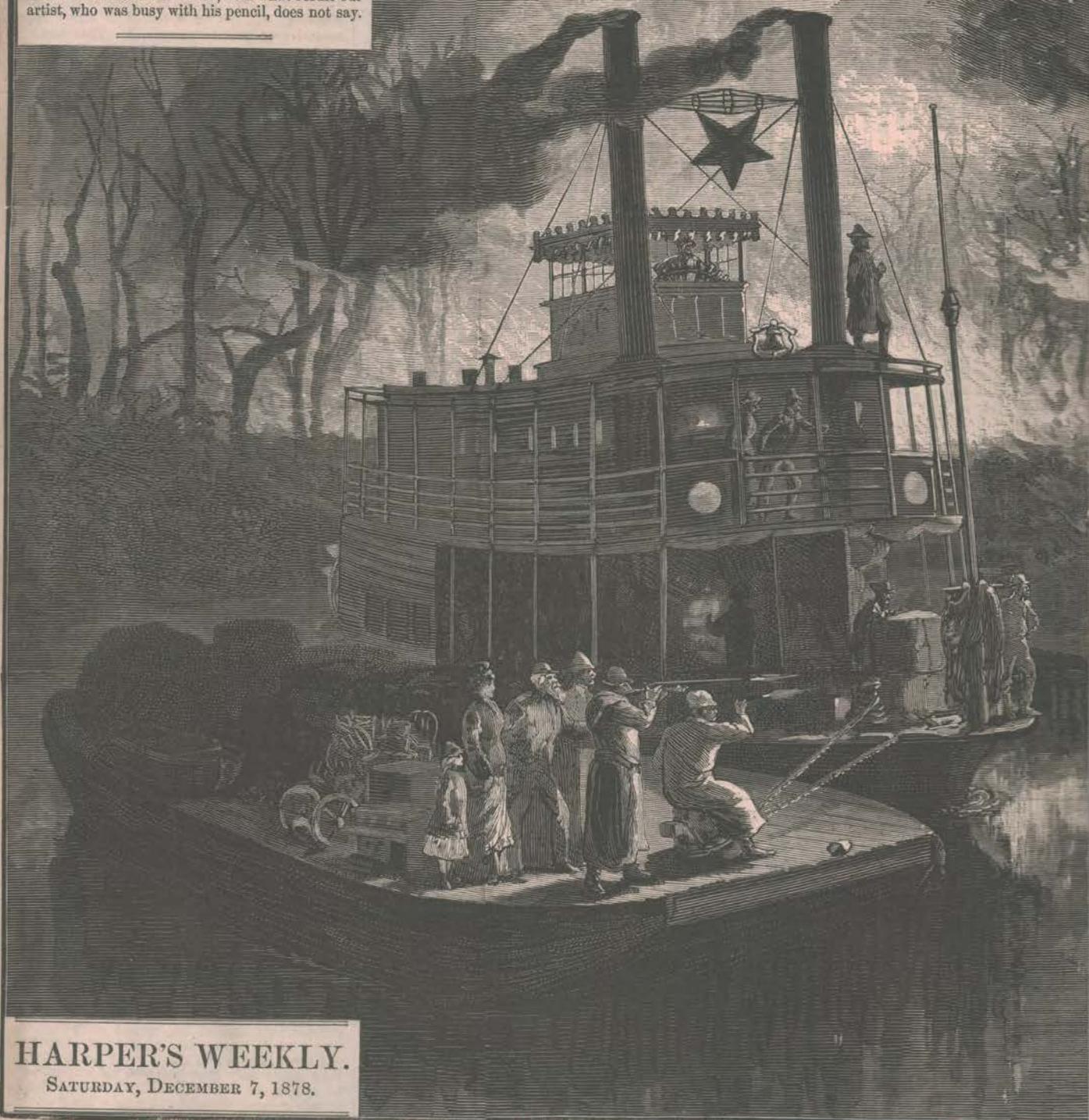
Several of the unfortunate passengers came down on the *Diamond* to a point above, and six others came as far as this city. The names of the latter are John P. Nesle, of Albany, New York, James Sheridan, John Mick, Robert H. Foster, J. Gibson, and Henry Platte. The feet of some of them are so badly frost-bitten that they are unable to use them.

Such are the particulars, so far as we have been able to gather them, of this sad and most deplorable disaster. For a long time we have not been called upon to record a story so full of suffering and of death.



FIRE ON THE RED RIVER.

THE spirited illustration on page 973 represents a scene witnessed by our artist, Mr. ROGERS, from whose graphic pencil we have already had several pictures of his recent tour in the Northwest. Surveyed from the deck of the steamer at night, the scene was grand and exciting. The flames had swept over the prairie, driving before them deer, wolves, and other wild animals, until they reached the wooded banks of the river. As the frightened creatures came in sight, emerging from the cover of the woods, the passengers and crew of the steamer amused themselves by firing at them with rifles or revolvers, with what result our artist, who was busy with his pencil, does not say.



HARPER'S WEEKLY.

SATURDAY, DECEMBER 7, 1878.

FOREST FIRE ON THE BANKS OF THE RED RIVER.



-DRAWN BY W. A. ROGERS.—[SEE PAGE 975.]

12

the great dusty head called him
R. J. Dickey New York 1870

1. 2.
lock mouse on long road by re he he go st in for ve, or is old ill in

Chicago Tribune.

SATURDAY, MAY 20, 1865.

AN INTERESTING RELIC.

Abraham Lincoln's Steamboat Model.

[Washington Cor. Boston Daily Advertiser.] Occupying an ordinary and commonplace position in one of the show-cases in the large hall of the Patent Office, is one little model which in ages to come will be prized as at once one of the most curious and one of the most sacred relics in that vast museum of unique and priceless things. This is a plain and simple model of a steamboat roughly fashioned in wood by the hand of Abraham Lincoln. It bears date in 1849, when the inventor was known simply as a successful lawyer and rising politician of Central Illinois. Neither his practice nor his politics took up so much of his time as to prevent him from giving much attention to inventions which he hoped might be of benefit to the world and of profit to himself.

The design of this invention is suggestive of one phase of Abraham Lincoln's early life, when he went up and down the Mississippi as a flatboatman, and became familiar with some of the dangers and inconveniences attending the navigation of the Western rivers. It is an attempt to make it an easy matter to transport vessels over shoals and snags and sawyers. The main idea is that of an apparatus resembling a noseless bellows, placed on each side of the hull of the craft just below the water line, and worked by an odd but not complicated system of ropes, valves, and pulleys. When the keel of the vessel grates against the sand or obstruction, these bellows are to be filled with air,—and thus buoyed up, the ship is expected to float lightly and easily over the shall which would otherwise have proved a serious interruption to her voyage.

The model, which is about eighteen or twenty inches long and has the air of having been whittled with a knife out of a shingle and a cigar box, is built without any elaboration or ornament, or any extra apparatus beyond that necessary to show the operation of buoying the steamer over the obstructions. Herein it differs from very many of the models which share with it the shelter of the immense halls of the Patent Office, and which are fashioned with wonderful nicety and exquisite finish, as if much of the labor and thought and affection of a life time had been devoted to their construction. This is a model of a different kind; carved as one might imagine a retired rail-splitter would whittle, strongly but not smoothly, and evidently made with a view solely to convey, by the simplest possible means, to the minds of the patent authorities an idea of the purpose and plan of the simple invention. The label on the steamer's deck informs us that the patent was obtained,—but we do not learn that the navigation of the Western rivers was revolutionized by this quaint conception. The modest little model has reposed here sixteen years,—and since it found its resting place here on the shelf, the shrewd inventor has found it his task to guide the ship of state over shoals more perilous and obstructions more obstinate than any prophet dreamed of when Abraham Lincoln wrote his bold autograph on the prow of this miniature steamer.

THE KEOKUK DAILY POST.

Published by the Post Company,

D. REDDINGTON, Editor.

OLIVER I. TAYLOR, ASSOCIATE.

APR 1857

SATURDAY MORNING.

FOREST ROSE EXPLOSION.—The Napoleon (Ark.) Telegraph has the particulars of the explosion of the steamer Forest

Rose, near that place, and publishes the following list of persons injured by the disaster:

John Collins, New Orleans; D. Carroll, Memphis, Tenn. Geo. Liner, New Orleans Wm. Ervin, St. Louis, Geo. Turner, Racine, Ill., (dead) B. C. Marshal, New Orleans; P. Butler, do., (negro man,) A. J. Barter, do., do., W. Smith, Lancaster city, Pa., Geo. Hughes, New Orleans; Richard Nogle, do., G. Brown, do., Henry Winter, Phila., Thos. Lyon, New Orleans; John Kelly, do., John McGuinis, do., G. W. Dunivon, Logon, Ohio; Alex. Meloin, Cincinnati Ohio; Benj. Hyde, Hot Springs, Ark.; (dead,) Henry Mitchell, New Orleans; Thos. Flanning, do.

The following are the killed and missing:

David Thompson, first engineer, killed has a wife and family living somewhere in Missouri or Illinois.

Nathan Henry, second pilot; is supposed to have a wife and family in Louisville, Ky.

Thos. Rough, mate, missing.

Son of Captain Allen, the master and owner of the Forest Rose, of Paducah, Kentucky, aged seventeen years, killed.

The bar-keeper of the boat, missing.

The watching missing.

The Weekly Gate City

PUBLISHED BY
HOWELL & CLARK,
JULY 4, 1877.

Dan Rice's Circus.

We are requested by the agent of Dan Rice's circus to state that the steamer "Last Chance" has not been seized by Mr. Coleman for wages due from Col. Rice, but for debts due from the owners of the boat. Col. Rice chartered this boat as an advertising boat for 90 days, but found her unseaworthy and in debt and abandoned her in this port and made other arrangements for the transportation of his advance agents. Col. Rice is on his way to St. Paul with his consolidated circus and trained animal exhibition, and will visit Keokuk on his return trip in about 60 days.

Col. Rice is prepared to give an amusing and instructive entertainment, possessing many features entirely new and of greater merit than any of the great shows he has ever heretofore presented to the public. And Dan Rice is its clown.

The Weekly Gate City

WEDNESDAY, AUGUST 2, 1876.

River Ripples.

There was a wedding on the Jennie Brown last week. Jacob Dressler and Miss Katie Hemmer, of this city boarded the boat at 10:30 a. m., and proceeded to Alexandria, where they were united in the bonds of wedlock by Squire Moorehouse. The ceremony was performed on board the boat while she was lying at the wharf. Andy Metteme and Miss Gussie Willer acted as attendants. The party returned on the boat. The bride is but sixteen years of age.

The Weekly Gate City

WEDNESDAY, MAY 16, 1877.

SWIFT STEAMERS.

The Kind of Time the Fast Packets are Making.

There seems to be a rivalry between the two fast packets just now as to which can make the best time. They have been carrying off the laurels turn about for several days, each one beating the time made the day previous. Friday, Capt. Asbury astonished everybody by landing the Golden Eagle here at 10:34, railroad time. She sailed proudly into port with a broom, surmounted by a big bouquet, standing erect in front of her jack staff. This is twenty-four minutes better than the War Eagle's fast time of the day previous, and the best that has yet been made. She made the run to Alton in 1:38. The fastest time on record to that point was that of the Altoona, 1:37, several years ago. The distance by the present channel between St. Louis and Alton is at least six miles greater than then; so the Golden-bird is to be credited with the best time ever made on the upper Mississippi. When the porter, who comes up as far as Alton on one boat and goes back on the other went ashore at that place, Capt. Dave armed him with a broom and hung a placard about his neck on which was inscribed in bold figures, "Time 1:38." When old Hughey sees these he will descend to the engine room and give orders to heave in coal and hang a nigger on the safety valve and you needn't be surprised to see him come sailing in here this morning at about 10:30. Then just hold your breath until Capt. Dave is heard from again.

THE CONSTITUTION

WEDNESDAY MORNING, APRIL 2.

ACCIDENT TO THE STEAMER POMEROY.—The little steamer Pomeroy, which left Keokuk last Saturday for Burlington, was struck by a cake of ice, when a short distance from Dallas, which stove a hole in her keel as large as a man's body. She immediately began to fill, and the wildest consternation prevailed among her passengers, who seizing their baggage attempted to transfer themselves to a small flat which the steamer had in tow. They were prevented however by several of the steerage passengers who were endeavoring to disengage the scow from the boat. In the meantime, the crew of the Pomeroy had succeeded in shifting her cargo to the opposite side from the break, thus listing her so that the water failed to run in faster than it could be pumped out. After considerable trouble on account of the ice, the boat was at last got ashore, and temporarily repaired. Had the boat sunk, it is more than probable that all on board would have been drowned, as the heavy ice would have swept the cabin from the boat in an instant.—[Muscatine Journal.]

THE GREAT DUST HAS BEEN CLEANED UP
R. A. DIXON KEOKUK IOWA

PRINTED AND PUBLISHED
ON TUESDAYS, THURSDAYS AND SATURDAYS
BY WILLIAM FRY,
No. 71, South Second Street,
PHILADELPHIA.

TERMS: One Year, Five Dollars—Six Months, Three Dollars—Three Months, Two Dollars. To be paid in advance.

THE NATIONAL GAZETTE.

PHILADELPHIA:
FRIDAY, DECEMBER 27, 1833.

CONGRESS.

IN SENATE—Monday, Dec. 23.

John Black, from Mississippi, appeared, was qualified and took his seat.

The following resolution, offered by Mr. Webster on Thursday, was taken up for consideration:

"Resolved, That the Committee on naval affairs be instructed to enquire into the expediency of passing a law for preventing, as far as may be, accidents to vessels employed on the foreign or coastwise commerce of the United States, from explosion by steam."

Mr. Webster addressed the Senate. It was, he believed, the general expectation of the country, that Congress would take up the subject to which this resolution referred. The history of the last two or three years (said he) exhibits a vast amount of property, and a startling list of human lives, lost by the explosion of the boilers and flues of steam-boats. These frequent occurrences have occasioned the existence of so much fear and terror, as to be a serious diminution of the convenience and comfort of that mode of conveyance. At present, the whole subject is without any regulation whatever, by public authority; and no authority but that of Congress seems competent to establish proper regulations. Of the power of Congress there can be no doubt. Steamboats are, generally, licensed vessels, and they engage extensively in the coastwise commerce of the country. They may be registered vessels also, and may engage in its foreign commerce. On the same ground that laws of Congress regulate the number of passengers in merchant vessels, and make it necessary that such vessels should have medicine chests, for the preservation of the lives and health of persons on board, with divers other provisions, for the same or similar objects, it is plainly in the power of Congress to adopt any regulations for the government of steam-vessels, which security to life and property may appear to require. It is with Congress to make these regulations, or they cannot be effectually made at all.

Mr. W. then condemned steam boat racing as highly criminal, and dwelt on the number and fatal character of the accidents by explosion. He proceeded thus—

"Fully believing that these accidents generally result from negligence, at the time, by those who have the charge of the engine, penalties, I think, ought to be enacted against such negligence, and legal means provided, by which, when lives are lost by such occurrences, an immediate inquisition, investigation, and trial, should be secured; and the culpable negligence, if there be such, adequately punished. And, in the first place, I think the boat itself should be made subject to forfeiture, whenever lives were lost through the negligence of those conducting it. There is nothing unreasonable in this; analogous provisions exist in other cases. The master of a merchant ship, for instance, may forfeit the ship by a violation of law, however innocent the owners may be; even though that law be only a common regulation of trade and customs. There is, at least, quite as much reason for saying that whoever builds or buys a steam boat, and proposes to carry passengers therein for hire, shall be answerable to the amount of the value of the boat, for the sobriety, diligence, and attention of those whom he appoints his agents to navigate it, as there is, in revenue cases, to impose such liability for smuggling, or illegal landing of goods. To enforce this liability, I should propose, that

whenever an explosion takes place, causing the loss of the lives of passengers, the boat should be immediately seized by the Collector of the District, and the persons navigating her detained for examination; a trial should be had, and, unless it should appear, on such trial, that all legal requirements had been previously complied with, and were observed at the time, and, further, that the accident was one, which no degree of attention could have foreseen or prevented, the boat should be forfeited, and the persons having charge at the time should be punished. It is no unreasonable hardship, in such cases, to throw the burden of proof on those who are entrusted with the navigation and management of the boat. They should be able to make out a clear case of actual attention, skill, and vigilance, or else forfeiture ought to follow. It is a very high trust, to have charge of that which is potent to destroy life, and which, when negligently treated, is so likely to destroy it. Of course, all unnecessary delay, expense, or trouble, should be avoided. Their property seized might be restored, on bonds, as in other cases of seizure, pending preparation and trial; and every indulgence allowed, in the forms and modes of proceeding, compatible with the great end of an immediate investigation, and a prompt decision.

"It is evident, that, for many reasons, a judicial investigation will seldom be had, in these cases, unless it be instituted by public authority; and I do not think any provisions will be adequate which do not secure such investigation, whenever the loss of life happens.

"As to Steamboat racing, it is an enormity that demands no tolerance. Doubtless, the Committee will see the propriety of providing that all such racing, on any wager, or for any stakes, whether it be between boat and boat, both or either having passengers on board, or whether the wager be on any boat, with passengers on board, running against time, shall be punished, with forfeiture of the boat, and severe personal penalties on those concerned; whether any accident happen from such racing or not."

"There are, sir, one or two other subjects, belonging to the safe navigation of steamboats, though not immediately connected with the explosion of steam, which the Committee will probably think worthy of attention. The first is, the collision of these vessels. It has happened more than once, that steamboats have run foul of each other, not by means of darkness, or fog, but simply because the one did not know on which side the other meant to pass. Something like a law of the road, by which each should know on which hand to keep her course, with the obligation of being well lighted at night, would probably prevent some of these occurrences.

"The other subject, is the carrying gunpowder, in large quantities, in boats having passengers. As there are boats used exclusively for freight, there can hardly be a necessity of transporting gunpowder in passenger boats. This transportation in such boats augments the danger, and, when known, still more augments the terror of the passengers. And it is probably in consequence of this, and because some Captains on that account are not willing to receive gunpowder on board, that the article is sometimes shipped in disguise, the boxes being marked as containing other goods. This highly objectionable and criminal practice ought to be severely punished."

Mr. Benton expressed his concurrence in the views of Mr. Webster, and approved his Resolution, which was then agreed to.

DAILY GATE CITY.

TUESDAY MORNING, MARCH 7, 1876.

FORT MADISON.

Commodore Doerr's ferry boat, the Niota Bell, was launched on Saturday last, and will now make regular trips to and from this city and Niota.

THE GATE CITY:

WEDNESDAY MAY 24, 1876.

The Steamer Pat Cleburne Blown Up.

CINCINNATI, O., May 18.—The steamer Pat Cleburne exploded her boilers near Shawneetown, Ill., last night. Several were killed and a number injured. All the cabin crew are supposed to be safe. Urback, a Mexican, was burned; Albert Smith, barber, hands scalded; Chas. Cotton, s. cold mate, supposed to be lost. Passengers G. W. Smith, of Evansville, slightly scalded; G. W. Michalas of Terre Haute, hands and feet scalded; Jno Harvey, of Cincinnati, scalded and face cut, will recover. An unknown passenger was killed.

The Evansville, Ind., Journal's Shawneetown, Ill., special says the boilers of the steamer Pat Cleburne exploded at 11 o'clock last night, six miles below Shawneetown. The Cleburne floated down about a mile and burned. Capt. Fowler was caught in the timbers and burned. Dick Partridge, express agent, was lost; Walter C. McMullendy, engineer, was blown into the river and badly hurt; D. C. Moore, mail agent, was blown overboard but saved; John McCune, pilot, who was at the wheel, fell through to the boiler deck and was cut and scalded; Alex. Porter, second clerk, feet scalded and cut; Arthur Brown, freight clerk, hand and face scalded and head cut.

From the great confusion which prevails it is impossible to learn what other passengers are lost. The crew was not mentioned. One was saved. The Arkansas Belle, which was near the Pat Cleburne at the time of the explosion, was badly wrecked. Her chimneys were blown overboard, and her state rooms shattered. She was on fire in many places. The passengers and crew worked faithfully. The striker and second engineer are badly scalded. Chas. Smith, of Cincinnati, a passenger, had a leg broken. Capt. Howard was knocked down and slightly hurt. Perhaps ten persons on the Belle were injured. Arthur Peter and J. Gilles, of Evansville, were blown and fell down the front stairs, but are uninjured.

The Weekly Gate City

WEDNESDAY, JANUARY 31, 1877.

NEIGHBORHOOD NEWS.

NAUVOO.

[Special Correspondence.]

NAUVOO, Jan. 29, 1877.

Old settlers here were pained to learn this morning of the death of Newton Waggoner, of Montebello township, one of the oldest inhabitants of Hancock county. Mr. Waggoner came to this county in 1824 and was one of the first river pilots on the Mississippi above St. Louis, having been engaged in piloting keel boats before the steamer was brought into use on the river. He was pilot of the steamer "Warrior," which boat was at the battle of Bad Axe, in 1832 during the Black Hawk war. He quit the river several years ago, and has been devoting his time to agricultural pursuits. He leaves a large family of children and many grand-children. His age at the time of his death was about seventy-four.

X.

CAIRO TIMES.

CAIRO, FRIDAY, DEC. 15, 1865.

Steamboat Register.

Friday Morning.

ARRIVALS.

Gen. Anderson, Columbus,	Plain City, Paducah,
Abeona, Memphis,	Von Phul, N. O.
Adam Jacobs,	Lady Gay,
Morning Star,	Anna White, St. Louis,
St. Patrick,	Deleware,
Princess, Little Rock,	Olive Branch,
Ada Lyon, Evansville,	J. R. Gilmore,
Armodia,	White Cloud,
Caffrey, Johnsonville,	Belle St. Louis,
Liberty, Louisville.	"

DEPARTURES.

Gen. Anderson, Columbus	Plain City, Paducah
Abeona, Cincinnati,	Morning Star, Louisville,
J. R. Gilmore,	St. Patrick,
Princess, St. Louis,	Deleware, Pittsburg,
Caffrey,	Ada Lyon, Evansville,
Belle St. Louis, Memphis,	Armodia,
Liberty,	"

Corrected daily by A. F. Taylor, City Engineer

THERMOMETER A. M. M. P. M.
6 16 18
River 40 feet 1 inch below high water mark of 1852; fell in the last 24 hours 5 inches.

RIVER AND STEAMBOAT NEWS.—Items of Cargoes arriving and departing—Condition of Western Rivers—Weather and Business—Boats Leaving To-day—Boats Due—our Thanks—Heavy Snow Storm at Randolph—Cairo virtually the Head of Navigation of the Mississippi—Nashville and Cincinnati Items.

The Abeona had 75 bales cotton, 100 tons scrap iron and 327 packages assorted freight.

The Jacobs had 123 bales cotton for St. Louis.

The Von Phul had 600 boxes raisins, 35 hds sugar and several small lots of St. Louis freight, which she reships, and will then load and turn back from here.

The Morning Star had 249 bales cotton for Cannetton, 105 bales for Louisville and a crowd of people.

This Anna White, Ada Lyon and Armodia brought out a large lot of reshipping freight.

The Olive Branch and White Cloud had moderate trips, but added all they wanted here.

The Lady Gay had a slim trip, which she reships from here and lays up. The A. & M. S. S. Co. have taken possession of her as previously announced.

The Princess had 158 bales cotton and considerable assorted freight.

The Caffrey had 65 bales cotton and 185 boxes ordnance stores for St. Louis.

FOR MEMPHIS.—The well-known and favorite steamer G. W. Graham, Capt. Isaac M'Kee, clerk Charley Parsons, is the regular packet for Memphis and all intermediate ports this evening on arrival of the train.

FOR NEW ORLEANS.—The best and popular packet Peerless, will leave here for New Orleans and all intermediate ports this evening, on the arrival of the train.

FOR COLUMBUS.—The Gen. Anderson, Parker, Master, leaves Cairo every day for Columbus, at 6 a. m. and 6 p. m., on arrival of trains, and makes close connection with the Mobile and Ohio Railroad for Memphis, New Orleans and Mobile.

FOR PADUCAH.—The elegant steamer Plain City, Scott master, leaves for Paducah and intermediate landings every evening on arrival of the train, connecting with packets at Paducah for Tennessee and Cumberland rivers.

FOR NEW ORLEANS.—The large and splendid steamer W. H. Osborne, Captain Rogers, is the regular People's Line Packet for New Orleans and all intermediate ports this evening on arrival of the train.

The Mississippi is falling rapidly at St. Louis, and dispatches from that city dated yesterday, state that the current is running very heavily and advise boats to go no further than Cairo.

Navigation above St. Louis may be considered closed for the season, and it is not at all probable that any boat can reach St. Louis from below.

Cairo may now be considered the head of navigation on the Mississippi.

The Ohio was falling at Pittsburg at the date of the latest dispatches, which was last Tuesday night. At that time the river was still open and the weather mild. There is no doubt but that the river is now closed with ice.

At Cincinnati the river was rising rapidly on Wednesday last, having risen three feet during the previous 24 hours. Captain Holloway of the Sherman had arrived at Cincinnati and reported the river rising as high as Parkersburg and full of coal barges.

Here the river is falling fast—the decline in the last 24 hours amounting to 12 inches.

The weather is clear and cold, the thermometer standing at seven degrees above zero yesterday morning, but rising through the day to fifteen.

Business is dull. Our thanks are due the officers of the Armada, Henry Von Phul, Lady Gay, Olive Branch and Gen. Anderson for manifests and late papers.

PROOF MISCELLANEOUS.

The Adam Jacobs was compelled, by a violent snow storm, to lay by at Randolph, on her last trip to this city. Such a storm is very unusual in that locality.

The Cincinnati Commercial of Wednesday last says:

The wreck of the Cottage No. 2, which recently exploded in the Kanawha, was lying at Gallipolis when the Sherman passed down on Monday. She will be towed here for repairs. Her hull was not injured, but the upper works forward of the Texas were demolished. Captain James Newton, her commander, and Col. Vance, her second clerk, although severely injured, are doing well. The Compton arrived at Nashville on Sunday, having been detained at the foot of Harpeth Shouls four months, owing to low water in the Cumberland River.

The Elie Dean was sold at St. Louis, Friday, for \$20,000.

Captain Sam Wilson and Captain Theo. Fink left for Louisville last evening, to bring the C. B. Hillman over the falls from Portland. The C. B. Hillman will ply as a regular weekly packet between Cincinnati and Wheeling, leaving Cincinnati every Saturday, and Wheeling every Wednesday. Captain Mason will command, while Captain Fink controls affairs in the office.

The St. Louis Democrat says that the proceeds of the sale of the City of Cairo Schottish, alluded to in our paper yesterday morning, are to be given for the benefit of widows and orphans. It is published and for sale by B. J. Compton, 52 Fourth street, St. Louis.

FOR VICKSBURG, NATCHEZ AND NEW ORLEANS.

Merchant's and People's Line.

The new and elegant steamer

W. H. OSBORN.

ROGERS, Master,

Will leave for the above and all intermediate ports THIS EVENING on arrival of the train.

For freight or passage apply on board or to E. B. HENDRICK, deckhand, Gen. Agt, Lower Wharfboat.

WEEKLY PLAIN DEALER.

WEDNESDAY, DEC. 1, 1852.

Cleveland, Ohio.

TERMS OF THE WEEKLY.

Single Subscribers.....\$2.00
Clubs of 10 and upward.....1.50
Any one sending a Club, will be entitled to one copy gratis. Pay always in advance.

Disasters on the Ohio River.

WHEELING Nov. 20.

The steamer Royal Arch is sunk at Buffington Island. She has five feet water in her hold.

The steamer Tuscarora is also supposed to be sunk in the same place, by swinging against the Royal Arch.

The steamer Envoy came in collision with the Jane Franklin, and was stove in; has got eighteen inches water in her hold.

The Jane Franklin was insured at Buffington.

There were nine boats at and within sight of Buffington Island, where the Buckeye passed.

14 The Valley Whig.

THE DES MOINES VALLEY WHIG
IS PUBLISHED EVERY WEDNESDAY MORNING.

WEDNESDAY MORNING, APRIL 21.

The steamer Clara Hine, Capt. Patterson, arrived from Des Moines on Monday afternoon, having made a remarkably quick trip.

The Clara left here on Wednesday evening last, passing the "Skipper" before she got to Bentonport, where the Clara took on about twenty tons freight. She again passed the Skipper under way and arrived at Des Moines Saturday afternoon. Returning she left that place on Sunday morning, and arrived here Monday afternoon at 4 o'clock, after having discharged and taken on a full freight. The Clara made the trip in four days and twenty-two hours, losing forty-two hours by laying up,—the actual running time being but three days and four hours.

Shippers will please recollect the Clara will leave again for Des Moines this afternoon at 4 o'clock, and will if possible make better time than on her previous trip. She is fast, and has a fast crew, and will land goods in Des Moines early Saturday morning.

A HAUL.—On the information of the Sheriff of Des Moines County the police, yesterday, taking the Gate City Ferry boat into service, overhauled a flat boat, which was floating down the river, with two men and a young woman on board. An old horse, seventeen carpet-bags old and new, and one or two trunks, said to be stolen property, were taken, together with the men, who were lodged in the calaboose. It was reported that the girl also was stolen. Her father was after her.

The Valley Whig.

KEOKUK:

MONDAY MORNING, NOVEMBER 5, 1860.

RIVER ITEMS.

We learn that Capt. W. H. Austin has sold out his interest in the Flora Temple, and that he will quit the boating business.

The old tow boat Jeannie Deans was burnt a few days since at Carondelet. She had just been repaired at an expense of \$3,000, and was valued at \$7,000 to \$8,000.

The Fred Iron was sunk recently on the way from Memphis down, loaded with cotton. Boat a total loss. Part of the cotton had been lost from the Poland, which was snagged a few days previously.

The river has been rising here slowly for some days past, and is in good order for navigation. There are nearly three feet on the Rapids.

THE GREAT DUST HEAP BRIDGE BOSTON
F. A. BICKEL KEOKUK IOWA

Des Moines Sunday Register

Picture

DES MOINES SUNDAY REGISTER—AUGUST 4, 1968—¹⁵



It's been a busy season for the showboat at Clinton.



THE RHODODENDRON rides at her mooring in Clinton. The attractive girl on today's cover, Pam Hasselbusch of East Moline, was photographed on the paddlewheel. Pam, a student at Augustana College, was "Miss Moline" of 1967.

Aug 4 1968 - Pg #2

CLINTON 5-B-2

R. J. DODD, STERLING, ILL.



DES MOINES SUNDAY REGISTER—AUGUST 4, 1968

IN THE CAPTAIN'S LOUNGE of the Rhododendron, several members of the Paddlewheel Players enjoy a bit of informal entertainment. Lois Nelson of Rock Island is dancing as Gary Saxvik of Bismarck, N.D., plays the guitar. Others are Mike Kinsel of Council Bluffs (left) and Dennis Feren of Sandwich, Ill.

(Register photographs, including page 1 color, by Larry Neibergall)



Clinton Showboat

Title is ruled out

**Clinton's showboat
to arrive nameless**

The Daily Gate City
2 — KEOKUK, IOWA WEDNESDAY, OCT. 12, 1966

CLINTON (AP) — The city of Clinton's river showboat recently purchased from the state of West Virginia may be without a name when it arrives here this weekend.

"Three-Dollar Belle"
The proposed title, "Three-Dollar Belle" is down the drain. That name for the 207-foot craft had been chosen from 1,500 entries in a local contest last

week but it was far from meeting with public approval.

Sponsors of the contest, the city's two radio stations and daily newspaper, announced Tuesday that the winning name has been dropped because of public pressure.

The name "Three-Dollar Belle" stemmed from a remark

Clinton's Exciting 'Paddlewheel Players'

By Gene Raffensperger

"SHOWBOAT'S coming!" was a cry that started the adrenalin in any youngster (most adults too) in the little Mississippi River towns of the nineteenth century. The showboat was always a sternwheeler and its splashing arrival, complete with a snappy music beat, held the promise of colorful characters and a rare opportunity to see first hand the mystique of show business. Boy, how it did beat pulling weeds or listening to the rivermen swap lies.

Well, this unique American contribution to theatrical history is all but gone now—but not quite. Iowans can see a really fine showboat at Clinton on the Mississippi River and watch a group of young men and women who call themselves "The Paddlewheel Players" present their shows. Unfortunately, Clinton's showboat, the Rhododendron, does not go up and down the river. She's permanently anchored on the riverfront.

The Paddlewheel Players are 20 students representing Augustana College in Rock Island, Ill., and Luther College in Decorah. They are directed by Robert Larson, 27, acting chairman of the department of speech and theater at Luther, and Gary Hobbs, 27, instructor in speech and drama at Augustana.

Operating on a budget of \$7,000 supplied by the two colleges, the theater company hopes it can break even in this first season at Clinton. Each of the young persons is receiving some college credit for this summer's experience. The girls in the company stay at a dormitory at Mount St. Clare College in Clinton and the boys share a rented house in town.

The Rhododendron belongs to the Clinton Park Board and was bought for \$21,165 back in 1966 from the state of West Virginia. True to its heritage, the Rhododendron has a colorful story of its own, part of it supplied by Clinton residents.

The big sternwheeler was originally a steam-powered towboat that worked the Ohio River and the lower Mississippi to New Orleans. She is 207 feet long, 35 feet wide and draws seven feet. West Virginia acquired the

HEROINE of the season's first show, "Caught in the Villain's Web, or More Sinned Against Than Sinning," was Pam Hasselbusch, today's cover girl. In this tense scene the villain (left) is Gary Saxvik. Mike Kinsel is the butler.

"Bad connotation"
Morris said he voted with others to drop the name on which "the public just put a bad connotation."

The person who submitted the

winning entry still will receive his \$25 prize, contest officials said.

Another contest is planned later.

The boat, known in West Virginia as the Rhododendron, ar-

ived in Davenport Tuesday night after a 1,500 mile trip through the Ohio and Mississippi Rivers and will remain there until Sunday when it will be towed here for the official welcome.



MACHINERY of the showboat has a special fascination for the players. Here Sue Johnson of Dennison, Minn., studies engine room dial linked to pilot house.



R.J.BICKEL KEOKUK, IOWA

Clinton, 5.3 - 4

Aug 4 1968 - C-4

R.J.BICKEL KEOKUK, IOWA

boat to use in a state celebration and added the theater. When West Virginia advertised the boat for sale Clinton was one of the few bidders. When Clinton's bid was announced West Virginia was at first hesitant to accept and this caused a Clinton official to term the West Virginia offer "as phony as a \$3 bill." But Clinton's bid was accepted and the next thing the Iowa city did was stage a contest to rename the boat. In the meantime the boat was towed to Clinton.

The winning entry was "Three-Dollar Belle," a take-off on the good natured dispute over the Clinton bid. However, "Three-Dollar Belle" lasted only briefly. A cry went up from Clinton that the name implied a shady history for this river lady. Clinton officials bowed to pressure and "Three-Dollar Belle" remained just plain old Rhododendron.

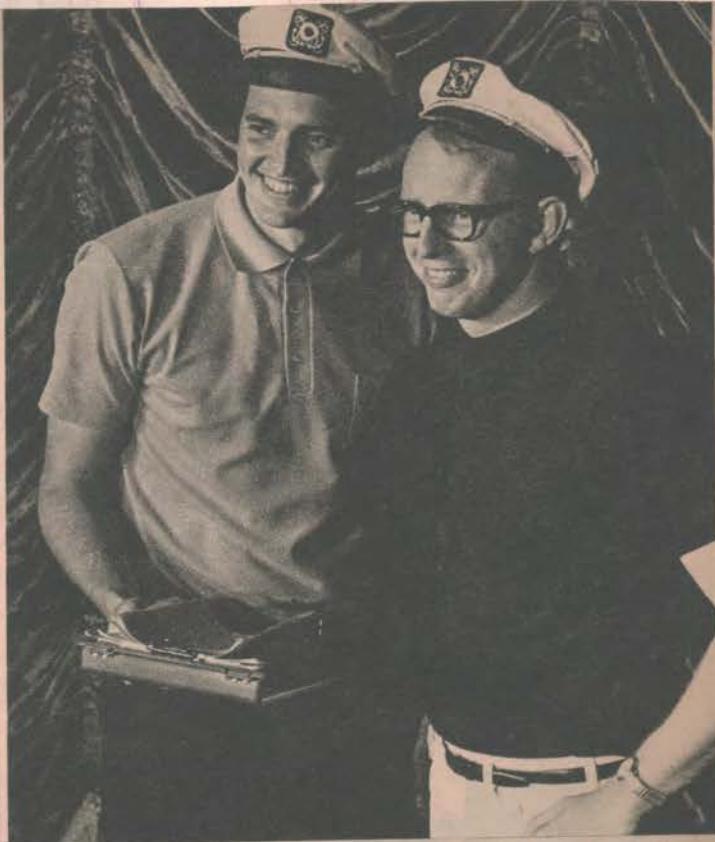
In any case she's now a combination river museum and showboat and she's helping bring a colorful era back to the river. "The whole idea of doing shows on the boat is very exciting to the kids," said Larson.

Theater fans wishing to share that excitement can still do so. The group finishes "The Fantasticks" tonight and begins "The Imaginary Invalid" on Thursday. This show will run through next Sunday and again on Aug. 15-18. A matinee performance of "Androcles and the Lion" will be held next Saturday.

Just Like the Old Times (Well, Almost) on Showboat



IN PILOT HOUSE of the Rhododendron, Clinton showboat, the caretaker, Charles Creely, demonstrates the controls for Phyllis Fritschle of Olney, Ill., and Pat Drummond of Chicago. These days, however, the boat does not move under its own power.



DIRECTORS Gary Hobbs (left) and Robert Larson sport yachting caps during a rehearsal.



DENNIS EICHELBERGER, 18, a Luther sophomore from Manson, handled props for the first show.

The Weekly Gate City

WEDNESDAY, SEPT. 26, 1877.

Steamboats Burned.

ST. LOUIS, Sept. 20.—The steamboat Grand Republic, the largest and finest steamboat on western waters took fire last night about midnight and burned nearly to the water's edge. The flames communicated from her to the steamer Carondelet, lying alongside and all her upper works were destroyed. Her hull is of iron and therefore will be saved but her machinery will no doubt be badly damaged. Both boats were lying up at the foot of Lesperance street, about two miles and a half from the centre of the city. Neither the value of the boats nor the insurance can be obtained tonight.

ST. LOUIS, Sept. 20.—The steamer Grand Republic which burned to the water's edge sunk before morning. It is doubtful whether her machinery will be of any value. She was owned by Captain Thorweg, and valued at \$150,000; insured for \$50,000 in about twenty-five offices the names of which cannot be obtained. The Carondelet, Hick and three associates, was valued at \$40,000; insured for \$17,000.



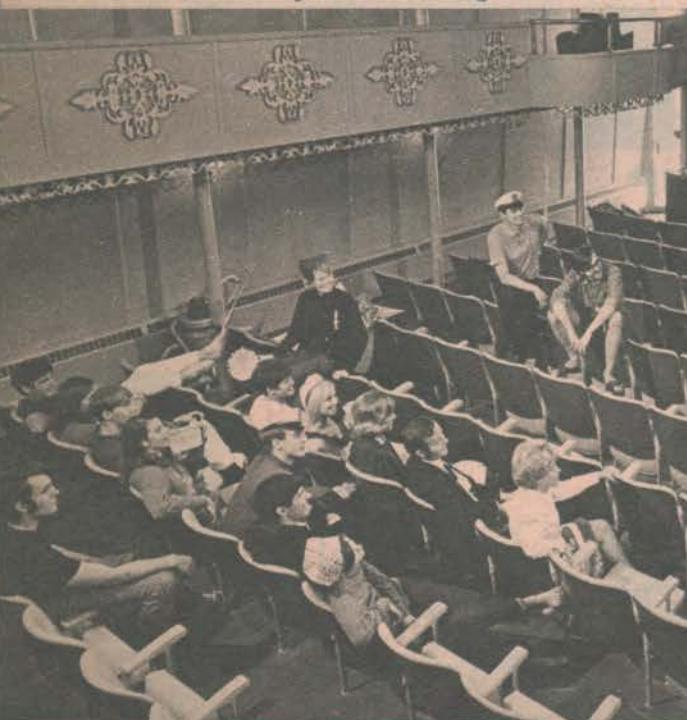
THEATER on old sternwheeler seats about 250. Robert Larson is on ladder at right, Gary Hobbs at left front wearing white cap. Seated beside Hobbs is Charles Fink, technical director.

THE GREAT DUST HEAP CALLED HISTORY
R. J. BICKEL KEOKUK, IOWA

CHINTON 513-6



LOIS NELSON of Rock Island, one of the players aboard the old showboat, makes up in the dressing room for her role in a play.





DES MOINES SUNDAY REGISTER Oct. 15, 1967

REGISTER PHOTOS BY JACK BRINTON

Clinton Showboat Draws Thousands

The "Rhododendron" Showboat Museum at Clinton is completing its first season as a site for community playhouse productions by theater groups in the area. During 1967 there was 27,000 paid tours

of the boat which was acquired by Clinton in 1966 from the state of West Virginia. The tour fee is 50 cents. In front of the boat on the river-front are the custodians, Mr. and Mrs. Charles F. Creely.

KEOKUK CONSTITUTION

KEOKUK, TUESDAY, NOVEMBER 26.
1878

River News.

The steamer War Eagle which was sunk at Saverton on Friday, was pumped out and raised Saturday. The Hannibal Journal gives the following additional particulars of the accident:

Having landed the skiffs, she backed out, and about fifty yards below, her stern struck some rocks, on an old sunken barge, knocking two holes in the hull of the Eagle, through one of which a flour barrel could have been passed, and quicker than thought she commenced filling with water, and five minutes later had sunk in about six feet of water, at the stern.

There was great consternation on board about this time, the passengers hurrying to and fro, and the mate giving orders to the crew. The pumps were set to work, and kept going steadily, while a large lot of pig iron which was on the deck aft, was hove forward to enable the carpenter to get at the leak, which he finally did. The hole was filled with comforts and other bedding and then planked over. There was about four feet of water in the hold, however, and it was not deemed advisable to attempt to move the boat while she was thus water-logged.

The War Eagle had a very heavy freight on board which was stowed on the main deck, and therefore escaped injury. She had an immense quantity of pig-iron in cargo, which was last night transferred to a barge.



River Boat Theater

Three members of the Clinton Community Theater talk over a script on Clinton's showboat, the "Rhododendron." From left are Mrs. Jan Jennings, a housewife who has served as both actress and director this season; Gene Dynkowsky, school teacher and a play director, and Warren Haffner, also a school teacher and president of the group. Use of the theater is not restricted to the Clinton group. A Morrison, Ill., organization as well as one from Cedar Rapids have presented plays. Seating capacity is 266.

RIVER VESSELS TO RACE AGAIN THE DAILY GATE CITY



TUESDAY, JUNE 24, 1930

Glamor of the old days of river racing on the Ohio will be revived on June 28, when the Betsy Ann meets the Tom Greene to settle for all time which is the faster of the two boats. Photos show, top, last year's race, at Cincinnati, with the Greene boat nosing out the Betsy Ann; below, Capt. Frederick Way, Jr., left, of the Betsy Ann, and Capt. Tom Greene, right, signing the race agreement. In the center is William Castillini, general chairman of the contest. The course is from Fernbank dam, 10 miles below Cincinnati to Coney Island, 10 miles above Cincinnati.

DAILY GATE CITY

CALL OF SPRING SENDING BOATS OUT FROM HERE

Opening of Lock on Full Time Schedule and Completion of Work Here Means Much Activity for Crafts.

APRIL 2, 1934

With the opening on full time of the U. S. government lock here last midnight, spring activity in and around the forebay has reached its peak. A few boats have already begun their first journeys up and down the Mississippi and many others are making speedy preparations to get

under way this week.

Improvements and repairs which have kept men busy on the locks proper all winter are nearly finished and the local lifting basin is prepared for a heavy season of navigation. The gates, which were removed to be repaired and improved, have been put back into place. Workmen today were sandblasting the old surface covering from the upper gates in preparation for the application of new paint and when this is done the work on the locks will be completed for the present.

Among the first of boats which winter here to begin their spring operations were the John W. Weekes, which left for St. Louis Sunday morning with a battery of empty barges in tow, and the U. S. Muscatine which left the local port for Rock Island this morning.

Tender Heads North.

The lighthouse tender Wake Robin, whose winter quarters were transferred to St. Louis during the winter months, is tied in the forebay here today and will leave for Minneapolis and St. Paul Tuesday day with a cargo of buoys.

Three other boats tied to the seawall north of the drydocks are being made ready to break water within the next few days. They are the James W. Good, the Patrick J. Hurley and the Thorpe and will leave here some time this week or the early part of next week.

According to plans today, the dredge Taal will be ready to go down the river to Clarksville, Missouri, on Thursday of this week.

Soundings Are Made.

For the past several weeks workmen have been employed making "soundings" below the lock from the gates to the second wingdam which is located several hundred yards down the river. Figures secured by this process, which was announced as a "most complete survey," will be used as a basis for estimates to be made on the nine-foot channel project.

The channel in which the "soundings" are being made is of almost solid rock bottom and it is for appropriations to permit the removal of some of this rock that the survey is being made. It was estimated here that the work below the lock will amount to nearly \$50,000.

While no word of developments concerning the plan to convert the local dry dock into an auxiliary lock has been received, it is thought that the work will be done some time in the future when the other waterway dams on the Mississippi, now under construction, have been completed and appropriations made.

Part of Channel Project.

Nearly all of the new dams being built as a part of the nine-foot channel project are being constructed with one lock and provisions for another. This is being done to speed the completion of the regular locks and to put them into service, after which the auxiliary locks will be built in addition. It is thought here that the local drydock will be changed into an emergency lock during the latter period.

At the same time it is planned

to increase the length of the local lock by some two hundred feet. At the present time, the locks measure 110 feet wide by 800 feet long and the auxiliary locks to be constructed will be 110 feet wide and 380 feet long. The Keokuk lock still has the greatest "lift" of any of the locks on the Mississippi with a 40-foot rise compared with an average of sixteen feet on the other water elevators.

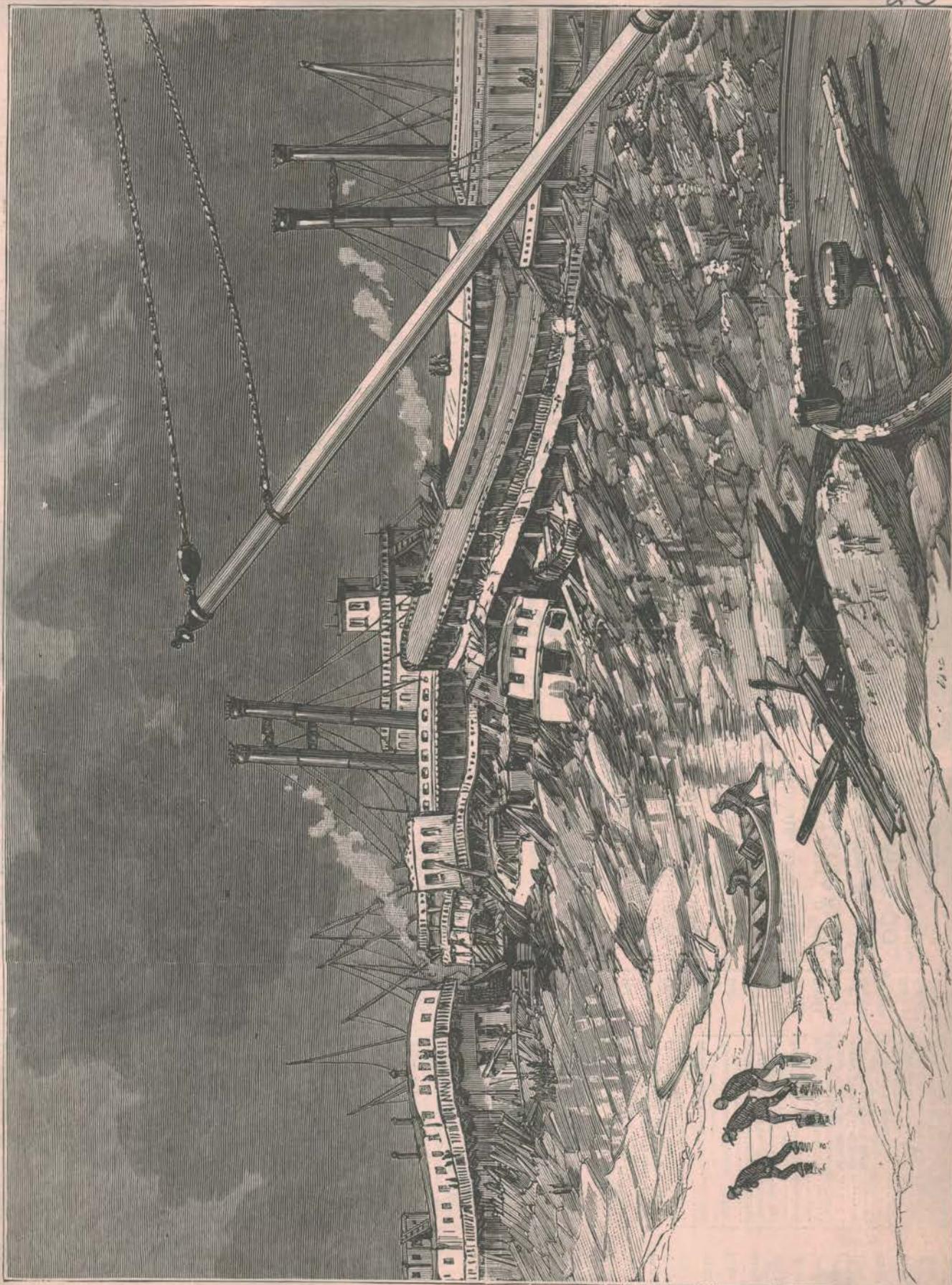
THE GREAT DUST HEMP TAILED HISTORY
R. J. NICKEL KEDUKU, IOWA

JANUARY 6, 1877.]

FRANK LESLIE'S ILLUSTRATED NEWSPAPER.

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MISSOURI.—DESTRUCTION OF MISSISSIPPI STEAMBOATS BY AN ICE-JAM AT ST. LOUIS, DECEMBER 12TH.—FROM A SKETCH BY A. GORDON.

FRANK LESLIE'S
ILLUSTRATED NEWSPAPER,

537 PEARL STREET, NEW YORK.

FRANK LESLIE, EDITOR AND PROPRIETOR.

NEW YORK, JANUARY 6, 1877.

THE ICE-WRECKED MISSISSIPPI
FLEET

SCENE AT ST. LOUIS AFTER THE
BREAKING OF THE GORGE.

THE great ice-gorge that had formed in the Mississippi River, opposite St. Louis, broke up on the afternoon of Tuesday, December 12th, and created a greater havoc among the shipping than had been seen since 1864. The scene from the arsenal-wall after the break was a most striking and unusual one. The gorge of ice stretched away as far as the eye could rest upon the stream, up and down the river. To the north there were occasional breaks of open water among the ragged piles of broken ice, but lower down it was one densely packed expanse of frozen, jagged masses thrown together in every conceivable shape and position. There were broad cakes, blue, solid and thick, upheaved on edge or lying flat on the water, their margins fringed with a rim of fleecy fragments ground to snow by the rough pressure of the eddying floe. Here and there on the surface of the gorge lay the wrecks of barges. Straight out from the arsenal the cabin of a barge stood cozily alongside an unusually rugged pile of huge ice-blocks, and a little lower down two upright timbers on the deck of a steven scow, well out in the stream, so much resembled human figures, that quite frequently they were mistaken for men. Far up the stream the towboats *Argonaut* and *Dolphin* could be seen tied up against the bank, and below them the *Fannie Lewis*, at the Red River Packet Company's landing. Still further down were the *Arrow* and *Hickory*, small boats, as yet uninjured. At the foot of Anna Street the ferry-boat *Jacob Tamm* lay jammed against the landing, badly injured, while close against her lay the wreck of the *Fannie Keener*, the only visible portion of which was the rail and edge of the cabin, which had tilted up so as to protrude above the water. A little below were a couple of the Mississippi Valley Transportation Company's boats, in a little cove.

From this point there appeared no more boats until near the north end of the arsenal-wall, where the wrecked fleet lay. Furthest to the north was the *Baldwin*, sunk in shallow water, and so jammed under the guards of the *Lake Superior* that her upper works were nearly pushed off the hull. The *Lake Superior* was tight against the bank, and had a goodly show of broken gingerbread work. Crowded up between her stern and the bank was the *Savannah*, which had also been roughly used. Directly below was the *War Eagle*, with the *Golden Eagle* lying close up against her stern, on each side of which the railings and guards were torn away. The *Mitchell* had swung away down-stream, and was reported sinking. The *Centennial* lay on the top of the wreck of the *Bayard*, her hull sunken and her cabin and decks broken, warped and twisted out of shape. The *Andy Johnson* lay a little below and inside the *Centennial*, looking very badly discouraged. Between the *Centennial* and the *Golden Eagle* was the *Rock Island*—a mere shell—covered with the debris of broken railings and cabin shattered into kindling-wood. The *Davenport* was sunk to the cabin-deck just inside the *Andy Johnson* and below the *Golden Eagle*.

The first rush of ice occurred early in the morning, and forced several steamers lying at the bank in the southern part of the city down the stream with

great rapidity. At two o'clock in the afternoon the ice again moved, crushing the boats still closer together, and doing additional damage. Again at four o'clock there was another movement of the ice, which pressed against the boats with terrific power,

and forced them still further down, crushing guards, upper works, and wheels, and doing great damage. A half-hour later the ice started again, and there was another crush, and still closer jam. The ice moved again at 9:30 o'clock, and again at 10:45 o'clock, the result being that the *Mitchell* was crushed nearly to pieces, and forced against the *Centennial* so as to tear away almost all her upper works. The ice was now piled up from 10 to 15 feet high, and the pressure was tremendous.

The disaster was totally unexpected, as all the ruined steamers were believed to be in safe quarters for the Winter. The damage was roughly estimated at \$200,000. At one time on Wednesday the water was nine feet higher above the gorge than it was at South St. Louis, and the process of rise and fall continued throughout the night. This necessitated the utmost watchfulness, and men with lanterns were continually moving from point to point.

NEW-YORK AMERICAN.

Wednesday Evening, October 30, 1844.

No. 47 William street, between Wall and Pine st.

TERRIBLE STEAMBOAT DISASTER—GREAT LOSS OF LIFE.—We find in the Louisville Courier, of Thursday, the particulars of another fearful steamboat accident. The steamboat Lucy Walker, Capt. Vann, on her passage to New Orleans, when about four or five miles below New Albany, stopped to repair some injury to her machinery; the water in the boilers was allowed to get too low, and all three exploded with such tremendous violence that the boat was in the middle of the river—portions of the hull and boilers were thrown on shore. The U. S. Snag Boat Gopher, Capt. Dunham, which was fortunately about two hundred yards off, immediately hastened to the spot, and saved a number of lives.

Before Capt. Dunham reached the place where the Lucy Walker was, he saw a number of persons, who had been thrown into the river, drown. He however, saved the lives of a large number of persons, by throwing them boards and ropes, and pulling them on his boat with hooks. Immediately after explosion, the ladies cabin took fire, and before it had been consumed she sank in twelve or fifteen feet water. The screams and exclamations of the females, and those who were not killed, is represented as having been distressing and awful. We believe none of the females on board were injured, some, however, may have been drowned. The books of the boat were destroyed, and of course it will be impossible ever to ascertain the names or the number of those killed. There were at least fifty or sixty persons killed and missing, and fifteen or twenty wounded, some seriously. Capt. Dunham left the wounded at New Albany, all of whom were kindly and well cared for by the hospitable and humane citizens of that town.

Mr John Hixon and Mr Henry Bebee, passengers on the Lucy Walker, deserve notice for their coolness and their efficient exertions in saving the lives of drowning persons. The following are the names of the dead, missing and wounded, so far as we have been able to learn them.

KILLED AND MISSING.
Gen J W Pegram, of Richmond, Va.
Samuel M Brown, Post Office Agent, of Lexington, Ky.
J R Cormick, of Virginia.
Charles Donne, of Louisville.
Philip Wallis, formerly of Baltimore.
Rebecca, daughter of A J Foster, of Greensville, Virginia.

James Vanderberg, of Louisville.
Mr Hughes, formerly of Lexington, Ky.
Mr Mallack, of New Albany, engineer of the steamboat Mazeppa.
Nicholas Ford, formerly of this city.
David Vann, the Captain.
Moses Kirby, pilot.
Second mate, second clerk, second engineer, boatswain, and three deck hands, names unknown.
Four negro firemen.

WOUNDED.
W H Peebles, very badly hurt.
Mr Raines, of Va., do
First Engineer, do
Capt Thompson, pilot, arms fractured.
Mr Roberts, of Phila, slightly hurt.
It is supposed that John N Johnson and Richard Phillips were on board—if so, they are lost.
The boat was owned by Capt Vann, of Arkansas, and was insured.

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The Daily Gate City.

TUESDAY MORNING, SEPTEMBER 16, 1873.

RIVER NEWS.—In 1829 the river was so low on the upper rapids that a keel boat, drawing but sixteen inches of water, took six weeks to get over them; and during the Black Hawk war the old settlers worked several days prying up and carrying out rock, to open a channel and get a steamboat over the rapids, near where Sears' Mills now stands on Rock river, and failed.

The Memphis *Ledger* says the entire loss by the explosion of the Crescent City reaches nearly \$300,000.

THE GATE CITY:

1877

SUNDAY MORNING, JULY 1.

SAD ACCIDENT.

A Steam Pipe on the Red Wing Explodes—One Man Lost and Six Others Badly Scalded.

That excellent steamer of the Northern Line Packet company, the Red Wing, was the scene of wild excitement attended with loss of life yesterday forenoon as the boat was making her down trip, and was nearing the city of Dallas. The accident occurred from the explosion of a steam pipe. Edward Weaney, the steward of the boat, was partaking of a lunch in the cook house when the fatal explosion occurred. He was either blown into the water or jumped overboard in the excitement of the moment, and has not been seen since. The first and second cooks, three deck and one cabin passenger were scalded, several so badly that it is said they cannot possibly recover. The War Eagle went up yesterday and received the passengers and baggage of the disabled steamer, and arrived at our wharf last evening. The wounded are tenderly cared for on board the Red Wing, and everything is being done to alleviate their condition.

The lost steward, Ed. Weaney, resided at Galena. He was one of the oldest stewards on the river, and was probably as well known at every port from St. Louis to St. Paul as any river man could possibly be. Great regret was expressed by the officers and crew of the War Eagle last night at the fate which fell like a flash upon poor Weaney, who ranked high among his comrades of the packet line, socially and professionally. The crew of the Red Wing worked hard yesterday to find his body, but up to the leaving of the War Eagle their efforts had not been successful. The Red Wing still lies disabled near Dallas, where the accident occurred.

THE GATE CITY:

1877

TUESDAY MORNING, JULY 3.

THE RED WING DISASTER.

Further Particulars of the Accident—Death of Three of the Injured—Others in a Critical Condition.

Owing to the difficulty experienced in obtaining the particulars of the Red Wing disaster on Saturday night we were unable to give the full details in Sunday's issue. Since then we have ascertained that the accident was more se-

rious than it was at first reported and that the list of those mortally injured was larger than anticipated, as two of the men have died and there is a probability that the result will be fatal in the case of two others.

The accident occurred about four miles above Dallas, Ills., on Saturday forenoon at 11:30. The boat was running along at usual speed and no intimation of what would befall was given, but all at once there was a report—not very loud—which was instantly followed by the shrieks of men suffering intense agony. The scalding steam had done its work, for seven men had been enfolded in its fatal embrace and were found after order had been restored either lying around on the deck or walking furiously to and fro uttering prayers for relief. Their sufferings were intense, as the steam had penetrated deep into the flesh and several of them had inhaled it. They were pitiable looking objects. The skin on their faces, hands and legs cracked open and in many places peeled off from the flesh. A physician was secured at Dallas, who remained on the boat and did all that he could to alleviate the condition of the wretched men. At Fort Madison they also got Mr. Breitenstein, a chemist, who remained on board and rendered valuable assistance. The officers did all that was in their power to make the men comfortable.

At Montrose one of the men died and his body was left there for burial. Three of the injured were brought to Keokuk and left at Dr. Hughes' infirmary. One has since died and the recovery of the other two is doubtful. The following is a complete list of the killed and wounded:

Ed. Weaney, Galena, steward, missing. Was blown overboard.

Wm. Morgan, Rock Island, second cook, died at 1:30 Sunday morning at Montrose.

Issac Myers, Portsmouth, Ohio, deck passenger, died at hospital here at 11 o'clock Sunday morning.

John E. Darrow, Monticello, Jones county, Iowa, deck passenger, and M. E. Tracy, Mt. Ida, Iowa, but formerly of Eldridge, Kansas, deck passengers, are at the hospital, and their recovery is doubtful.

John Pierce, St. Louis, first cook, and Pete Goll, pastry cook, were severely but not dangerously injured, and went on with the Red Wing to St. Louis.

The accident cannot be attributed to any defect in the steam pipe, as it burst about three feet above the cylinder and a careful examination failed to show any flaw in it, and seems to be one of those accidents occurring without any apparent cause.

A moment before the pipe burst one of the strikers started to go up on the

cylinder to oil some of the machinery, when the engineer, who was standing at the far end of the engine, called him to give some instructions, and while they were talking the pipe gave way. This incident probably saved his life.

The Red Wing was only partially disabled, and the Dan Hine took her in tow to St. Louis.

The services of Dr. Frank Wyman were secured, and he went to St. Louis in charge of Pierce and Goll.

LATER.—At 10 o'clock last evening John E. Darrow died at the hospital. This makes the fourth death resulting from the accident. His body will be kept in ice until word is received from his friends as to disposition to be made of the remains.

The body of Ed. Weaney, the lost steward of the steamer Red Wing, was found at the head of an island near Pontoon, yesterday. The Packet Company will send up a casket this morning, and the body will be sent to the family at Galena. Spencer Grinnell, the clerk of the Red Wing, will come up on the Eagle to-day, in company with Weaney's sister. The two will accompany the body to its destination. JULY 4, 1877

THE GATE CITY:

1877

WEDNESDAY MORNING, JULY 4.

When Commodore Davidson ordered the crews of the fast packets to be uniformed he made a contract with a tailor to furnish the suits required at \$14.00 each, but he took good care to not marshall the crew of the Golden Eagle in a line of battle before the tailor until after the contract was made. The contractor then went down to take the measures of the men and the first one he struck was John Cable, first engineer, who weighs 240 pounds. This made him begin to calculate on the profit on that suit. Capt. Asbury, who tips the beam at 250, came next, and the tailor grew red in the face. Pat. Cunningham, the first mate, who measures fifty-four inches around the waist, followed in the rear, but the tape line used was not long enough and a string was substituted. The tailor has filed a voluntary petition in bankruptcy.

CITY NEWS.

The crews of the Golden Eagle and War Eagle have received their uniforms, and now strut about as steamboatmen of more than usual consideration. The uniform consists of navy blue, coat, vest and pants, with soft felt hat, on which is designated the rank of the possessor. The suits of the first officers are trimmed with gold lace and gold buttons, and the seconds in command with silver lace and buttons. The suits are very handsome, and it is not surprising that other crews envy them. JULY 11, 1877

The Daily Gate City.

TUESDAY MORNING, OCTOBER 29 1872.

A BOILER TEST.

Explosion on the Steamer Rob Roy.

[From the St. Louis Globe.]

Yesterday noon, while the United States Inspector was testing the boiler of the Keokuk packet Rob Roy, a connecting steam pipe burst, and threw the scalding hot water over two colored men who were eating their dinner near by, and also over a man who was engaged in sawing wood near the boiler.

The officials engaged in testing the boilers were Captain J. H. McCord and Richard Whitmore. They had applied their pumps, were forcing cold water into the boilers, and had reached a pressure of 128 pounds to the square inch, when the copper pipes which connect the steam drums, over the boilers, exploded on the starboard side, and threw the scalding water over Geo. Brown, Geo. Matson and Jerry Colman.

The boat had just arrived, and her boilers were partially filled with hot water. The force of the pumps had pushed the scalding water up into the steam drum when the explosion took place.

The amount of pressure the boilers and steam pipes should stand is 187 pounds to the square inch, and the pressure had only reached 182 pounds when the explosion took place. The amount of steam the Rob Roy is allowed to carry is 125 pounds.

The colored roustabouts Brown and Matson were sent to the Marine Hospital, and Colman, white, was sent to the City Hospital.

Repairs were made on the boat, so that there was no delay in her leaving on time last night.

In its comments upon the above, the *Globe* calls it legal murder, and adds:

Yesterday, about one o'clock, the boilers of the Rob Roy were tested, under act of Congress, by the Inspector of this port, and whilst under a pressure that the engineers would never be allowed to have, the copper pipe connecting the steam drums burst, and three of the crew were scalded so severely that it is thought they will die. No one knows how long is this outrage to be tolerated. The boat had been in port but a short time, and the boilers must be tested to see if the owners are liable to a heavy fine. The Inspectors are not to blame for the injuries are plainly made out. But the Congressman who voted for this murderous law ought to be —, we seldom swear except in the witness-box, but if these men die who is responsible? All who know the folly of this hydraulic pressure on boilers well know —. The Rob Roy was fully repaired, and left at 8 o'clock p.m.

THE St. Louis Republican sums up the steamboat accidents so far this year as follows:

The number of disasters and damages to steamboats since the first of January up to the present time amounts to 286. Of these, 5 exploded, 12 were lost by fire, 7 were sunk by ice, 5 were sunk by collisions, 5 sprung leaks while lying at the bank and sank, 23 were sunk by striking snags and unknown obstructions, 40 were damaged by shaft

breaking, 25 were damaged by striking snags and other obstructions, 2 were damaged by ice, 5 sustained damages by fire, 37 were damaged by collisions, 21 were injured by storms, 3 were damaged by striking piers, and 86 through miscellaneous causes, such as breaking camrod, cylinder, cylinder timber, pump, doctor, hog chains, flange, rudder, wheel, or bursting steam pipe, blowing out cylinder heads, or bursting boilers.

DAILY GATE CITY.

SUNDAY MORNING, OCTOBER 25, 1874.

THE STEAMBOAT FIGHT.

Some of its Inside History.—Interesting Features of the Trouble.

The answer of Mullikins and Phillips, who are among the parties defendant in the suit of Thos. J. Buford against the Keokuk Northern Line Packet Company, gives some interesting chapters in the history of steamboating on the upper Mississippi. It appears that the "lion in the way," W. F. Davidson, owned but 393 shares in the stock of the Keokuk Northern Line, when he bought the 1,518 shares of the Keokuk Packet Company's stock, which created the rumpus because it gave him and his friends control of the company. Then the defendants state that prior to the formation of the said Keokuk Northern Line Packet Company, which took place February 28, 1873, there were existing in business operation on the waters of the Mississippi River and its tributaries above St. Louis, five water transportation companies, which have been incorporated as follows, to-wit:

"The said Keokuk Packet Company was incorporated under the laws of the State of Illinois April 16th, 1868, for ten years, ending April 15, 1873, and by virtue of a statute of said State, said company had a period of two years from April 15, 1873, in which to wind up their business and dispose of their effects, and for these purposes had authority to use their corporate name, as defendants are informed and believe. 2. The Northern Line Packet Company, which was incorporated under the laws of the State of Illinois, on the — of February, 1860, thirty years. 3. The Northwestern Union Packet Company, which was incorporated under the laws of the State of Iowa, on the 30th of April, 1867, for the period of thirty years. 4. The Northwestern Steamboat Company, which was incorporated under the laws of the State of Missouri, on the 15th day of June, 1872, for the period of twenty years. The People's Towboat Line, which was incorporated under the laws of the State of Missouri, on the 15th day of July, 1872, for the period of twenty years."

In the fall of 1872 these companies deemed it best for their own interests to wind up their business and consolidate, and the arrangement was perfected on the 28th of February, 1873, when the Keokuk Northern Line was formed, the shares being divided as follows: Keokuk Packet Company, 1,750; Northwestern Packet Company, 2,250, covering interest of People's towboat line, and Northwestern Union Packet Company, as Davidson was interested in the three. Then D. Hunkins subscribed 499 shares; Adam Jacobs, 429 shares; R. C. Gray, 429 shares; T. C. Rhodes, 429 shares; G. R. Melville, 428

shares; T. J. Buford, 428 shares, and T. H. Griffith, 428 shares. Now comes the statement that:

The Keokuk Packet Company's property was, on the 17th of July, 1873, appraised at \$152,000, and represented 1,522 shares of the capital stock of the new company; the property of the Northern Line Company was appraised at \$262,000, and represented 620 shares of the new company; the property of the Northwestern Union Company was appraised at \$94,200, and represented 942 shares; People's Towboat Company, appraised at \$21,500, and 215 shares were issued to the last named company, who transferred it to sundry persons in the market. That 3,620 shares were issued to the N. L. P. Company, in satisfaction of the subscriptions of Hunkins, Jacobs, Gray, Rhodes, G. Smith, Melville and Buford, and of those 3,620 shares, 18 were transferred, as defendants believe, to R. C. Gray, T. H. Griffith, M. Freen, D. Hunkins, Thomas A. Hill, Adam Jacobs, C. Lynde, Jr., George B. Melville, Isaac M. Mason, S. W. McMaster, T. B. Rhodes, J. B. Rhodes, and the plaintiff, Buford, each owning one share.

Then follows the averment that the sale of the Keokuk Packet Company's stock to Davidson was made in good faith, and with the approbation of the directors and stockholders of the Company.

The fact is, there is no real ground for complaint now; but the plaintiff is one of a number of stockholders of said company who have formed a combination to get hold of it and manage it, or break it up, and for this purpose they have commenced a series of suits by which they hope to force some compromise which will give them control of the company. The statement in the plaintiff's petition that said 1,518 shares are illegal, and were not lawfully issued, was prompted by no other motive than the vexation which has followed their efforts to govern those who had a majority of the company's stock; that the plaintiff owes to the company \$1,460.32; that it was in consideration of \$80,000 paid by Davidson that the stock was transferred to him, and that the sum was the best price it would sell for.

THE GATE CITY:

WEDNESDAY MORNING, JUNE 23.

THE RIVER.

In reference to the elegant new Diamond Jo boat, the largest and finest on the line, the Dubuque Telegraph of the 19th inst. has the following:

The new Diamond Jo boat was completed this forenoon and started upon her maiden trip this afternoon at 3 o'clock. Her cabin and decks were crowded with the prominent people of the city, who had been invited to take a two hours' ride down the river and return. Before starting upon this trial trip the name of the craft was swung to the breezes. It is "Mary Morton," named in honor of Diamond Jo's wife, that being her maiden name. The beautiful craft is officered as follows: Captain, John Killeen; First Mate, Andrew Canoe; Second Mate, James Corbin; Pilots, Ed. West and Levi Williams; Clerk, Charles Mason, First Engineer, E. N. Gregg; Second Engineer, N. W. Wilson.

THE GREAT DUST HEAP ON THE HISTORY
OF BIGELOW, KEOKUK, IOWA

DAILY GATE CITY

Steamer Illinois To Private Owners; Served State 27 Yrs.

SATURDAY, JULY 14, '23

[Associated Press Leased Wire]

HAVANA, Ill., July 13.—Twenty-seven years in the service of the state the Steamer Illinois has reached another epoch in its remarkable career by a reversion to private ownership. Legislation in the 53rd General Assembly provided for its adoption, thus closing the chapter in the state's history wherein she boasted a "Navy Department."

Her captain, William V. McKinley, said, "The state of Illinois has no work for her to do."

Captain McKinley is just rounding out his thirtieth year with the "Illinois," which he knew first as the "Reindeer," a lumber boat which traveled the Mississippi in the early eighties down from Beef Slough, Wis., and which, in 1880, established the record of taking the biggest raft of lumber into the St. Louis port that had ever been hauled down the river.

Two boats have been numbered in Illinois' "Navy Department." The first one was the "Lotus," built by Captain McKinley's father, who was first cousin of President William McKinley. This boat passed from state service when the "Reindeer" was purchased, and was used at Louisville, Ky., as a pleasure boat.

From 1897 when the "Reindeer" passed from the command of Captain Al Hollingshead of the lumber service, until 1901 it retained its old name, but it was already an old boat and was in need of repairs, so a new hull and a new name were given it at the same time, in Quincy. It was christened "Illinois."

Varied Occupation.

From that time until the present the log book of the "Illinois" indicates a varied occupation, chiefly as the pride of the cold Illinois fish commission, and then as a part of the Illinois national guard, and during the world war as a minor part of the United States navy. Five guns, four one pounders, and one three pounder graced her decks during the war, and Captain McKinley, who for the time became "Lieutenant McKinley of the United States navy," made a record as a recruiter, and once held a prisoner onboard.

Every governor of Illinois, with one exception, and every United States senator and hundreds of congressmen and state legislators have helped in giving the boat its reputation, that of a resort where politics might be talked without inconvenience.

In the emergency, while traveling between Alton and St. Louis, Captain McKinley volunteered his services and shaved Uncle Joe Cannon, Lawrence V. Sherman, former U. S. Senator Lorimer, State Representative Smejkal and Cicero J. Lindley, now of the Illinois commerce commission.

Flood relief has been one of the most distinctive services in which the "Illinois" has proved her worth. At Shawneetown in 1913, she not only succored the Illinois inhabitants of

the flooded Wabash and Ohio, but extended aid to Kentucky refugees. And in the disastrous flood a year ago, the "Illinois" patrolled the swollen river whose name she bears, carrying provisions and sand bags for strengthening levees. In this work she was under direction of the Red Cross, to whom she had been loaned by the adjutant general who had requisitioned the boat in this emergency from the department of agriculture.

Roosevelt Came to Keokuk on It.

Throughout her career the "Illinois" has held the reputation as the swiftest stern-wheeler in active river service. When President Roosevelt traveled from Keokuk to Memphis with a fleet of 14 boats, and when in 1908 President Taft traveled from St. Louis to New Orleans, the "Illinois" served as a dispatch boat.

In 1896 this quality of speed probably saved the "Illinois" from sudden destruction. She had gotten only five miles away from the St. Louis docks when a cyclone burst, which totally destroyed twenty boats, and sank the big ship "Dolphin," under the Eades bridge from where, it is said, not one part of her rose again to be recognized.

Among other memorable incidents in the record of the "Illinois" Captain McKinley recalled the following:

Collected the Illinois fish display for the world's fair at St. Louis.

Survived the 1902 storm at Peoria, which wrecked nearly all river craft in that port.

Ran on a rock at Meredosia in the Illinois river mid stream. Saved from sinking by Captain McKinley, then engineer, who went below surface and patched a twelve inch hole.

DAILY GATE CITY

KEOKUK IS AGAIN ON RIVER FREIGHT TRAFFIC CIRCUIT

River Transit Company Puts
Barges in Operation and
First of These Heads
North Today.

FRIDAY, AUG. 17, 1923

Freight traffic on the Mississippi river is to be resumed after a lapse of eight years by a fleet of power barges belonging to the River Transit company, of St. Paul. This fleet left St. Louis today for the north, and will pass Keokuk in about four days, it is estimated. The barges travel by day only.

Freight rates on the new line are based upon a reduction of 20 percent from the prevailing rail rates. This basis follows the precedent estab-

lished by the federal barge line operated on the lower river.

J. S. Brody, president of the transit company, who is in St. Louis, said that he expected the second of the power barges to be completed by September 1 and the two others by October 1.

Move Large Tonnage.

The boats to be operated by the new line are small in comparison with the towboats and barges on the lower river line. The movement of freight in small units is the principle upon which the new craft are designed, while the lower river boats are built on the principle of moving large tonnage in a single tow.

It is estimated that the boat sailing today will make the trip to St. Paul in nine or ten days, traveling only by day and tying up at night. Later the boats will travel night and day and complete the trip in five or six days.

The power barges are 68 feet long with a 28-foot beam. They will carry 150 tons at 4-foot draft, or 100 tons at 3 feet. Fuel oil is used for power and they are propelled by a stern wheel, so designed that it can be raised or lowered to fit the stage of the river or draft to which the barge is loaded.

A crew of four men will operate the boats. Through the adoption of a freight-handling principle in use on the Great Lakes the boats have been equipped with small derricks to swing freight from levee to boat and from boat to levee.

Sixty-Nine Ports.

The boats are to be used exclusively for freight, forming the first such service on the upper river. The company lists sixty-nine river points for which it will accept cargo.

Quincy, Keokuk, Muscatine, Davenport, Minneapolis and St. Paul are the points of consignment for the first cargo. Among the shippers on this sailing are the National Candy company, the Majestic Range company and the Shapleigh and Simmons Hardware companies.

The headquarters for the new service is the Mississippi and Ohio Steamboat company office, 415 Chestnut street, St. Louis.

DAILY GATE CITY

BARGE "LAGROSSE" BRINGS FREIGHT ON FIRST TRIP

Much Interest is Shown in
River Transit Company's
First Boat to Pass
Keokuk.

WED., AUG. 22, 1923

Loaded with ten tons of freight, and making satisfactory progress on her initial trip from St. Louis to St. Paul, the all steel barge "La Crosse" landed at Keokuk this morning at 7:20 o'clock, and two hours later passed through the Keokuk lock and headed north. The barge belongs to the River Transit company and is the first of four all steel barges to be built by the Mid-West Boat and Barge company at Clinton, Ill. The River Transit company is endeavoring to revive freight traffic after a lapse of five years. Jas. S. Brodie was in charge of the barge.

The barge is self-propelled and makes a speed of from four to five miles an hour. The engines are oil burners of the Fairbanks Morse type. The barge, when loaded with 150 tons of freight, will draw three and a half feet of water at the maximum. It will draw as low as eight to ten inches if it is figured by river men who watched the barge this morning. It is sixty feet long and has a twenty-two foot beam.

Freight for Keokuk.

Freight was carried to Keokuk from St. Louis and some freight was shipped north from here when the barge left. Considering this is the initial trip and little was known about the boat, those in charge of the craft seem well pleased with the first venture. It is expected that more freight will be sent from Keokuk on some of the trips to follow, as local merchants are being advised of the barge line plans.

The barge "La Crosse" looks like a huge steel box with a cracker box seat upon its top. This is the pilot house of the barge, and all of the room forward is given over to the freight storage space and a place for the crew near the stern of the barge. Hatches are lifted off by a crane, and freight can be lowered either by the crane or can be run down a long stage plank, which is carried. The barge can also be opened at the side for the reception of freight. The paddle wheel is at the stern of the boat.

Only three men are required to operate the boat, and the barge carries room for the bunks and a small kitchen. It can travel both day and night. The top of the barge is perfectly flat and all additional equipment is carried on it.

Opinions Are Divided.

To the average layman who saw the barge this morning, and watched it being maneuvered and observed the ease with which it is handled, it would seem as if the problem of river freight traffic was about to be solved, at least more nearly so than any previous attempts with barges that had to be towed.

Practical river men who were at the Keokuk lock and gave the barge the "once over" seem dubious as to its success, and can find a number of drawbacks to its ultimate success. However, they admit that out of this germ of an idea may come the solution of the river problem.

These barges are easy to handle, and the freight handling device, fitting the boats both for terminal and general freight handling, would seem to be more than commonly practical. These are things which would seem to favor the barge's success.

Complete Another Soon.

It is the intention of the company to put all of the barges which can be completed this summer, into service, and to run them until fall.

The second of the Mid-West barges will be completed in about three weeks. It will be called the Hennepin, getting its name from the county in which Minneapolis is located. The engineer in charge has assured Mr. Brodie that the remaining two barges will be completed by fall.

The La-Crosses will continue on to Minneapolis a time, will freight between there and Red Wing. This is a short run of less than twenty miles. It will return to Keokuk this summer, probably several times Mr. Brodie says.

When the Hennepin is completed, it will leave at once for its initial trip to Minneapolis. It will then carry on freight traffic between the northern city and Memphis, Tenn. When all four barges are completed, they will al work between St. Paul and St. Louis. With the speed they are capable of making, this should mean that one of them will land here almost every day when the line gets going on regular schedule.

Should the line prove a success and such trade be resumed it will mean much to Mississippi freighting. It will be the reviving of the old time schedule upper river trade. It seems that only barges can bring this about. It remains to be seen whether barges of the Mid-West type can do so.

DAILY GATE CITY DREES ON SAND BAR IN RIVER SINCE FRIDAY

Government Boats Also Said to Have Been Stuck and Keokuk Struck Bottom.

MONDAY, AUG. 27, 1923

Passengers on the steamer Harry G. Drees, have been taken off the boat, and its trips have been abandoned, following the experience of the boat in being stranded on a sand bar in the river south of Keokuk, since Friday afternoon. Two government boats also were said to have been aground on the same bar, and the steamer Keokuk is said to have struck bottom twice but managed to get out of danger.

The Quincy Herald says:

The palatial steamer Harry G. Drees has been stranded on the bar in Lone Tree Praire, four miles above Quincy, since 1:15 Friday afternoon. The steamers Dandelion and Muscatine, both government boats, were aground at the same place during Friday night, and Saturday morning.

The Dandelion has managed to work

free from the bar and its crew, with those of the Drees, Muscatine, and other government crafts stationed near La Grange, has been working desperately since Friday evening in an effort to get the boats into the channel.

The steamer Keokuk, which draws only about twenty-six inches, is the only large boat which has made the Lone Prairie bar without difficulty during the last week. The Keokuk went up Friday night, making the bar and continuing on to Keokuk from where it went on to Burlington on Saturday.

Passengers Brought Here.

Saturday morning the little government boat, Marion, brought thirty of the Drees' passengers to the boat house on the U. S. Snag Boat. These thirty, of the total eighty took the train from here Saturday, to return to St. Louis. The remaining fifty will stay here with the boat until it is worked loose. They hope to reach St. Louis some time Sunday morning.

Harry G. Drees, president and manager of the Mississippi and Ohio Steamship Company, owner of the steamer which bears his name, came down with the sang boat and wired the St. Louis office to cancel all further northern trips of his boat. The Drees was scheduled to leave St. Louis Monday on its last trip to Davenport, and on Labor Day was to make a trip to Keokuk. All of the boat's staterooms were reserved for both trips.

Trips Called Off.

"It will be impossible for us to make any more northern trips this season," Captain Drees said. "We have spent hours on sand bars during this last trip. In one place we were stuck for twenty-three hours, in another twenty-six hours and we have already been here for nearly twenty-four hours.

"It is out of the question for a large boat to navigate above here. Our next trips will be made to Cario. It may be a good thing that these government boats are also getting stuck up here. Maybe they will come to the conclusion that it is time to do a little work on the river.

"The boats do not need a channel the width of the river. Not at all. A channel sixty feet wide is all that is needed to bring back profitable navigation on the river. These wing dams are not doing the work. Personally, I think a dam set with the current would do more good. They could build their dams and rip raps along the side of the channel, let the sand pile over the top and first thing you know we will have a good navigable channel all the way up the river, and one that will be a little more permanent."

DAILY GATE CITY.

THURSDAY MORNING, JANUARY 28, 1875.

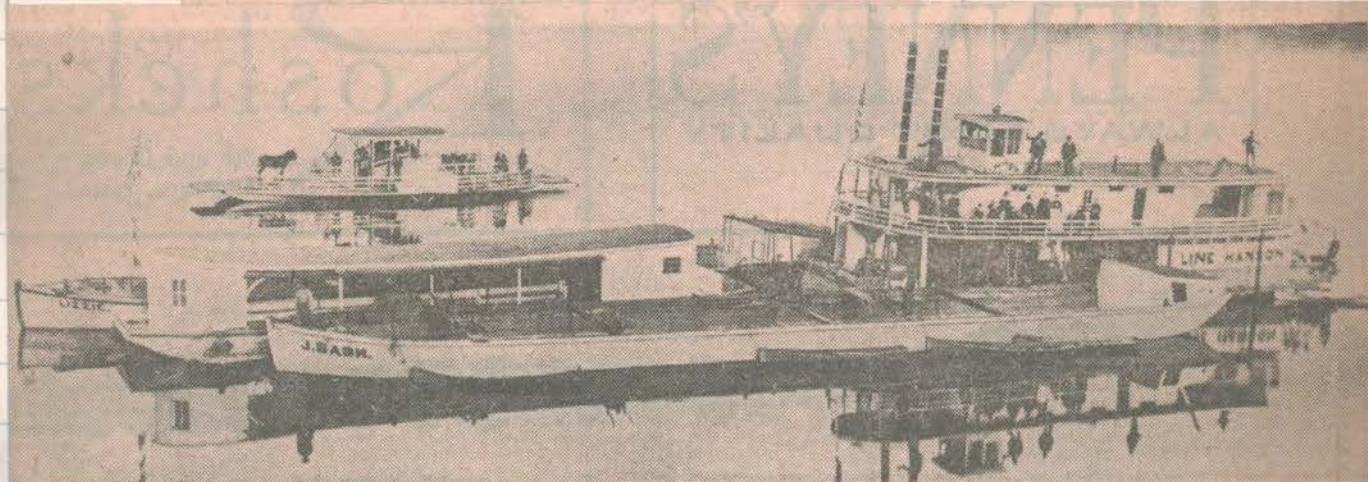
—The old ferry boat, Flint Hills, was burned at its moorings, opposite Burlington, on Wednesday afternoon.

—The Eagle Packet Company will abandon the Warsaw, Alexandria and Keokuk line next season, and the Eagle will run through to Quincy.

THE DAILY GATE CITY
KEOKUK, IOWA

Mississippi Captain Recalls Excitement on the River

29



The last horse-powered ferry boat known to operate in this area is shown in the background. It was owned by Kimbel's father and captained by Kimbel when he was 15 years old. The elder Kimbel's finest steam boat, "Line Hanson", is shown in the foreground.

By BOB HINKLEY
T-H Staff Writer

Thunder cracked as dark, threatening clouds put an escapeless cover on the sultry mid-summer air at Eagle Point. The stillness was foreboding to a river man's instinct.

And George Kimbel, 36 at the time, was a river man. He had been for more than 20 years.

Kimbel was the captain of the steamer "Potosi" on that fateful day in 1912. His normal run began from Eagle Point at exactly 4 p.m. The boat was already jammed with people — mostly shoppers from the Prairie du Chien, Cassville, and Potosi areas.

At 4 p.m. Kimbel was instructed to hold the steamer for 30 minutes to allow more people to catch their "ride" home up the Mississippi River.

Captain Kimbel was anxious to be off.

While the "Potosi" lay in dock, passengers still piling on, the "Revenna" steamed up the river just 30 minutes ahead of Kimbel's boat. It was pushing a barge.

At 4:30 p.m. the "Potosi" began its jaunt. The calm and stagnant air soaked the more than 100 passengers to the skin.

Suddenly air stirred, thunder clapped, and rain fell in torrents.

It passed as suddenly as it began. The water became calm again.

As the "Potosi" entered Maquoketa Shoot, which is formed by the entry of the Maquoketa River into the Mississippi about six miles north of Dubuque (near the present John Deere plant), a strange dream-like image came into view.

"It was eerie," said Kimbel. "I looked ahead and saw men standing on the water.

We came closer — I counted 17."

More than 100 persons stood open-mouthed and hushed, gazing at the spectacle.

The "Potosi" came abreast.

George Kimbel, now 86 and walking with the aid of crutches, explained what happened that day almost 51 years ago.

"Those storm clouds dropped a twister right down into Maquoketa Shoot and picked up the "Revenna" and then dropped it — smokestacks down. The 17 men we saw standing on the water were really standing on the overturned hull. Three others died, trapped in a cabin where they were playing cards."

After picking up the stranded men and pushing the wreckage to shore, Kimbel guided his steamer up the river. Captain, crew and passengers to the man were shaken by the incident.

"If we had left at 4 p.m. as scheduled, we would have been in Maquoketa Shoot just in time to meet that twister," said Kimbel.

Neither the trip nor the excitement were over for that day.

As the steamer chugged up the river it began to lose power.

"At first I thought the fireman had cut the steam to oil the engines. That was a common occurrence because on long trips they would become hot. But after five minutes I knew something was wrong. I ran down and found him lying dead in the firebox. He had died of a heart attack in Maquoketa Shoot."

"I fired the engines and brought the power up, but by that time a woman on deck had gone hysterical. Her screaming was causing a panic among the passengers. She was saying that we would be picked up by a twister too."

"I went on deck, grabbed

It Happened in Dubuqueland

Here is another in the series of articles on the people, places, and events that once made news in the Tri-State Area . . . It Happened in Dubuqueland. This story deals with a Dubuquer who still recalls the days when steamers churned the Mississippi River throughout the area. His memory is good and his experience deep—he was a steamboat captain at the age of 15.

DUBUQUE TELEGRAPH HERALD 1961

St. Louisan Buys Sternwheeler For \$35,111; Plans Museum Here

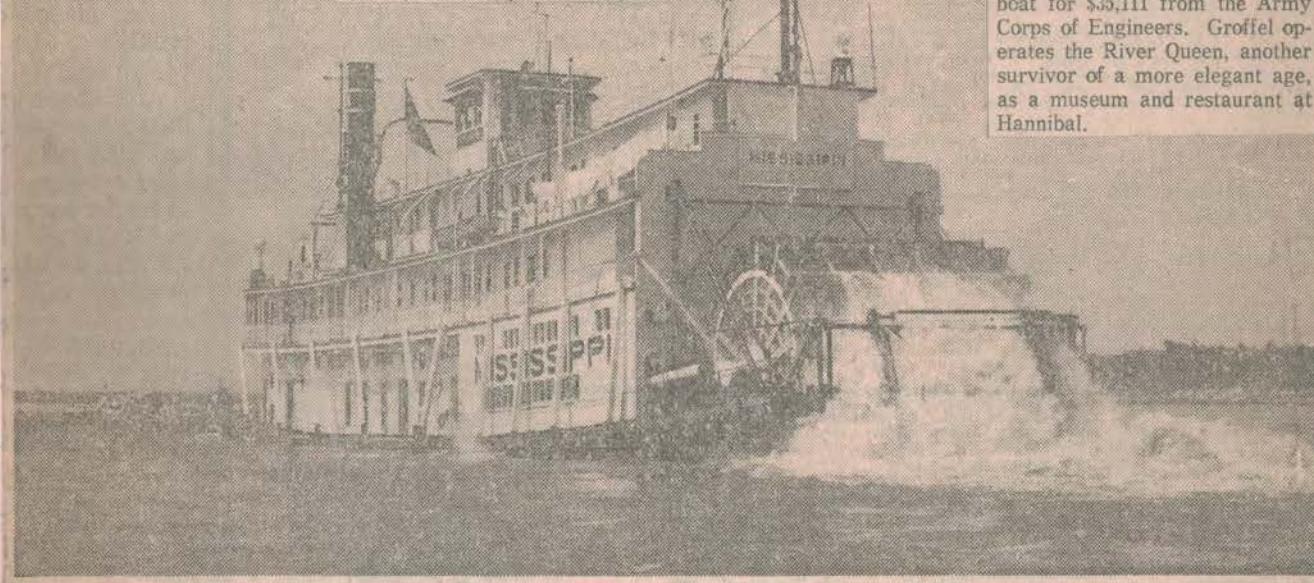
Groffel said he plans to berth the Mississippi as near as possible to the Jefferson National Expansion Memorial because of continued interest in the river and its historic boats. "It's like old coins," he said. "You can't remint them."

Groffel's bid was about \$14,000 above the next highest of the 12 bids offered. "I sure left a lot on the table, didn't I," he commented, but continued that as a river lover he received his money's worth. The steamer, built in 1927, was replaced in 1931 by a diesel powered vessel.

ST. LOUIS POST-DISPATCH 1963

The sternwheeler Mississippi was sold at auction in Memphis, Tenn., yesterday to a St. Louis steel company executive who plans to rebuild it as a museum. It will be brought to the St. Louis waterfront.

John C. Groffel, manager of the steel division of Metal Goods Corp., 8800 Page avenue, Overland, bought the aging riverboat for \$35,111 from the Army Corps of Engineers. Groffel operates the River Queen, another survivor of a more elegant age, as a museum and restaurant at Hannibal.



Sold Up the River

her and pulled her into my office and gave her a choice. She could either continue screaming as she floated to shore on a life preserver or she could be quiet. She kept quiet."

"Besides the fact that my engineer almost died when he found out that the fireman had died, we made the rest of the trip uneventfully," said Kimbel. "The two old rivermen had been crew mates for about 50 years."

George Kimbel, who now lives with his wife at 1316 Rhomberg, began his 60 years as a river captain at the age of 15.

At that time he operated the last horse-powered ferry boat on the river.

"A team of horses were trained for the job. They had to walk and turn a tread mill. You couldn't travel in reverse direction but a good team could be controlled so that one would slack off in order to pull the ferry around and change directions," explained Kimbel.

His first day as a captain was a memorable one. It lasted 25 hours.

"I started to operate the

ferry from Bellevue to Blanding's landing on April 27, 1891. That was the day that a monument of Ulysses S. Grant was unveiled at Galena.

"The people started coming from the Bellevue side about 3 a.m. that morning. Everyone wanted to go to Galena to see the monument. "My day didn't end until 4 a.m. the next morning when I carried the 75th load back. I had two pair of horses that I switched each time.

"That long day took some of the cockiness out of a 15-year-old captain."

Kimbel, who was one of 23 children, came from a river family.

"My father and five of us boys were all licensed captains. One of my brothers was even an ocean pilot," said Kimbel.

The Kimbels will celebrate their 63rd wedding anniversary this summer.

The 23rd member of the Kimbel clan was "born into money."

"My youngest brother was born during Teddy Roosevelt's administration," said Kimbel. "When the president heard that he was the 23rd child in our family he sent him a hundred dollar bill and

my father a medal."

Kimbel's memories include many boats which he has captained and thousands of trips on the river. Oldtimers remember his family as one of the leaders on the river and George Kimbel as one of the best river captains of his day — a day when the Mississippi ran free and wild and man had to both love it and fear it to exist on it. No dams controlled raging flood waters, no locks kept treacherous snags at a safe depth.

This was also the day of the river boat funerals, recalls Kimbel.

"I remember three such funerals in our family. The first was when my brother died in 1894. Our home was then at Kimbel's Park, which is an island up near Potosi. The body was brought down the river on the 'Line Hanson,' my father's big steam boat. All along the way we stopped to pick up friends and relatives. Many came aboard at Galena. By the time we reached our destination — Bellevue — there were about 200 persons on the boat.

"We made the same trip when my step-mother died and again when my father died.

"It was a real spectacle in those days to have such a funeral."

The old river man looked away. His eyes sparkled as he recalled the glorious past of the Mississippi River.

DAILY GATE CITY MARCH 23, 1934 NEW EXCURSION BOAT MAY BE CALLER HERE

The upper Mississippi river is to have another excursion boat calling at its ports in addition to the old favorites which come each year. This boat is the three decker, "Idlewild," owned by the new St. Louis-Calhoun Packet Corporation, which passed Keokuk last Sunday on its way north. It is planned to redecorate and paint the boat in Wisconsin and probably book it along the upper river cities on the return trip.

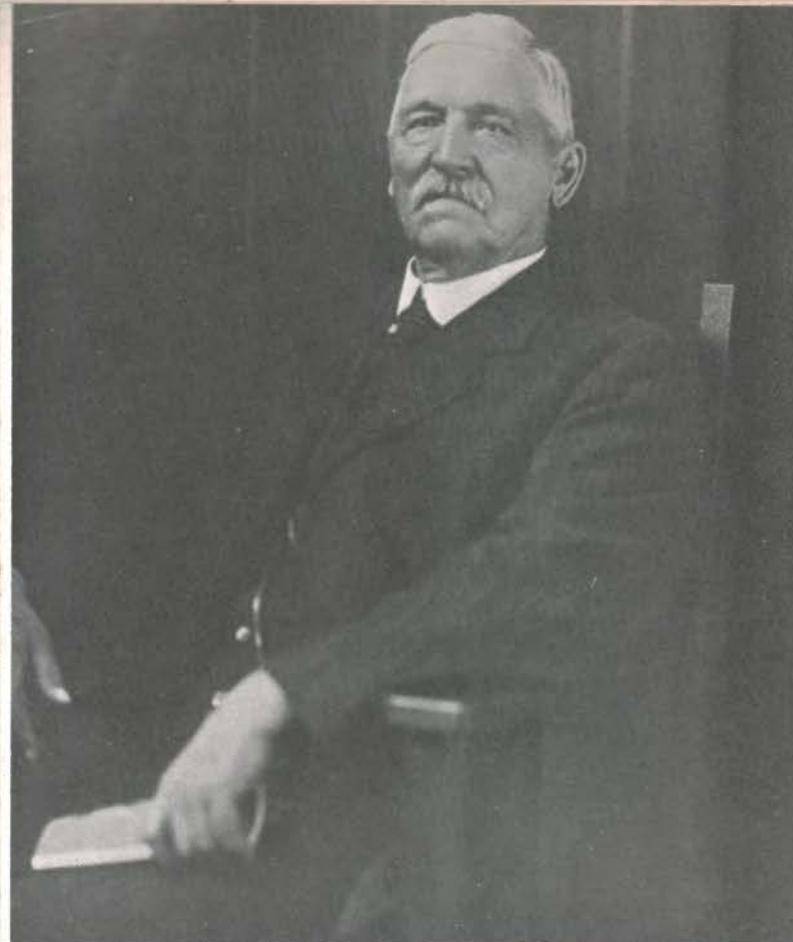
Captain J. Phillips is the master of the "Idlewild" on this trip. The craft was towing some 150 tons of coal to be delivered in the north.

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CAPTAIN GRANT MARSH

First man to learn
of Custer's defeat from
a Crow Scout, Curley.

By Ruth Beitz



Grant Marsh, who was a Missouri River pilot for 63 years.

WHEN Captain Grant Marsh backed the *Nellie Peck* away from the Sioux City levee in the early hours of June 9, 1872, he saw the *Far West* coming up, ready to slide into the place he was vacating. Both were fast mountain steamers, lithe enough to travel the shallow, circuitous Missouri River all the way to Fort Benton, the old American Fur Company's outpost deep in Montana Territory, named for U. S. Senator Thomas Hart Benton of Missouri, and leased to the Government. Both vessels were almost new, and believed to be the fastest on the river. Let's have a race, cried some of the company's employees.

In the navigation season, everybody who could get away from work or home went to Prospect Hill or to the levee, to watch the boats come in, load up, or depart. It was said a census-taker could easily have counted the town's population right there on the waterfront.

But this was 3 A.M., and the spectators were few.

Well, why not have a race? Marsh glanced over at the skipper of the *Far West*, and nodded. For answer, Captain Mart Coulson blew a vigorous yes, on the whistle. The kibitzers on shore began to place bets.

Fort Benton, at the head of navigation, was nearly 2,000 miles distant — even farther, allowing for detours to deliver freight to military installations and Indian agencies. Ordinarily a one-way trip consumed nearly three weeks, depending on the depth of the water and the number of stops necessary to cut wood for fuel.

In first, out first. That was the rule. Marsh had maneuvered his steamboat out into midstream, with a full load of mountain freight and a fair number of passengers. The *Nellie Peck* was drawing 4 feet of water.

Marsh could hear the excited talk and laughter back on the banks, and could imagine the many bets that were being placed. More wagers would be made at settlements along the way, to liven up the monotonous frontier life, and probably folks as far away as St. Louis would be gambling on the two boats, both owned by Durfee & Peck.

The captain sent back word from his first stop that it would be 14 altogether before he reached Fort Benton. "Captain Marsh says all he asks is a fair river and no favors, and if he can't make better time than the *Far West*, he is willing to concede that the latter is the fastest boat and entitled

to all the credit pertaining to that distinction."

Editorially, the Sioux City *Weekly Journal* commented: "It is safe to say that two of the best steamboats on the Upper Missouri are thoroughly aroused, and all that skill and experience can devise will be brought into play to win the coveted honor each captain seeks for his boat."

In addition to the betting money the masters would bet on their own boats. The prize would be a pair of elk antlers mounted in gold, and embellished with a gold plaque on which the name of the vessel and the sailing time would be engraved. The owners would sponsor a celebration banquet aboard the winning craft, and maybe both competing skippers would get a one-hundred-dollar suit of clothes as a bonus for their efforts.

The river was rising rapidly. Travelers returning from Fort Benton said the Missouri had gone up 19½ inches there, the highest rise even the oldest settlers could remember.

Boats returning from the Upper Missouri kept the public informed. The *Nellie* had left Sioux City at 3 o'clock on the morning of June 9, the *Far West* about noon of the 12th. It was reported

that "the *Nellie* had passed Sully Saturday evening at 8 o'clock, and the *Far West* passed the same place Monday morning at 8 o'clock." Thus it had taken Marsh 6 days and 5 hours for the run to Fort Sully, Dakota Territory, and Mart Coulson 4 days and 20 hours for the same passage.

"The time of the *Far West*," said the *Weekly Journal*, "is considered remarkable among river men, and those who have bets on the *Far West* making the best time to Benton, are much elated over the excellent speed their favorite is making."

Soon the *Mary McDonald* brought in more news, the *Nellie* was still 100 miles ahead of her competitor, traveling at from 15 to 20 miles an hour, but the *Far West* was running steadily at 20 miles an hour. However, "the backers of the *Nellie* are sanguine that she is going into Benton first, for it appears that during the last week, the *Far West* has not gained an inch on the *Nellie*, if indeed she has held her own. It was thought that the *Nellie* would be at Benton Monday evening or Tuesday morning, and a dispatch is looked for hourly announcing her arrival."

The expected message, dated June 30, stated, "The *Far West* arrived today at 7 A.M. from Sioux City . . . made the trip 17 days, 20 hours, — quickest trip on record. The *Nellie Peck* arrived at 8 A.M."

Finally, on July 11, the *Weekly Journal* editorialized: "The long agony is over, and the *Far West* is into Benton

ahead of the *Nellie Peck*—It was generally conceded that the *Far West* would beat the *Nellie's* time, but a good deal of money was wagered upon the first arrival at Benton. The most we can do is to console with those who backed the *Nellie*, and offer our congratulations to those who staked their money on the gallant *Far West*."

The *Nellie Peck*, in the lead for 1370 miles, had been overtaken on the last stretch, and had lost by one hour! The *Far West* would get the elk's antlers with the figures "17 days 20 hours" engraved on the gold plaque.

Each steamboat had cleared about \$12,000 on the trip, however, and no one was complaining, for even the losing bettors had had their fun.

But to keep the record straight, the *Nellie's* backers delved into statistics to prove she carried the greater load—583,801 pounds or 291½ tons of freight, of which 393,790 pounds or 196½ tons was shipped to Benton, the rest weigh freight, and moreover, she had covered a distance of 2,412 miles.

The *Far West* had left Sioux City with 578,772 pounds, nearly 289½ tons, with 311,916 pounds or 155½ tons invoiced to Benton. The *Nellie*, therefore, carried 81,874 pounds more freight to Benton than had the *Far West*, or 5,029 pounds of the total load in excess of the winner's.

The *Nellie's* master celebrated his near-victory by buying a new house for his family. The *Weekly Times* of July 20, 1872, noted that: "Captain Grant Marsh has purchased Mr. David Har-

nett's private residence and furniture therein, situated at Nebraska, near Fifth. Price paid, \$3,500. Cheap."

Grant Marsh had also made a promise to himself. Some day he would be master of the *Far West*, and then he would show how fast she could really travel.

Grant Prince Marsh, at 12 a drop-out from grammar school, had taken the swift running waters of the Ohio, Mississippi and Missouri Rivers as his texts, and at 32 had earned his Master's, the captaincy of the *Luella*. A handsome, well-built man, taller than average, Marsh was clean-cut, soft-spoken, sometimes maddeningly deliberate, given to occasional quick flares of temper, and possessed of the frontiersman's dry sense of humor.

His parents, John and Lydia Marsh, had a large family — seven daughters, and another son, Monroe, who often accompanied Grant on the river voyages. A few years after Grant's birth, May 11, 1834, in Chautauqua County, New York, John Marsh had moved his brood to Rochester, Pa., 30 miles from Pittsburgh. Young Grant began to haunt the landing stages of the beautiful Ohio, and in 1846, signed on the packet *Dover* as a cabin boy.

Eventually he worked his way up to be mate of the *A. B. Chambers* No. 2. During the severe winter of 1858-59, a massive ice jam forced the boat aground near Commerce, Mo. The fuel ran out, and Marsh was ordered to take a crew in the yawl to Commerce and to float down a woodflat. Marsh

Captain Mart Coulson's *Far West* and Captain Marsh's *Nellie Peck*, the two cargo ships that raced over 2000 miles in 1872.



"THE GREAT DUST HEAP CALLED HISTORY"
R. J. BICKEL KEOKUK, IOWA



Indian village along the Missouri River.

chose the second pilot, Sam Clemens, to navigate. When great blocks of ice threatened to crush them, Marsh urged the pilot to turn back, but young Clemens, setting his jaw, said stoutly, "We're going through!" And they did, secured the woodflat, and towed it back to the *Chambers*, which was eventually freed.

Marsh and Clemens corresponded in later years, but Marsh was always puzzled how the dedicated young pilot and the famous author, Mark Twain, could be one and the same person.

Marsh was mate of the *John J. Roe* in 1862 on the Tennessee River when General Grant came aboard en route from Fort Donelson to Pittsburgh's Landing. On another trip, the *Roe* carried General Lew Wallace, his horse, John, and regiments from Indiana and Missouri, from Fort Henry to Crump's Landing, a few miles below Pittsburgh. The regiment's commander today is known for his historical novel, *Ben Hur*.

Two years later, as mate of the *Marella*, one of a fleet of boats serving General Alfred Sully's expedition into Sioux country, Grant Marsh first saw Sioux City, Iowa, and the Upper Missouri. Miles beyond, near Bismarck, he was impressed with the wild beauty of a bluff overlooking the left bank of the river. The area was strewn with circles and fragments of twisted iron, the wheels of wagons the Indians had burned the previous year on their flight from General Sibley in Minnesota. Waggonwheel Bluff, the boatmen called the place. Marsh thought it would be a grand spot for a resting place.

But for the present, navigating the Big Muddy, he saw, was a tricky prop-

osition. It was as the Sioux City *Register* had said: "of all the various beings in creation, the most inconstant are the actions of a jury, the tone of a woman's mind, and the condition of the Missouri River."

A similar sentiment had long been expressed by river boatmen up and down the banks, in terms more explicit but less complimentary, for shifting treacherous channels, shallow water, and snags, and hidden sandbars proved a formidable challenge to even the most skilled navigators. The riverbed and banks were scarred with the remains of sunken vessels. Between 1819 and 1897, when the Army engineer, Capt. Hiram M. Chittenden, submitted a report to the Government, 295 steamboats had been wrecked on the Missouri, 193 from snags alone.

Yet for a few years of the 1860's and 1870's, the Upper Missouri was the freight and travel route for the Montana miners and the military services, as well as for the declining fur trade, and Sioux City, Iowa, was the gateway to the golden west. Danger, high adventure, and frontier humor wrote action-packed chapters into its history.

St. Louis, the former great Missouri River shipping point, suffered a decline when the Chicago and North Western Railroad reached Sioux City in 1868. In 1869, the Government officially designated Sioux City as the starting point for freight to the northwest, and supplies for the Army posts and Indian Agencies along the river.

Joab Lawrence had already had the foresight to organize the Northwest Transportation Company, incorporated

in the State of Iowa on November 11, 1867, with capital and stock of \$150,000. Shippers were advised that they could save 1,000 miles in distance, 20 days in time, and cut their insurance rates one third by using the railroad-steamboat combination.

Durfee & Peck, Indian traders, were chief stockholders in the firm, with the home office in Leavenworth, Kansas, residence of the president, E. H. Durfee. There were agencies in New York, Chicago, and St. Louis, but the general freight and shipping depot was in Sioux City. N. Springer of St. Louis was vice president, with S. B. Coulson and J. P. Dunlevy, both of Sioux City, respectively general superintendent and travel agent. C. K. Peck, a Keokuk, Iowa merchant, was secretary.

Soon the Northwest had six steamboats on the Fort Benton route — the *Nellie Peck*, the *E. H. Durfee*, the *Far West*, the *Esperanza*, the *Ida Reese* No. 2, and the *Viola Belle*.

There had been a night of celebration when the *Ida Reese* moved up from St. Louis, piloted by Captain Marsh. Crowds had waited for hours to see her come in, and the Sioux City *Times* of April 16, 1870, told how watchers were still on hand at evening: "The forests of Nebraska and Dakota rose in bold and vivid relief beyond the silver-hued windings of the serpentine Missouri. Two cannon shots and a shrill whistle announced the coming of the long expected boat, and her green and red headlights were seen in the distance. The bank was fringed with people for nearly a mile. The citizens of Covington turned out en masse on the oppo-

site bank and with a well-kept bonfire celebrated her arrival."

That night the gambling houses and saloons were filled with noisy patrons. Grant Marsh, the center of a convivial group, was reminded how, a few years earlier, he had nearly broken a glass over the head of one of his passengers. As master of the *Luella*, out of St. Louis, he had brought back 250 miners from the Montana gold fields, along with the greatest treasure ever borne down the Missouri — \$1,250,000 in gold dust. The miners carried the dust in money-belts around their waists, — belts so heavy that when one man fell overboard, he sank at once and was drowned. Another passenger was so truculent that Marsh considered himself publicly insulted, and challenged the man to a duel in hostile Indian country. Friends intervened and bloodshed was narrowly averted. At Sioux City, the first point at which the miners could exchange their gold dust for cash, everybody rushed ashore. Captain Marsh ordered drinks for the crowd, he was happy to have made a safe trip back to civilization, but his difficult passenger had sat sulking alone at a table, and again seemed to insult the skipper. In one of his quick flashes of temper, Marsh raised the glass, ready to smash it over the bullying passenger's skull. The noise in the room subsided, and in the dramatic silence the man meekly got to his feet and joined the captain at the bar. Then the crowd cheered.

The *Luella*'s trip had been a wild one, for the boat had run aground at Milk River, and had been surprised by a band of Sioux Indians. But every mountain vessel carried a 12-pound howitzer mounted on the deck, also 20 stand of guns, and 2,000 rounds of ammunition. Captain Marsh rushed his armed passengers up to the metal-sheathed "Texas", where they started firing and blazed away until the boat was worked free.

Marsh had to be on guard against hostile tricks as well as sudden attacks. For instance, the Indians would wade into shallow water when they saw a steamboat coming, and would sit down so that only their heads were visible, thus thinking to deceive the pilot as to the river's depth. They'd beckon him forward, hoping that the boat would run aground and become easy prey. Captain Marsh was never "taken in" by such wiles.

Herds of roaming buffalo provided another hazard, as they plunged into the water, surrounded and immobilized the boat. Neither passengers or crew had the heart to shoot the animals at

such close range, and finally they thudded away, up the bank, and vanished into the distance.

The season after he had brought up the *Ida Reese* from St. Louis, Captain Marsh, in partnership with Durfee & Peck, had the *Nellie Peck* built to his specifications at Brownsville, Pa., at a cost of \$28,000. On the first trip to Fort Benton, she carried back furs and hides in such quantities that they filled 23 railroad cars. One item was listed as 10,000 pounds of buffalo tongues.

Following the race with the *Far West*, Marsh had to endure some good-natured ribbing. But Marsh had more pressing things to think about, the Army contract he had personally negotiated in Chicago in February 1872, and the escalated military effort in the northwest.

Lieut. Gen. Philip Sheridan, department commander, had caused a flurry of excitement on arrival in Sioux City in May, 1872, and the *Weekly Times* prophesied, "An outbreak and general war of no ordinary character may be looked for the present season. The Indians are on the warpath."

Anxiously queried by newsmen, Sheridan saavely parried their questions, stating simply, "I have never been to Sioux City before, and, as that is the point from which the Government ships its supplies, I thought it necessary to see the place that I might speak and write about it with understanding."

Captain Marsh and the *Nellie Peck* transported Sheridan and his official party on a tour of the forts on the Upper Missouri and to the mouth of the Yellowstone River. Fifteen-gun salutes greeted the boat at every post along the way.

No Indian war broke out that year, but as a result of Sheridan's observations, the construction of Fort Abraham Lincoln on the river near the site of Bismarck, was begun.

In an effort to win Indian friendship, the Government sent Spotted Tail and a large Sioux delegation to tour Washington, Philadelphia, and New York. On their return, in October, 1872, Captain Marsh conveyed some of the party on the *Nellie Peck* to the Northern Pacific Crossing, en route to the Grand River Agency. Their escort, Co. J. O. O'Conner, said they had conducted themselves in a most creditable manner. They seemed subdued in spirit and asked their impressions of the trip, had stated simply, "You have everything. We have less and less." They had started confidently on their travels, secretly believing that not very many white people lived back East. They had

a plan, every Indian was to count the number of palefaces he saw beyond the Mississippi, the total would be added, and then they would know the population of the East. They soon lost count, and gave up in despair.

The following spring, the Army employed Captain Marsh to steam west to the Yellowstone on the *Key West*, conducting an exploration party commanded by Gen George A. (Sandy) Forsyth, a noted Indian fighter. Marsh's navigation observations were then acquired and published by the War Department, and some of his landmarks were retained for years. He named a few of the islets in the stream for Army officers, another for "Lonesome" Charlie Reynolds, the expedition's noted scout, and a large group bore the designation "the Seven Sisters Islands," for Marsh's own seven sisters.

Great excitement prevailed in Sioux City in April, 1873, when the Seventh Cavalry, led by their flamboyant commander, George Armstrong Custer, passed through town. More than 140 carloads of troopers, horses, and equipment arrived on the Dakota Southern railway en route to Dakota. Two full carloads of Scotch and Irish wolfhounds belonged to General Custer.

Sheridan ordered Captain Marsh to transport the Army families and household goods upriver to Fort Lincoln, while the regiment marched overland from Yankton. For the next few years Captain Marsh would be associated with the Seventh Cavalry, and that very summer the *Key West* carried supplies as Gen. David S. Stanley, Custer and his command and supporting infantry traveled to Montana to protect the surveyors of the Northern Pacific Railroad.

That summer Marsh acquired the steamboat *Josephine*, named for General Stanley's little daughter. The next spring on the first trip upriver, a banker from Beulah, Iowa came aboard, bound for Fort Lincoln. The man was very worried over an ill-considered loan he had made with the bank's money, and confided his troubles to Captain Marsh. The banker held a chattel mortgage on some mules purchased with the loan by an Iowan, who had a contract to furnish hay and winter forage for the cavalry horses at the fort. A band of roving Sioux had stolen all the animals, and there was no money to pay for their loss.

Captain Marsh asked if the Army brass could help get any redress. The banker said sadly that he had written General Custer, but had not received any reply, and couldn't understand why.

Capt. Grant Marsh - pg #1

THE GREAT DUST WAR CALLED INDIAN
R. J. BICKEL
KEOKUK, IOWA

Captain Grant Marsh #5

He had simply asked the General if that officer "did not think that the Indians would give up those mules to me if they knew I had a chattel mortgage on them."

That summer Custer and a party of scientists discovered gold at the grass roots in the Black Hills. The find had long been rumored, and for several years H. A. Lyon, a Third Street merchant of Sioux City, had stocked and advertised "Arms for the Black Hills" — Henry, Winchester, and Ballard rifles, and Colt, Remington, and Smith & Wesson revolvers, as well as knives, to arm hunters and prospectors. Now, thousands of gold-crazy seekers rushed into the Indian's sacred tribal grounds, undeterred by General Sheridan's orders to "Keep out" and by the force of military guards.

The Sioux council fires burned far into the night, while the wise old chiefs and the eager young warriors argued for violent rebellion, although some pleaded for more patience. Still others slipped away to the west, to the Wolf, the Big Horn, and the Shining Mountains. They would join Sitting Bull's camp in Montana, and he would tell them what to do.

Bitter winter weather and starvation rations fanned the Indians' resentment, and the end was foreshadowed in December 1875, when the Commissioner of Indian affairs issued the ultimatum that red men not on their reservation by January 31, 1876 would be considered hostile and subject to military action. Communications were poor, and many did not even get the message. The result was the campaign planned against them, with General Alfred Terry, Custer and the Seventh Cavalry to join General Gibbon and Montana troops, and General Crook with a force from Wyoming, all to meet in early summer at the Powder River.

General Sheridan sent for Captain Marsh and asked him to choose and command a staff and supply steamer for the expedition. Marsh thought of that vow back in 1872, that some day he would be master of the *Far West*.

The time had come. Marsh loaded up the steamer and was at the rendezvous early in June, 1876. General Crook failed to appear; not until too late was it learned that Crazy Horse had overwhelmed him on the Rosebud River and forced him back to his base camp.

There was feverish activity aboard the *Far West* as Terry, Gibbon, Custer and their staffs planned to proceed with the campaign, Custer and the Seventh Cavalry to lead the way over

(Continued on page 52)



Above, Sitting Bull, the old medicine-man who quickly adapted to ways of civilization. When asked for his autograph he agreed, charging one dollar per signature. Below, Crow Scout Curley, the Indian scout who had gone with Custer. Curley returned and told Captain Marsh that Custer and his command had perished.



a trail believed leading to the hostile camp on the Little Big Horn River.

On the last night before their departure, Captain Marsh joined in a stiff poker game with Tom Custer, the General's brother, James Calhoun, the Custer brother-in-law, Capt. Myles Walter Keogh, leader of the first battalion, and Captain Crowell of the Sixth Infantry. When reveille at dawn ended the play, the infantry officer was ahead by several thousand dollars.

Terry ordered Marsh and the *Far West* to ascend to the mouth of the Little Big Horn and wait. The river was so narrow and the current so strong that troopers had to walk along the banks carrying cables, so that port and starboard capstans could be used to pull the boat forward.

When finally the boat was tied up at the appointed spot, Marsh and some companions sat down to fish. Suddenly there was a movement among the trees on the bank and the branches parted to reveal a mounted Indian, holding his rifle aloft as a sign of peace. They recognized him as Curley, a Crow scout who had gone with Custer, and helped him come aboard. He spoke no English, but given pencil and paper, drew a circle filled with dots, and muttered the word for stranger, or soldier.. Next he drew an outer circle, cried "Sioux!" and rubbed out the dots in the center — that was how Captain Marsh learned that Custer and his command had perished.

Later Terry's scouts arrived to tell what little was known of the battle, and then General Terry asked Marsh to convert the *Far West* into a floating hospital for the wounded who fought with Marcus A. Reno in another part of the valley. It was 2 A.M. on a pitch dark night when a long procession wound over the 15 miles from the battlefields to the boat, guided only by bonfires lighted along the way. Troopers carried the casualties on litters made of tent canvas tied to lodge poles abandoned by the fleeing Indians.

All at once Marsh heard heavier footfalls, the clopping of a shod horse's feet on the hard ground. Half led, half propelled, here was the future mascot of the Seventh Cavalry, Captain Keogh's horse, Comanche, found beside his master's body, and bleeding from seven wounds. He was the only living creature brought out from "Custer's Last Stand". Captain Marsh and the crew fixed up a stall for him in the stern between the rudders, bedded it own with tarpaulins and masses of prairie grass.

When all had been loaded, Terry asked Marsh to steer the boat back to General Gibbon's camp on the Yellowstone, 53 hazardous miles. After a few moments of weakness, Marsh fearing

to wreck the *Far West* and cast the helpless passengers adrift, the captain swung the boat around and headed back into the shallow-snag-filled river.

It was the afternoon of July 3 before the return trip to Fort Lincoln could be started. Then, loaded with all the fuel she could carry, and with full steam ahead, the *Far West* moved forward, the bows raking a bank on one side, then that on the other. Sometimes it seemed the boat would smash straight on a headland of the Big Horn. Sharp turns sent the men on deck sprawling like ten pins. Marsh made an emergency stop on the Yellowstone while the troopers buried a wounded comrade who had died. Then the boat sped ahead again, making 2 miles or more an hour, Captain Marsh's hand like iron on the wheel.

It was 11 P.M. the night of July 5, when the *Far West* steamed up to the landing at Bismarck, her derricks and jack-staff draped in black in mourning for the dead. While Terry's officers and the others rushed ashore to tell the story of the Custer disaster to the world and to the widows of the Seventh Cavalry, Marsh paused for a moment of pride, the *Far West* had made a record run, 710 miles in 54 hours.

The Army claimed Captain Marsh's services in the Indian Wars for the rest of that summer and several years following. As he steamed up the Missouri in May 1877 and rounded Fat Woman's Bend, 40 miles below Sioux City, he passed the wreck of the *J. Donald Cameron*, a Government steamer sunk on its first trip, a total loss. No Missouri River pilot was aboard. A twin boat, the *W. T. Sherman*, traveling ahead, had heard the distress signals and had turned back to rescue the passengers, including Elizabeth Sherman, the General's niece, and her sister, Mrs. Nelson A. Miles. The vessel had been rammed by a one-foot log, snagged, and sank in 31 minutes' time. Though it had been named for her finance who had served briefly as Secretary of War, Miss Sherman did not consider the event an ill omen: the following winter she was married to U. S. Senator J. Donald Cameron, of Pennsylvania.

Generals Sherman, Sheridan, and Miles, and their families often traveled with Captain Marsh, especially on the shuttle run between two new cavalry hosts, Fort Keogh, at the mouth of the Tongue River, and Fort Custer, at the junction of the Big Horn and Little Horn.

Marsh felt that he was writing a footnote to history in the spring of 1882 when he left Sioux City in command of the *W. J. Behan* on a special government mission. At Fort Randall

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he took aboard Sitting Bull and 187 Indian women, men, and children. The old medicine man and his followers, who had fled to Canada, had surrendered to the U. S. Government. Marsh was to take the party to the Standing Rock Reservation. On the way, the captain marvelled at Sitting Bull's quick adaptation to the ways of civilization. Crowds awaited at every stop, clamoring for the medicine man's autograph. He agreed cheerfully, charging one dollar apiece for each of his signatures.

Just as Sioux City had superseded St. Louis as a river port, so Yankton and eventually Bismarck, superseded the Iowa town. Captain Marsh had moved his wife, the former Katharine Reardon of St. Louis, and his two sons and two daughters, to Yankton, and then to Bismarck. He had earlier resided in St. Louis.

Except for a period spent in Tennessee, Marsh lived the rest of his days in Bismarck, and followed the Upper Missouri until his retirement in 1910. He had never lost a boat on the Missouri, and in 63 years of piloting, had suffered only one wreck, the *Little Eagle* south of Cairo, Illinois, in the summer of 1894.

He had not again commanded the *Far West*, and was grieved to learn that the gallant vessel was snagged and sunk, a total loss, south of St. Charles, Missouri, on October 20, 1883.

Captain Marsh never wished to be out of sight of the Missouri River, and a last request, found at his death, January 2, 1916, was honored by his family. He was buried high on the Wagonwheel Bluff, overlooking the winding stream. It was a good place to rest.

KEOKUK CONSTITUTION,

KEOKUK, MONDAY, FEBRUARY 17.

GEO. SMITH. H. W. OLENDENIN. THOS. REES.

Three O'Clock Edition

Fatal Steamboat Explosion on the Muskingum River.

Fatal Steamboat Explosion.

CINCINNATI, Feb. 17.—The L. C. McCormick, a small steamer running between Marietta and Zanesville on the Muskingum river, exploded her boiler when near Beverly Saturday, killing fireman Mike Havemeyer and seriously scalding Capt. Martin and two of the crew and passengers. The boat sunk a few moments after the explosion.

"THE GREAT DUST HEAVY CALLED HISTORY"
R. J. BICKEL KEOKUK, IOWA

Recalls Quincy steamboat days

3C THE HERALD-WHIG
QUINCY, ILLINOIS

Sunday, May 26, 1968

Leslie Hall, 95 writes memoirs

The sounds of a city as well as the sights change with the passing years.

Older Quincyans can recall the deep-throated whistles of steamboats as they approached Quincy or signaled for passage through the old railroad bridge.

Wafted lazily over the city by a south wind on a hot summer afternoon or in the early evening hours, the resonant "voice" of river craft was either a greeting or a farewell—but always a welcome message to those whose lives were linked with the romance and commerce of the Mississippi.

Those were the sounds that Leslie Grant Hall, 95, who grew up in Quincy during the steamboating days, loved best.

Although today he is living in Denver, Colo., far from the Mississippi where his roots were as deep as the willows of the river bottoms, he loves to recall his boyhood in Quincy.

His father was Moses Syre Hall, steamboat captain, who lived for many years on North Sixth between Spruce and Sycamore—just four blocks from bluffs overlooking the Mississippi. And at that location, the Hall family could clearly hear the whistle of the steamboats which told them when the captain might be expected home. Captain Hall died in Quincy in March, 1902.

Leslie Hall tells of those early days in Quincy in his memoirs which he has written in three parts. The first deals with his early years in Illinois; the second with his business career and the third with his latter years in Denver.

A daughter, Mrs. M. W. Edgar of DeKalb, the former An-

nalydia Hall, told of these memoirs at a guest tea of the Round Table at Women's City Club on April 10.

When she was a child in the mid-1900's the Leslie Hall family occupied the large brick residence at 1517 North Fifth which is now the north building of Anna Brown Home at Fifth and Maple. The two buildings are joined at their main floor levels.

• • •

Originally the Hall home had a large cupola which Mrs. Edgar and a sister used as a playroom. From this cupola the girls could see the Mississippi on which their grandfather, Moses Syre Hall, had been a steamboat captain. The cupola was removed when the Hall

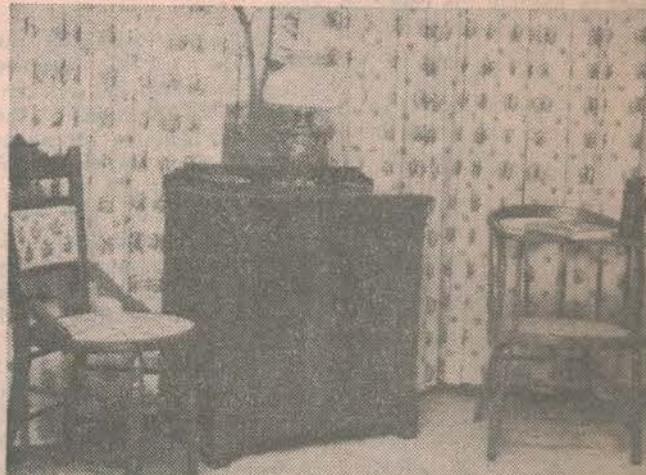


LESLIE GRANT HALL

His memoirs describe Quincy of his boyhood, 85 years ago, and of Quincy business life of 1890's.



CAPTAIN'S GRANDDAUGHTER—Treasures from household of Capt. and Mrs. Moses Syre Hall are displayed by their granddaughter, Mrs. M. W. Edgar of DeKalb who spoke in Quincy concerning steamboating days on April 10.



CAPTAIN'S CORNER — Captain Hall's chair (right) with removable writing piece, is cherished memento of river captain in Mrs. Edgar's home. Green-shaded brass oil lamp, stand and century-old chair are from home of father, Leslie Grant Hall. (Photos, courtesy De Kalb Daily Chronicle.)

home became an addition to Anna Brown Home.

Capt. Moses Syre Hall located in Quincy with his bride, Lydia Amanda Worley Hall, in 1836. At that time he was 37 years old and she was 21. He was born in Ohio Aug. 27, 1819 and Mrs. Hall was born in Kentucky March 31, 1835.

Captain Hall was 53 years old when Leslie Grant Hall was born in Quincy Nov. 18, 1872—the ninth of 10 children, seven boys and three girls.

In those days many families kept cows and hogs in town and the Hall family was no exception. They cooked and heated the house with cord wood, maintained a big garden, got their water from a deep well and made their own soap.

The Mississippi provided their livelihood and their recreation. Capt. Moses Hall was captain of a steamboat of the Diamond Jo line, plying between St. Louis and St. Paul, and the family listened for the



RIVERFRONT MEMORIES—Way back when—in days when Captain Hall was winding up his steamboating career—Quincy riverfront looked like this. That's Packet Uncle Sam at landing. Note Diamond Jo boathouse where Steamer St.

Paul, of which Captain Hall was master for many years, landed on its trips between St. Paul and St. Louis. (Photo, courtesy Ray White.)



AUTHOR'S HOME — From 1910 to 1920 this was home of Leslie Grant Hall at 1517 North Fifth, writer of memoirs upon which this story is based. Residence is now north section of Anna Brown Home.

steamboat whistle that would mean that he might be coming home.

"One of my earliest recollections," writes Leslie Hall in his memoirs of his boyhood, "was that when Pap's boat was expected in, we all listened for the whistle. In addition to the whistle for the landing, Pap

had the pilot add extra blasts: One whistle extra told us he would not have time to come home while unloading and loading again; two blasts meant he was coming home. In the former case, we would all hustle to get ready to go with mother and meet Pap at the boat. I can still remember how we kids

licked our chops over the ice cream which Pap had his particular waiter serve to us on velous of all — weather forecasts!

"Pap being captain — master Leslie Hall's first real job they termed him mostly — was working during summer a real autocrat and to be ad-vacations, in 1890 and 1891, as dressed with the utmost def-ference. My brother Dick was office boy at the Smith Hill Foundry and Machine Co., at head clerk on the boat, and Fifth and Ohio for \$2 a week.

Ben was first mate.

"During the Civil War, Pap had operated a boat going up the Missouri and Yellowstone rivers to take supplies to the soldiers at Fort Union. His boat was the Kate Kearney. I have a picture of the boat at the wharf at the fort with the wigwams of the Indians outside surrounding the fort. This picture was painted in June 1865.

"Of course I was born not too long after the Civil War, and my middle name Grant was for our Illinois hero. In my early years, I vaguely sensed the rancor of the defeated South as talked about by my elders. Likewise, I heard them relate the joy of the liberated slaves, many of whom flocked to the river towns of the north."

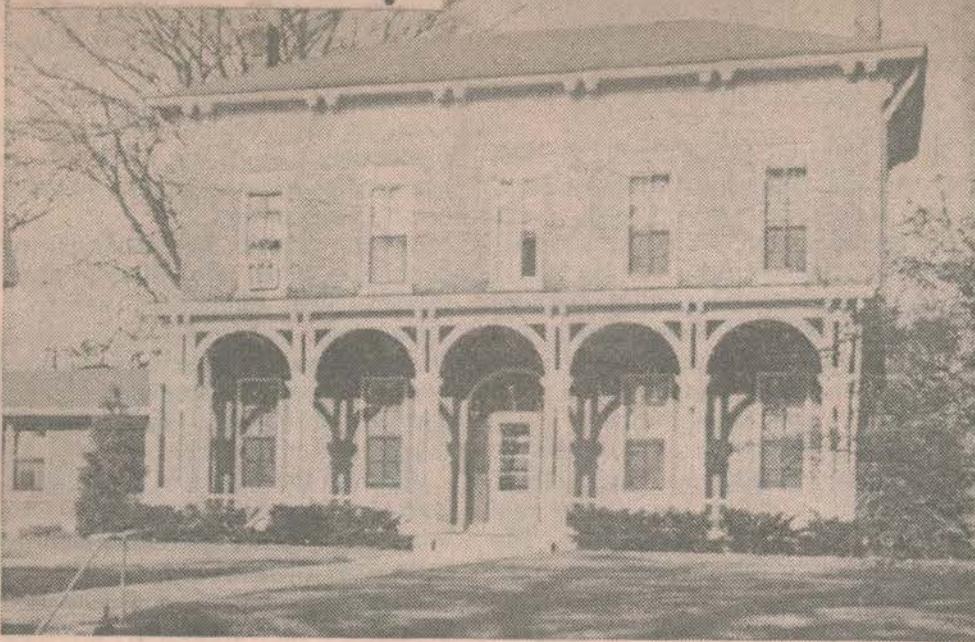
• • •

Leslie Hall saw the first city transit system established with mule cars, then the coming of street cars operated by electricity, the paving of streets with brick, the establishment of sewers and water systems, the first telephone, and something that he thought most mar-

ILLINOIS HISTORICAL LIBRARY
QUINCY, ILLINOIS

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Steamboat days



Herald-Whig Photo

CUPOLA IS GONE — Former Leslie Hall home as it appears today as annex of Anna Brown Home. Cupola from which Hall children could see "grandpa's river" was long ago removed but five archways of front porch and two chimneys still identify it.

"I believe," he writes, "that 1890 was the year the Electric Wheel was being organized in Quincy by John Stillwell, Charlie Comstock and Sam Emery, among others. John Stillwell was manager and had his office at the start in the Smith Hill building. John was young and liked to get off some afternoons to play tennis and particularly liked to go buggy riding with Bessie Newcomb, whom he later married. He hired me, on the quiet, to copy his letters and for this he paid me 50 cents a week."

After graduating from high school in 1892, Leslie Hall worked with John Batschy, architect, and later became an office boy at the Weems Laundry. Eventually he was placed in charge of Weems delivery service.

Not many Quincians can recall when Weems Laundry was one of the largest in the Middle West. Many St. Louis residents sent their clothing to Quincy to be laundered.

In 1904 Weems asked Hall to take charge of its St. Louis office, at 1918 Olive. It was his job to collect clothing to be shipped to Quincy and then to deliver the laundered clothing when it was "done up."

• • •
Leslie Hall returned to Quincy from St. Louis to attend Gem City Business College

which he felt was the only way tractors for farming. He asked to get ahead. Following graduation he was employed by the farmers' reaction to tractor Weems to manage the Crescent Farming and any ideas they had Laundry which it had purchased. For \$75 a month he required.

managed the Crescent and kept books at night. By this time he turned after the old steam engine," Hall recalls in his memoirs. "It was too heavy and cumbersome for farm work. In his memoirs that he "lost his shirt" in two ventures, because without realizing it he assumed the debts of a laundry in St. Joseph, Mo., when he purchased it, and in Vermont because thrifty New Englanders preferred to do their "wash" at home.

In 1910 Hall received a letter from his school classmate and pal, Ira Calkins, who had become manager of Electric Wheel Co., asking that Hall take over the sales of heavy wagons and house moving equipment. So Hall and his family returned to Quincy, renting half of the large home at 1517 North Fifth for \$15 a month. His mother and sisters rented the other half. This included half the block where Hall had a large vegetable garden.

At Electric Wheel, a large export business, especially to South America, was added to his responsibilities. Addison N. Calkins, head engineer and superintendent of Electric Wheel, began experimenting with gas

business. He resigned his position with Electric Wheel effective Jan. 1, 1920 and organized the Colorado Tractor and Implement Company in Denver. He moved his family to Denver in June of that year.

Leslie Hall was last in Quincy in 1960 when he attended funeral services for his sister, Mrs. Helen Bruenjes. Mrs. Bruenjes and her sister, Miss Edith Hall, lived for a number of years at 2330 Maine.

Capt. Moses Hall was colorful river captain

Moses Syre Hall, one of the most colorful of Mississippi steamboat captains, made his home in Quincy for 46 years. He located here in 1856 after working on the Ohio River in his early manhood.

It was in Quincy that he reared his family of 10 children and continued "steamboating" until the early 1890's when he retired. He died in March, 1902.

Captain Hall spent many years operating boats between St. Louis and St. Paul. At times in his career he owned as many as five boats. During the Civil War he was captain on a steamer that ran between St. Louis and Vicksburg and carried many government troops to Vicksburg in the face of grave danger.

He owned the first boat operated in the St. Louis-Keokuk trade — the Steamer Divernon — in 1856. Later he owned the Damn Gete, then the Quincy, and then the Louisiana, in the New Orleans trade. For seven years he operated the Steamer Warsaw, then the Louisa Bertram, the Molly McPike, the St. John, the Rob Roy and the

Colossal. The last boats he was on were the Clinton, Alexander and Mitchell, all names that live today only in the memories of old rivermen.

He was captain of the Steamer St. Paul, operating between St. Louis and St. Paul for a long time. In 1894 he was elected alderman of the First Ward and served several terms. He was a pioneer in the Odd Fellow organization.

Until he was 80, Captain Hall was seldom ill. His health began to fail when he attained this age and he was 83 years old when he died.

An 1887-88 Quincy directory lists Captain Hall as residing at 1326 North Sixth and other residents of that address were John M., and Alfred M. Hall, employed by S. E. Segers Sons, wholesale grocers at 127-129 North Third; Benton J. Hall, a farmer; Miss Clara B. Hall, Louis A. Hall, machinist at Wright & Adams, machine iron foundry on Front between Vermont and Broadway and Richard B. Hall. A 1900 directory lists the Captain Hall home as 1330 Sixth Avenue North and the children at home



PIONEER — Old river captain and his wife who lived in Quincy 46 years in heyday of steamboating. Home of Capt. Moses Syre Hall and Lydia Worley Hall at 1326 North Sixth has long been replaced by modern residences, but memories of colorful era in Quincy in which they lived have been perpetuated by memoirs written by their son, Leslie Grant Hall, 95, pioneer employee of Electric Wheel Co., who now lives in Denver, Colo.

at that time were Miss Helen Hall, stenographer at S. E. Segers Sons; Miss Edith Hall, a teacher at Sunset Hill School, and Miss Clara Hall.

In 1900 Quincy had two packet lines, the Diamond Jo Line

Steamers, of which A. H. Pennoyer was agent, and the St. Louis and St. Paul Packet Co., of which E. C. Van Nort was agent. The office and dock for both lines was at the foot of Hampshire.



LONE STAR — Spectators watch the historic last voyage of the steam-powered, sternwheel "Lone Star" on the Mississippi river at Davenport Sunday. Hundreds of Quad-City area residents crowded

ed vantage points along the river between Davenport and LeClaire as the venerable old workboat steamed to a permanent, land-locked home on the LeClaire waterfront. (AP Wirephoto)

The Daily Gair City
8 — KEOKUK, IOWA WEDNESDAY, APRIL 24, 1968

THE DAILY GAZETTE CALLED QUINCY
R. L. BICKEL, KEOKUK, IOWA

STEAMBOAT DAY

40

Weekly Times.

1818

PHILADELPHIA, SATURDAY, JUNE 29.

THE FIRST STEAMBOAT.

A CHAT WITH ONE WHO WAS ON IT.

The Only Survivor of the Party Aboard Fulton's "Clermont" on Its Trial Trip Tells His Reminiscences of the Sayings and Doings of That Occasion.

Three score and thirteen years have rolled by since Fulton died, at the age of forty-nine, eight years after the trial trip of the Clermont on the Hudson river, from New York to Albany—the first practical demonstration that steam could be applied to the propulsion of vessels with entire success. Generations have since passed away. Few now live who have a personal recollection of the inauspicious starting of the first steam packet in the world, from the North river wharves on September 15, 1807. Of those who enjoyed the privilege of being on the Clermont's deck before the start, during the trip or just after the arrival at Albany, there is but one alive, and he was carried in his mother's arms at the time, being only two years old. His personal remembrance of the event, of course, does not amount to much, but he has nevertheless a store of information concerning the trip, not in the possession of anybody else, for as soon as he became old enough to realize the importance of the matter he naturally sought with more assiduity than a person less directly interested would exhibit for facts pertaining to the occasion. This gentleman is the Rev. Frederick Reynolds Freeman, a Baptist clergyman of Illinois, now, with his wife and children, on a visit to this city.

THE ONLY SURVIVOR.

Mr. Freeman is in his seventy-third year, white-haired, but fresh-looking and vigorous, his age, like Adam's in "As You Like It," being "frosty, but kind"—and all, he says, because "in the days when we were pioneers" the intellect was not so generally, as now, pampered at the expense of the body, young Freeman being required to follow the plow (a "wooden bull," by the way,) on his father's farm, near Albany, when he was but twelve years old. He was the youngest of thirteen children, all of whom except himself are dead. His father, Elisha Freeman, before retiring to a farm, was a sea captain, and for that reason was invited, with a small number of other persons, including municipal officials of Albany, to go aboard the Clermont upon its arrival. Captain Freeman went accordingly, taking with him his wife and little Freddy. "The event is like a dream to me," says Mr. Freeman. "Probably my memory would now be unable to reach it but for the constant rehearsals of the scenes and incidents made to me in my youth. These vividly impressed the whole upon my mind, and together with my faint personal recollection of the occasion left a more faithful picture than unassisted tradition or history could paint upon a memory less allied to the circumstances.

"When Columbus, prior to his voyage of discovery, walked the streets in Spain, meditating upon his project, which had become generally known, men, and even small boys, would significantly point their fingers at their foreheads and exchange smiles. Just so was Robert Fulton treated before he turned the laugh upon a whole country of scoffers. Few favored him, but fortunately there was one, Robert Livingston, who had been American Ambassador at Paris, and who so much appreciated Fulton's efforts that he furnished him with funds enough to build the Clermont in the spring of 1807. The first steam packet (of 140 feet keel and 16½ feet beam)

was trim and handsome enough, excepting the boilers, machinery and smoke-stack, which were rude, cumbersome and of extremely formidable appearance.

START OF THE CLERMONT.

"The side wheel, too, was a clumsy affair, uncovered and with twelve huge paddles, held in their place by a ring half way between their extremities and the hub, that sent water splashing upon the deck with every revolution. The top of the smoke-stack was about thirty feet above the deck—nearly as high as the two masts, from the rear one of which floated the Stars and Stripes. Hours before she started a great multitude had assembled along the wharves to witness the expected inglorious ending of what was generally known as 'Fulton's Folly.' Cries of 'God help you, Bobby!' 'Bring us back a chip of the North Pole!' 'A fool and his money are soon parted!' etc., were frequent, loud and annoying. Fulton, however, knew that the crowd were sincere in their ridicule, and, with a confident smile, went on superintending preparations for the start, as if he knew that triumph would presently more than overbalance the sneers, jibes and cat-calls of the vulgar and the pitying manners of the more refined. Smoke issues from the stack; the hawser is drawn in; the side-wheel quivers; it slowly revolves; Fulton's own hand at the helm turns out the bow; he is pale, but still confident and self-possessed; the Clermont moves out into the stream, the ponderous machinery thumping and groaning, the wheel frantically splashing and the stack belching like a volcano; but the Clermont steadily moves; all aboard swing their hats into the air, and give a cheer that is immediately taken up by the entire multitude on land; the Pennsylvanian has triumphed and the hitherto incredulous and mocking populace of New York are the first to do him honor; the crowd remain cheering on the piers until the Clermont is out of sight up the Hudson."

TERROU ON THE HUDSON.

Mr. Freeman says that the boat arrived at Albany on September 17, thirty-six hours after starting from New York. It had not been continually in motion, the party having stopped at the residence of Chancellor Livingston on the way up. The speed was at the rate of five miles an hour. The appearance of the strange vessel as she steamed up the river had a remarkable effect, even in daytime, upon the crews of craft passing by, for comparatively few of the skippers coming down could, in those days of slow mail and no telegraph, have been prepared to encounter such an oddity; but at night the Clermont spread consternation and terror on all sides. It was very dark, and the fires were fed with dry, white pine wood, which, when stirred, would send up columns of flame and sparks from the mouth of the tall stack. This apparent volcano, moving steadily through the darkness up the middle of the river and accompanied by the rumbling and groaning of the hard-laboring machinery, was well calculated to strike terror into the hearts of sailors on the sloops and other craft coming down with grain and general farm produce, who had never heard of any motive power for vessels except wind, and who, withal, were extremely superstitious.

"My father and others told me," says Mr. Freeman, "that whole crews prostrated themselves upon their knees and besought Divine Providence to protect them from the horrible monster that was marching on the tides and lighting up its pathway by its fires."

When the members of the Freeman family went aboard the Clermont, upon its arrival at Albany, Mrs. Freeman observed a workman emerging from the engine room—a place very suggestive to her of the infernal regions—carrying in his hands a ladle filled with molten lead. With this he proceeded to stop up holes whose presence here and there in the rude machinery was indicated by escaping steam. Captain Freeman then learned that the workman had been busily employed doing the same thing ever since the Clermont had left New York. The people of Albany had been apprised of the arrival in advance and the whole town turned out to receive Fulton and his steamboat, giving them an enthusiastic reception.

THE PROGRESS OF SCIENCE.

After a short stay the Clermont returned to New York, making the trip in thirty-four hours.

Fulton's achievement excited universal admiration and from that time steamboats rapidly multiplied on American waters. Speaking of the advancement of physical and moral science, Mr. Freeman places the present state of things in comparison with the time of his boyhood, when the only college west of the Hudson river was the Union, in Schenectady, and when he never had an opportunity of seeing a Sunday school until he was twenty-one years old. "Here's something," he said, "relative to the opening of the Erie Canal, which I have not seen on record. I was in Worcester, Otsego county, N. Y., the place of my birth, at the time, and I recollect all the particulars of the opening, which occurred in the fall of 1825. The canal ran from Buffalo to Albany, establishing water communication between the cities of Erie and New York."

"At intervals of ten miles all along the route from the former to the latter city were placed cannon that had been captured by Perry in the battle of Lake Erie. On the opening day, just as the gaily decorated packet boat containing a party of guests, including De Witt Clinton, Governor of New York, started from Erie on a trip to New York, the cannon at the former city was fired, the shot being followed in regular and quick succession by the discharge of all the other cannon until the last report sounded from the Manhattan gun. I heard the firing when it was passing Albany, and it suggested the brick 'rat-tlesnakes' of my childhood. The excursion boat carried a banner with the legend: 'This day the trophies of Perry's victory bear glad tidings from the lakes to the ocean!'"

Mr. Freeman has been a pioneer preacher in the West for over forty-nine years—twenty-five in Ohio and almost as long in Illinois—and has seen those States grow up from a lonely wilderness. In 1848, joining in the movement which had grown out of a general burst of indignation throughout the land against slavery, he attended the convention in Buffalo whereat was formed the organization which subsequently merged into the Republican party—the Free Soil. It was during the sessions of that convention that Congress passed a resolution recognizing California as a free State. Two years ago Mr. and Mrs. Freeman celebrated their golden wedding.

THE KEOKUK DAILY POST.

Published by the Post Company,

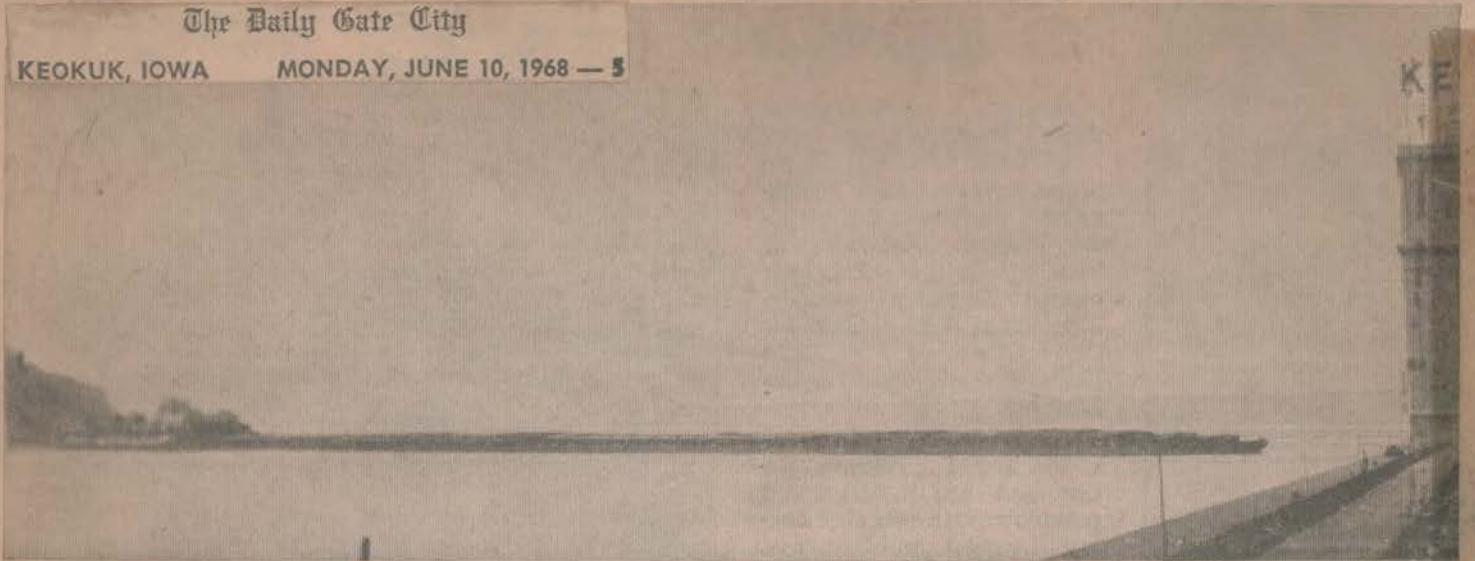
D. REDDINGTON, W. F. B. LYNCH
EDITORS.

OLIVER I. TAYLOR, ASSOCIATE.

SUNDAY MORNING.

STEAMER AMAZON SUNK.—We learn from the St. Louis papers that the fine steamer Amazon, Capt. P. M. Chouteau, was snagged and sunk on Tuesday last, just below Bellefontaine Bend. The snag which caused the disaster was hidden, and made no visible break in the water. She struck just aft of the starboard knuckle, and tore a hole in her hull at least fifteen feet in length, which caused her to fill and sink in a few minutes. The Amazon lies in about twelve feet water at her stern, which covers the main deck, and just leaves the engines out of water. Her forecastle is out of water.

The Amazon was valued at \$35,000, and insured for \$20,000 in the Phoenix, Globe, Citizens', and another office of St. Louis, \$5,000 each. She was owned by Capt. P. M. Chouteau, her commander, B. F. Chouteau, clerk, and M. F. D. Chouteau, of Kansas.



WHAT, AGAIN? For the second time in one week, the Ray-A, owned by Wisconsin Barge Lines, Cassville, Wis., was caught in cross-currents when entering forebay of Lock 19 and was unable to extricate itself without help from the Mobile LaCross. Ray-A entered fore-

bay at 4:30 p.m. Sunday, and Lock 19 at 9:06 p.m., blocking river traffic for over 4½ hours. It has 3,200 horsepower engine and was pushing 10 barges loaded with 15,400 tons of grain, and two empty barges.

—Gate City



DEMOCRAT & SENTINEL

RICHARD WHITE.....HENRY C. DEVINE

WHITE & DEVINE, Editors and Proprietors.

EBENSBURG, PA. 1855

THURSDAY MORNING:::JANUARY 18.

STEAMBOAT EXPLOSION—LOSS OF UNITED STATES TROOPS.—We learn that an accident occurred on the 12th December to the steamboat Thomas F. Ray, when going up the White River, in Arkansas, 50 miles from its mouth, by the bursting of the mud pipe, causing the loss of a number of lives. Major Merrill was on board, having under his charge a detachment of United States recruits, on their way from Newport, Ky., to Fort Washita.—Four soldiers and one boat's crew were drowned; ten other soldiers and several of the crew were badly scalded; one of the latter died.—There was much suffering among those who were scalded, there being no medical aid within fifty miles. Major Merrill himself escaped without harm. The boat could not be repaired so as to proceed for several days.—Meantime the poor sufferers were being made as comfortable as could be expected.

The Daily Gate City

2 — KEOKUK, IOWA

WEDNESDAY, JULY 3, 1968

Delta Queen gets new lease on life

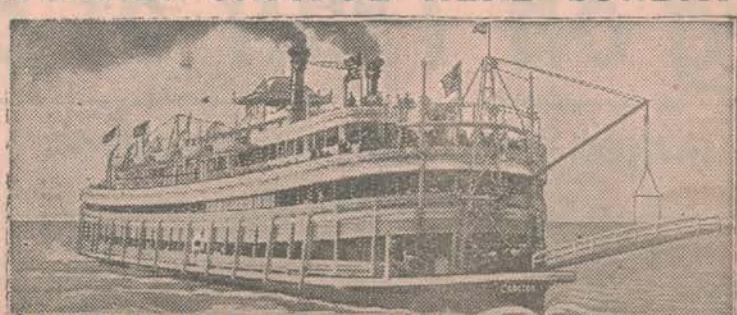
The Delta Queen, which passes Keokuk each fall on its round trip to St. Paul, Minn. has been given a two-year lease on life by congress.

As a result of bills passed in senate and house, she will be permitted to operate for two more years despite a "safety at sea" law passed in 1966 which barred all ships of 50 or more passenger berths which are not built of fire retardant materials from operating at night after November of this year.

The Queen, which has her home port in Cincinnati, recently was given a permanent berth in St. Louis and the owners said that if she were permitted to operate two more years on overnight trips, would make several weekend trips from St. Louis to Quincy.

THE KEOKUK DAILY GATE CITY

STEAMER CAPITOL HERE SUNDAY



SATURDAY, JUNE 10, 1939

The Streckfus Steamer Capitol will arrive in Keokuk tomorrow morning for the first excursion cruise of the season.

CAPITOL



SUN. JUNE 11 Second Last Excursion This Season

ALL DAY and EVENING EXCURSION to QUINCY

Lv. Keokuk	8:30 am
Lv. Warsaw	9:00 am
Lv. Canton	10:30 am

Rt. Keokuk 10 pm Tickets 75c

Ride on the New Canton Lake
Thru the New U. S. Canton Locks

Dance to the music of the
"MISSISSIPPI SERENADERS"
"Fatz" Waller's double of New Orleans,
directing
Lovingood at the Piano and Calliope

The Capitol offers your only chance to
enjoy your river excursion this season

THE GREAT DUST HEAP CALLED HISTORY
6 BLOCKS KEOKUK IOWA

THE GLOBE.

CITY OF WASHINGTON.

TUESDAY MORNING, APRIL 18, 1837.

DAILY STEAMBOAT MAILS ON THE MISSISSIPPI.—Proposals for carrying a Daily Mail in steamboats between the points herein-after designated, and to supply all the intermediate post offices situated on or near either bank of the river, or so many of them as may be required by the Department, from the 1st January, 1838, to the 30th June, 1842, inclusive, will be received at the Post Office Department until the 20th July next, to be decided on the 24th of said July, viz:

From Louisville, Ky. to New Orleans, La. 1,448 miles and back.

Leave Louisville every day at 9 a.m., arrive at New Orleans on the 6th day after at the same hour.

Leave New Orleans every day at 9 a.m., arrive at Louisville on the 10th day after at same hour.

Proposals for running the downward trip in any number of days to be specified, not exceeding eight, and back in any number of days to be specified, not exceeding twelve, will also be considered. Proposals will be considered for a Daily steamboat mail from St. Louis to connect with this line at a point not lower down than New Madrid to be named. When the navigation of the Ohio river may be impracticable from ice, the boats will be required to run daily from Columbus, Ky. or such point lower down as may be designated by the Department, where they will connect with a daily line of four horse coaches.

From St. Louis, Missouri, to New Orleans, 1,250 miles and back.

Leave St. Louis every day at 9 a.m., arrive at New Orleans on the fifth day after at the same hour.

Leave New Orleans every day at 9 a.m., arrive at St. Louis on the ninth day after at same hour.

Proposals for running the downward trip in any number of days to be specified not exceeding seven, and back, in any specified number not exceeding eleven, will also be considered.

Proposals will be considered for a daily steamboat mail from Louisville, Kentucky, to connect with this line at a point to be designated by the Department. When the Mississippi river above the mouth of the Ohio may be obstructed by ice, this line will be required to run from and to Columbus, Kentucky, or New Madrid, Missouri, or such intermediate point as may be designated by the Department.

Proposals will also be received for carrying a daily steamboat mail from Columbus, Kentucky, or some other point not below New Madrid nor above the mouth of the Ohio river, to be named by the Department, to New Orleans, between ten and eleven hundred miles, and back.

Leave Columbus, or such other point as shall be designated, every day at 9 a.m., arrive at New Orleans on the fourth day after at same hour.

Leave New Orleans every day at 9 a.m., arrive at Columbus, or the other point to be named, on the eighth day after at same hour.

Proposals for running the downward trip in any number of days to be specified, net exceeding six, and the upward trip in any number of days to be specified, not exceeding ten, will also be considered.

If the letting is made under the last proposition, the land mail will be conveyed in four horse-post coaches daily to Columbus, or such other point as shall be finally fixed upon for the commencement of the daily steamboat service.

Proposals will also be received for carrying a daily steamboat mail from Louisville to Columbus, or such other point, near the mouth of the Ohio river, as shall be designated, between four and five hundred miles, and back.

Leave Louisville every day at 9 a.m., arrive at Columbus, or such other point as shall be named, in two days, in time to connect with the steamboat mail for New Orleans; and leave said point soon after the arrival of the New Orleans mail, and

arrive at Louisville on the 4th day after at 9 a.m.

Proposals for running this mail down in three or four days, and up in five or in six days, will also be considered.

From St. Louis to New Madrid, or some other point nearer the mouth of the Ohio river, between two and three hundred miles and back.

Leave St. Louis every day at 9 a.m., arrive at New Madrid or such other point as shall be named in one and a half, in two, or in three days, as shall be proposed, in time to connect with the mail for New Orleans, and return in three, or in four, or in five days, as shall be proposed, leaving immediately after the arrival of the mail from New Orleans.

Each route is to be bid for separately. The route, the sum, and the residence of the bidder should be distinctly stated in the bid. The sum should be stated by the year.

No proposal will be considered, unless it be accompanied by a guaranty signed by one or more responsible persons, in the following form, viz:

"The undersigned _____ guaranty that if his bid for carrying the mail from _____ to _____ be accepted by the Postmaster General, shall enter into an obligation prior to the first day of October next with good and sufficient sureties, to perform the service proposed. Dated 1837."

This should be accompanied by the certificate of a postmaster, or other satisfactory testimony, that the guarantors are men of property, and able to make good their guaranty.

The mails are to be taken from, and delivered into, the offices at the ends of the route; and taken from, and delivered to, the carriers of the office for each intermediate post office, on or near the bank of the river. But two hours' detention is to be allowed for each intermediate point.

The boat will be required to make the utmost practicable despatch, and to run through in the time specified in the schedule attached to the contract.

The captain or clerk of the boat will be allowed a mail key, after being duly sworn, for the purpose of transferring mail packages from one bag to another, and placing way letters in mail bags, the better to facilitate and ensure their delivery to the proper office.

The Postmaster General reserves the power of changing the schedule hours; of deducting pay for mail failures; of imposing reasonable fines for delinquencies; and annulling the contract for repeated failures, or gross misconduct.

The proposals should be sent to the Department, sealed, endorsed "Proposals for the steamboat mail," and addressed to the First Assistant Postmaster General, S. R. Hobbie.

It is earnestly desired to put the service that shall be contracted for under this advertisement into operation at the earliest practicable time. If those who offer will likewise engage to commence the service on the 1st October next, a temporary contract for the last quarter of this year will be made, on the same terms as may be accepted under this advertisement.

AMOS KENDALL.

POST OFFICE DEPARTMENT, {
March 27, 1837. } law12w

MAIL BURNT.

P. O. NEW ORLEANS, April 2, 1837.

SIR: I have just learned that the mail made up at this office on the night of the 23d of March, and despatched on board the steamer Fancy, was burnt on the night of the 25th, about ten miles below St. Francisville, La.

Enclosed you have a list of the mails lost.

I have the honor to be,

With much respect,

Your obedient servant,

WM. H. KER.

HON. AMOS KENDALL,
Postmaster General.

Mails made up at the Post office, New Orleans, on the night of the 23d March, and burnt on board the steamboat Fancy, on the night of the 25th March, 1837:

Cincinnati, Ohio.

Louisville, Ky.

Louisville, Ky.—for distribution.

Memphis, Tenn.

Memphis, Tenn.—for distribution.

Vicksburg, Miss.

Grand Gulf, Miss.

Natchez, Miss.

Port Gibson, Miss.

Natchez, Miss.—for distribution.

DAILY GATE CITY.

THURSDAY MORNING, MARCH 18, 1835

RIGHTS OF RIPARIAN OWNERS AND DUTIES OF PILOTS.

Opinion of Justice Miller in the Atlee Case.

In the Supreme Court of the United States recently Justice Miller delivered the opinion of that Court in the case of Samuel Atlee vs. the N. W. U. Packet Company. The case has attracted considerable attention, and has been hotly contested. Mr. Samuel Atlee, at Fort Madison, has a boom for his logs, and to serve his convenience in his large sawing and lumber business, constructed, without authority, a stone pier for some distance into the Mississippi river adjacent to his mill. It was not, however, in the channel route of boats, barges or rafts. Upon a dark night a barge belonging to the Northwestern Union Packet Company ran against the pier and was sunk. There was no light upon the pier: the pilot had the boat and barge out of the channel or it wouldn't have struck the pier. The Packet Company claimed payment for the loss occasioned. Mr. Atlee contested the claim. The case was brought in Judge Love's Court. That court decided that Atlee had not exceeded his rights as a riparian owner in building the pier where it was, in aid of his business as a lumberman and owner of a saw-mill on the bank of the river, the pier being part of a boom to retain his logs until needed for sawing. But the court was further of opinion that by failing to have a light on this pier during a dark night, Atlee was guilty of a fault which rendered him in part responsible for the collision. As however, the Packet Company were also found to be in fault, for want of care and knowledge of this obstruction on the part of the pilot, the District Court divided the damages and rendered a decree against Atlee for half of them.

The case was taken to Judge Dillon's court. That court was of opinion that Atlee had no right to erect the pier where it was, and, seeing no fault on the part of the pilot, decreed the whole damage against Atlee.

The appeal from that decree was submitted to the U. S. Supreme Court on printed argument November 26, 1833, and it was affirmed by an equal division of the court, which was at that time composed of eight members. An application for rehearing

this decree of affirmance was set aside, and a re-argument ordered on the question whether the damages should be apportioned, both parties being in fault. It is the decision of the full court upon this rehearing which is now given. Justice Miller delivered the opinion, and it is one of his characteristic specimens of clear-headed, strong, direct and convincing discussion. The decision of Judge L.'s court, dividing the damages between Atlee and the Packet Company, is sustained. The points decided are these:

1. A pier erected in the navigable water of the Mississippi river for the sole use of the riparian owner, as part of a boom for saw logs, without license or authority of any kind except such as may arise from his ownership of the adjacent shore, is an unlawful structure, and the owner is liable for the sinking of a barge run against it in the night.

2.—Such a structure differs very materially from wharves, piers, and others of like character made to facilitate and aid navigation, and generally regulated by city or town ordinances, or by statutes of the State, or other competent authority.

3.—They also have a very different standing in the courts from piers built for railroad bridges across navigable streams, which are authorized by acts of Congress or statutes of the States. The structure in question is sustained by none of these considerations.

4. Pilots on the navigable rivers of the interior are selected, examined, licensed mainly for their knowledge of the topography of the stream where they are employed; and a constant and familiar acquaintance with the towns, banks, trees, &c., and the relation of the channel to them, and of the snags, sand-bars, sunken barges, and other dangers of the river as they may arise, is essential to the character of a skillful pilot.

5. Hence the pilot in this case, who ran his vessel against a pier which he should have known was there but did not, was in fault for want of that knowledge. He was also in fault for hugging the shore near where he knew the mill and boom of appellant were in a dark night, when the current of the river would have carried him into safe and deep water further out.

6. Both parties being in fault the damages are to be divided according to the admiralty rule in such case.

KEOKUK CONSTITUTION.

KEOKUK, SATURDAY, MARCH 9.

Steamer Colossal Burned.

ST. LOUIS, March 9.—The steamer Colossal, lying at the foot of Lesperance street, was discovered to be on fire at 12 o'clock last night. The flames spread in spite of the exertions of the fire department, and the boat was burned to the water's edge. Capt. Henry Schwartz is the sole owner. The boat was valued at \$12,000, and is insured in Cincinnati companies for \$6,000. She was lying at the bank without cargo, awaiting repairs. The origin of the fire is a mystery. The Colossal has been running for seven or eight years in the lower Mississippi trade.



THE NATIONAL GAZETTE and Literary Register PHILADELPHIA, Pa. TUESDAY, JUNE 11, 1833.

WESTERN ENTERPRISE.

OHIO AND MISSISSIPPI MAIL LINE.

AMONG the many spirited enterprises of the present day, which have for their object the facilitating of intercourse between the remote commercial depots of our widely extended country, perhaps there is none which presents such claims upon the patronage of the public, whether we consider the magnitude of the undertaking and the amount of capital employed, on the one hand, or the comfort, safety and dispatch of persons and property secured by it, on the other, as the great STEAM-BOAT MAIL-LINE, just established between Louisville and New-Orleans. Though the introduction of Steam Navigation on the great waters of the West, has been attended with advantages to both traveller and trader, merchant and mechanic, emigrant and farmer, which the boldest imagination could not, at the commencement, have formed the remotest conception of; yet they have been accompanied, throughout, with evils, most disastrous to both proprietors of boats and those who travelled in, or shipped by them.—Most of these are traceable to the eager competition which the enterprise of the West immediately creates, in any new branch of business. More boats were built than could at all times find employment; hence the fall of freight and passage below what they could be afforded at. The public naturally rejoiced at this reduction, not foreseeing that what they saved in actual outlay, they must inevitably lose in safety of life and property, and even in dispatch. If a boat had to carry freight below what was a fair remuneration, it became necessary to remain long in port to procure a heavier load than was consistent with either security or swift running. If she receives passengers, at less than they could be maintained for, it was indispensable, to avoid loss, to run in the darkest nights, and under all circumstances of wind and weather; hence the frequent concussions of ascending and descending boats, with the sacrifice of life and property; to hazard uncertain channels, brave unseen obstructions, and cross immeasured and ever changing bars; hence detention by grounding, losses by snagging, to force their engines beyond the work they were calculated to perform; hence the bursting of boilers and the awful scaldings, burnings and drowning, that have chilled the blood of all who are familiar with the details of such accidents.

Deeply sensible of these evils, growing out of the violence of competition, a number of the principle Steamboat proprietors suggested a union of these conflicting interests, to which the public would be better served, and the owners of this property, at the same time, be more fitly remunerated. The frequency of shocking accidents was beginning to destroy the public confidence in this mode of transport, and made it indispensable to form some plan to put a stop to them. This plan has been found in the formation of the Ohio and Mississippi Steamboat Main Line, consisting of sixteen of the finest Steamboats on these waters, to be managed, for the common interest, by Directors appointed for that purpose. One of these boats will leave either Louisville or New-Orleans, every day of the shipping season, at a fixed hour, whether they have cargo and passengers, or neither.

These sixteen Boats have an aggregate tonnage of six thousand tons, and have cost more than \$500,000; and the expense of running them one season, will not fall short of an equal sum. The magnitude of this sum (one million of dollars) is a sufficient guarantee to the public, that the interest of the proprietors will lead to the utmost exertion to realize to the public all the benefits which they promise them.

These advantages to the community are—first and most important—*safety*, arising from the absence of a competition that led to racing, snagging, bursting-boilers, and running foul; certainty in the time of departure; uniformity of accommodation and charges of freight and passengers, regularity of arrival at the port of destination, from the boats not being overloaded, and from the aid which, in case of accident, a succeeding boat will afford to a preceding one in distress, by taking off cargo or passengers; and finally, the general good treatment that passengers may expect from officers selected out of the whole body of men engaged in navigating the Western waters.

The following Boats compose the Line, with their Masters and the Directors that represent them annexed:—

1. Mediterranean, Shrodes, Master, 600 tons.
2. Homer, Gay, " 500 "

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3. Uncle Sam	Hulbart,	"	409	"
4. Philadelphia,	Pennywit,	"	450	"
5. Belfast,	Jackson,	"	435	"
6. Henry Clay,	Hulton,	"	424	"
7. Baltic,	Baldwin,	"	407	"
8. Splendid,	James,	"	400	"
9. Mohican,	Birch,	"	374	"
10. Hibernia,	Shallcross,	"	356	"
11. Convoy,	Reeler,	"	356	"
12. Madison,	Carey,	"	346	"
13. Orleans,	Davis,	"	326	"
14. Louisiana,	Ryan,	"	309	"
15. Kentuckian,	Buckner,	"	285	"
16. Farmer,	Fullerton,	"	280	"

DIRECTORS.

J. D. Colmesnil, B. R. M'Ilvaine, H. H. Forsyth, A. G. Sloo, J. Beckwith, D. F. Reeder, P. Pennywit, G. M. Strader, S. Bell, T. B. Davis, G. Buchanan, T. K. Byrne, P. Anderson, J. B. Bland, L. James, W. Baird.

OFFICERS.

John D. Colmesnil, President.
Henry H. Forsyth, Secretary.
B. R. M'Ilvaine, William Baird, A. G. Sloo, Samuel Bell, John B. Bland, Business Committee.
Capt. C. M. Strader, Agent at Louisville.
Capt. Beckwith, Agent at New Orleans.
deel 4---delt-fult

The Daily Gate City.

SATURDAY MORNING, APRIL 27, 1833.

CASUAL OBSERVATIONS.

—We had a notice the other day of a novel craft called the Innovator, which was moored here for a day or so while on her way to the Illinois River Improvement. In the Davenport Democrat of the 24th we find the following notice of the success of the new boat:

Capt. W. H. Pierce has returned from his short trip with the Innovator, the new tow-boat with the Dowler wheel. The boat left here on Sunday evening of last week and lay at Keokuk, getting registered at the Custom House, until Tuesday evening when she started for the Illinois, arriving at the point where the dredges are stationed, twelve miles below Beardstown, on Thursday evening. On Friday she was placed on duty towing dredge boats, and continued until Saturday, when Capt. Pierce left. The dredges have to be towed three quarters of a mile singly, and the Innovator, despite a high wind which prevailed on Saturday, made seventeen tows, while the most the other tug was able to accomplish in a day was twelve. River men concede the success of the Dowler wheel, and pronounce it unapproached for work in shoal water.

The Valley Whig.

KEOKUK.

MONDAY MORNING, FEBRUARY 15, 1833.

Steamboat Explosion.

The steamer Col. Crossman, while on her way from New Orleans to St. Louis, was blown up and burned up at New Madrid, last Friday. There were some two hundred passengers on board, some fifteen or twenty of whom perished.

The Col. Crossman was about a year old, cost \$45,000, and was insured for \$25,000.

THE GREAT DUST HEAP CALLED HISTORY
P. A. BICKEL KEOKUK, IOWA

NATIONAL INTELLIGENCER.

WASHINGTON.

"Liberty and Union, now and forever, one and inseparable."

TUESDAY, MAY 3, 1859.

EXPLOSION AND BURNING OF THE STEAMER NICHOLAS.

Telegraphic reports have already informed our readers of the explosion of the boilers and burning of the steamer St. Nicholas, on the Mississippi river, at about 10 o'clock on the night of the 24th ultimo, near St. Francis Island, some seventy-five miles below Memphis.

She had on board, including her officers and crew, upwards of one hundred persons, of whom only forty escaped uninjured. Sixteen were scalded, most of them badly, amongst whom is Mr. B. B. Stuart, of Staunton, (Va.) and about forty were killed, burnt to death, or drowned, including six out of seven ladies, Capt. McMullen, the commander of the steamer, and Gideon J. Pillow, Jr., son of Gen. Pillow, of Tennessee. Terrible as was the loss of life, it would have been still greater but for the fortunate circumstance that the steamer Susquehanna was but a few miles below at the time of the explosion, and was soon alongside the wreck, rendering all the assistance that was possible in saving those who escaped injury and in rescuing the sufferers. She carried the wounded to Memphis.

At the time of the accident Capt. McMullen, Capt. Glime, the clerk, and Mr. Reid, the pilot, were on watch. Capt. McMullen fell below, and his leg was caught in some timbers; and, although efforts were made to extricate him, he was burnt to death, while his cries for help were distinctly heard by those around him. Mr. Gillman, the second clerk, was in his berth at the time of the accident, and when he awoke to consciousness was on his mattress, floating in the river, a hundred yards from the boat. He reached the shore without assistance. Though badly scalded, he has furnished an account of the afflictive calamity, from which we extract the leading particulars:

About two hours before the explosion I repaired to the office, and, pulling off my coat and vest, laid down on the bed for a nap previous to arriving at Helena. Being very tired I soon fell asleep. The explosion took myself and bed up bodily through the roof, dropping me at least one hundred feet from the boat on the Mississippi side. The transformation was complete; my position on the bed floating down the river was precisely as when I lay down to sleep in fancied security. My sudden removal was not attended by the slightest sense of pain, and the shock was not more than sufficient to bring me to consciousness. At first I supposed I was in the midst of a horrible dream, then that I had accidentally fallen into the river, as all was still as death on the boat. I called out loudly help! help! man overboard, but met with no response. In another moment the moans of the scalded and wailings of the women filled the air, and the utmost confusion prevailed. I retained my position on the bed, not knowing how frail my support might be. For half an hour I floated along reclining on the bed. I durst not even turn my head, and looked constantly in the direction the current swayed my bed. Sometimes I was witnessing the horrors attending the burning boat, then for some minutes would be facing the shore. In about fifteen minutes a second explosion occurred, and immediately after the boat seemed on fire in every part. Lying on my bed I heard the terrific cries of the women for help; could see them on the hurricane deck clinging together; saw them descend and jump in the river; could see them clinging together there; could see and hear them imploring for rescue; saw them sink and pass from life to death. The scene was most horrible, and I turned my eyes away unable to witness all the horrors. After floating for half an hour a great splashing

in the water attracted my attention. A lot of cattle, hearing a human voice, were swimming wildly toward me; they seemed to fairly jump, so eager were they to approach me. These cattle were blown from the wreck, and they seemed fastened together some way; among them were two or three bloated carcasses; and, as I saw them approach me, with their glistening eyes glaring demon-like at me, I thought all hope of safety was past. I uttered the most fervent prayer that ever escaped my lips, and awaited calmly my fate. Just as the cattle approached my bed, a step ladder came floating past, and with a stick I pulled it toward me. In the mean time the cattle tried to mount my bed and sunk it. With one hand I clung to the ladder and with the other drove the cattle away with the stick, when my bed arose and I once more took a seat upon it and so floated for an hour longer. In the mean time a boat with four men passed within a hundred yards of me, but refused to take me in. I also floated across the bows of the Susquehanna, which boat was lying to picking up the sufferers, but I could gain no notice from her. By this time I had floated down two miles below the mouth of the St. Francis river, when my cries for help were responded to from shore, and I was encouraged to hold out as long as possible. A skiff put out from the plantation, guided by my continual cries, and in about two hours from the time of the explosion I was picked up. On landing I found five others who had been rescued, one of whom was the watchman, who was dreadfully burnt. The others were cabin boys. In an hour the Susquehanna came along. The captain sent some of the crew for us, who carried us in chairs through a cotton patch on board the steamer, where our wounds were dressed. We arrived at Memphis Monday morning, where the whole city turned out and offered us assistance. My clothes were then cut from me, and, in common with the rest, was bathed in linseed oil, of which fortunately three barrels were on board as freight. The sufferers were lying about on the cabin floor, some of them in death agonies, others groaning and crying out with pain. It was a sickening sight. As I lay in my berth I saw three men expire before we arrived at Memphis.

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THE DAILY GATE CITY

SUNDAY, JULY 13 MOONLIGHT EXCURSION



NEW STEAMER
"CAPITOL"

Lv. Keokuk 8:15 P. M.

Rt. 11:30 P. M.

Tickets 75c

GET TOGETHER FOR A BIG TIME ON THE RIVER

—FEATURE ATTRACTIONS—

Sidney's "Firecrackers" 10-Piece Orchestra
Jungle Ball Room—Japanese Garden
Cool Breezes—Rest—Recreation

SATURDAY, JULY 12, 1930



LOUISIANA.—BURNING OF THE STEAMER "NEW LEE" OFF YUCATAN PLANT

THE LATEST MISSISSIPPI STEAMBOAT DISASTER.

THE steamer *Robert E. Lee*, known as the *New Lee*, was totally destroyed by fire at an early hour on the morning of September 30th, when off Yucatan Plantation, Louisiana, some thirty-five miles below

Vicksburg. The steamer, which was bound for New Orleans with some thirty passengers and a cargo of cotton, was the finest on the Mississippi. She was built from the machinery of the old *Robert E. Lee*, and, like her, was remarkable for great speed, power, model and beauty. The hull was 321 feet long, 33 feet floor, 48½ feet beam and 10 feet

hold, with 7 feet steerage and a faultless model. The guards were 20 feet wide, with huge hog chains to support the piles of cotton intended to be carried. She had nine boilers, 32 feet long, 42 inches in diameter and double flues, and an extra freight-hoisting and captain-working boiler. The main cabin was 205 feet long, with lofty ceiling, spacious halls and of magnificent appearance. She was



ATION, SEPTEMBER 30TH.—FROM A SKETCH BY A CORRESPONDING ARTIST.—SEE

built to carry a cargo of 1,800 tons, and 7,000 bales of cotton could be easily stowed on board. She had been laid up during the Summer months, and was just making her first trip of the business season. During retirement she had received a most thorough overhauling and repainting. She was valued at \$90,000. Her crew list numbered forty-four all told, officers and men, headed by a captain, en-

gineer and steward of the largest experience.

The fire is thought to have originated in the pantry-room, and so rapidly did it spread that in less than five minutes the whole steamer was enveloped in flame, cutting off entirely the escape of many of the passengers and crew. Over twenty lives in all were lost, and some of those who escaped sustained injuries more or less serious. The pilot of the boat,

John Stout, displayed a coolness and heroism of the highest order. The moment the alarm was given he headed the steamer for the shore, and then stood firmly at the wheel, although at times the pilot-house was completely surrounded by the hissing flames. Not until the boat had made the shore did he for one minute take his hand from the wheel. He made his escape by the hurricane roof, from there down the hog-chain to the lower deck, and from there went ashore. The casualties occurred among those having berths aft; some of them, however, were rescued after jumping overboard. Those

who succeeded in getting ashore were many of them half-clad, some hatless, others shoeless, and others still with scarcely enough clothing to cover their nakedness. The boat was burned to the water's edge and sunk at Yucatan Plantation, La., and a few charred timbers and an ugly bulk are all that is left of the magnificent floating palace and champion of the Western waters.

"One of the passengers broke off a twig, and thus reassured that they were near Burlington, and after waiting for the storm to pass, continued to land the passengers & never

SACRED TO THE MEMORY OF

JAMES JONES WEAVER

Steamboat Days Recalls River Incident

Burlington Hawk-Eye, Friday, June 7, 1968

By PHIL MCPARTLAND

Many people today will remember happy times aboard the Wisherd steamer G. W. Hill — but some of them, too, will remember with more than casual interest the excursion that turned into a nightmare near Montrose, in 1912, and another, even more terrifying, three years later.

Through the kindness of Mr. E. F. Hemmye of Burlington, the author was introduced by correspondence to Winfrey Gregory of Paris, Mo., a direct descendant of this steamer's builder. I here-with take the liberty of quoting Gregory's letter in part:

"The G. W. Hill was built at Howard Ship Yards in Jeffersonville, Ind., in 1909. She was operated for a couple of years between St. Louis and Calhoun County, Ill., and for part of one season the writer was third clerk on the boat. She was the sole property of my grandfather.

"Captain Hill died in 1911 and was buried in Hannibal, Mo. He kept his license as 'master and pilot of steam vessels' clear up until his death.

"Some of the heirs wanted 'out' so the G. W. Hill was sold to Walter Wisherd of Quincy, Ill., but my father, my sister and I kept our interest in the boat.

"She was rebuilt and became an excursion boat "playing" the towns from Hannibal up to and including LaCrosse, Wis., and Winona and St. Paul, Minn. I was on the G. W. Hill for one summer so became rather well acquainted with the upper Mississippi towns. I recall that among other brands 'Moehn's' beer was sold on the boat".

This boat, then, was named for Captain G. W. Hill, Gregory's maternal grandfather, who was born in the tidewater section of Virginia and later located at Alexandria, Mo., where he eventually owned

and operated a pork packing business. The letter goes on to say:

"A family by the name of Leyhe were residents of Warsaw, Ill., and the sons Henry and William started in the steamboat business and my grandfather became associated with them. Later on, the headquarters were moved to St. Louis and the enterprise was incorporated under the name of Eagle Packet Co., and for many years my grandfather was secretary-treasurer and also acted as agent at Alton, Ill."

This author remembers the first appearance of the G. W. Hill on the Burlington river-front, but unfortunately experienced no inclination whatever to mark the date either mentally or physically. What did impress me, however, was the Hill's calliope steaming out the then popular "Room 202", and some other equally popular ditty of the times, probably "Oh, You Beautiful Doll".

The general run of steamboat excursions were happy, joyous things that passed quietly into memory — but the unexpected adventure always calls for retelling.

Such an incident plagued the G. W. Hill as it returned from an all-day excursion with some 1,500 people aboard, in early July, 1912.

With the river at low-water stage, and the hour quite late in the afternoon, the Hill suddenly ground to a slow, shuddering standstill and stayed that way. The boat was near Montrose. Some idea of the bizarre development that followed has been pieced together from stories eventually brought back by participants.

The incident seemed at first to occasion no excitement among the excursionists and many showed a disposition to remain aboard. Shortly, however, the Black Hawk arrived

and started carrying people to shore to lighten the Hill in the hope that it might float free.

After three trips, the Black Hawk set to and tried to pull the bigger boat off, but only succeeded in breaking several cables plus the leg of the Black Hawk's mate. Commented Capt. Robert Dodds of the Black Hawk, "The Hill simply climbed up on the ledge and sat down there."

About this time the Dubuque steamed down the river, but apparently no signal was given her captain, and he made no effort to inquire about the situation of the G. W. Hill.

While all this was transpiring, day had given away to darkness, and the people on shore were getting most restless in what they later referred to as "that jungle".

About 3 o'clock in the morning a large number had struggled through the darkness to the "K-Line" tracks, where they flagged down the northbound passenger. Crowding the train to the guards, it was still impossible for all to get on. The rest went back to the river. When the train reached Montrose, the conductor demanded fares, and those who had none

There the group stayed until 6 in the morning when they were picked up by the US Government boat Henry Bosse and taken to Burlington.

Excursionists who had been struggling into Burlington by one means or another through the night, were more than a little aggravated, to put it mildly. "Outrageous to put those young girls off!" "Heck of a way to run a steamboat!" and numerous statements of similar import were given the press. Un-

doubtedly the ears of the Dubuque's captain burned all the way to St. Louis from castigations for not stopping to offer help.

The Hill was finally floated loose, a few days after which the Steamer Quincy proceeded to replace the Hill on the same ledge.

Again in July, 1915, the G. W. Hill's excursionists were given a life-time thrill, this time at night. Being caught in a violent storm, the Hill was forced to run for shelter at a spot on the Illinois shore opposite Sullivan Slough, south of Burlington. Capt. Walter Wisherd was in command, and related later that it was one of the fiercest storms he had ever encountered on the Mississippi. Adding to the confusion one of the generators failed in the middle of the storm plunging the boat into total darkness.

Here is part of an eye-witness account from a Mr. P. E. Walker.

"For over an hour we were in the center of the fiercest storm I ever experienced. For 20 minutes the steamer was without lights and lightning flashed all around us. Windows were shattered by the high wind and panic threatened to ensue.

"Women wept or screamed and several men lost their heads. Every one of us was scared, but the band continued to play in the darkness and some cooler heads . . . tried to calm the women by making them believe the steamer was grounded on an island.

"The big triple-decker steamer was whirled completely around by the wind on three occasions, and was forced fully a mile downstream by the wind and current before the captain was successful in running his craft into shallow water eight miles south of Burlington, tying up to a tree in a grove that had been submerged since creation of the Keokuk Dam.

Burlington.
ed somewhat from their fright
and after waiting for the
storm to pass, continued to

"One of the passengers reached out of a broken window in the darkness and broke off a twig. Thus reassured that they were near land the passengers never

River Queen Decision To Wait Lower Water

The fate of the steel hull of the sunken River Queen will be determined later this month when lower water comes, C. Larry Unland, St. Louis director of streets, said Sunday.

He explained that the 44-year-old steel hull would be brought onto the wharf area for inspection. The hull will then either be refloated or cut into pieces and sold for scrap.

An auction Saturday at the city's south side incinerator area with Mr. Unland serving as auctioneer brought in about \$780, he explained. The money will pay for a portion of the \$5000 demolition cost. The owners of the sunken River Queen

have offered to make up the difference.

Curio hunters who attended the auction paid from \$2 to \$285 for a pile of the River Queen's remains which they could rummage through in search of something of value.

A smokestack went for \$25 and a large spar for \$5. The 500-pound anchor brought \$160. A pile of metal parts sold for \$285.

Des Moines Sunday Register
April 21, 1968
Local Section

3-L

Turns Prow Up River for Final Trip

By David Eastman
(Register Staff Writer)

DAVENPORT, IA. — The Lone Star, the famous working steamboat of the upper Mississippi River, will make her last voyage today.

It will head out of Credit Island harbor in Davenport about 9 or 10 a.m. for the 30-mile trip to Le Claire, with arrival scheduled about 2 p.m.

It will be the last chance for photographers, sight-seers and steamboat buffs to see the 77-year-old coal-fired boat in motion, an ugly duckling spouting black smoke as its wooden hull slides through the water.

Dry Home

Le Claire, a town of less than 2,000 and a history steeped with steamboat lore, will be the new home, and sadly, the dry home, of the Lone Star.

While the chipped paint above the big paddle wheel reads "Steamer Lone Star — Davenport, Iowa," Le Claire residents probably saw as much of the boat as did Davenport residents.

Almost every day, the 112-foot boat would anchor in the middle of the Mississippi near Le Claire to do the work assigned

to her, filling barges with river sand.

It made its last working trip Aug. 31, 1967, a routine trip for the crew.

Same Crew

The same crew, pilot Glenn Johnson, engineer William Horlas, and firemen-deckhands Louis Chapman and Dick Schmidt, will take the Lone Star on her final voyage.

Don Hardy, president of the Le Claire Businessmen's Association, said work on lifting the boat out of the water will begin Monday.

The businessmen acquired the boat from its owners, Builders Sand and Gravel Co., after arrangements for Davenport to get the boat ran aground.

The process of raising the 192-ton Lone Star to the Le Claire levee may be difficult, but almost as difficult, Hardy said, will be raising the money to pay for the operation.

Behind Museum

The businessmen have underwritten acquisition costs and the estimated \$10,000 needed to get the boat on concrete piers on the levee, behind the Buffalo Bill Museum.

Hardy was not hesitant in asking for financial help, to be sent to the Lone Star Fund, Le Claire, Ia.

The boat will be turned over to the museum, and will give Le Claire a new tourist attraction in addition to being able to claim Buffalo Bill Cody as a native son.

Locks, Dams

Steamboats figured prominently in the town's early history. It was the home of many riverboat captains in the steam era, and the starting point for boats running the rough rapids below Le Claire, a task now made easier by the government locks and dams.

Hardy said Le Claire is the ideal place for the Lone Star, because Interstate 80 crosses the Mississippi River just a mile south of this village.

That fact alone is putting tourism in a prominent place in the community's economy, and the Lone Star will make it even more prominent, Hardy said.

The Lone Star won't be as glamorous as the showboats now tied up at Clinton and Keokuk. Even when she was working, the boat was on the grimy side, reflecting her dedication to work, rather than appearance.

But the engines and pumps, boilers and winches, will be there for the youngsters — and some of the oldsters — to see for many years.

And, the Lone Star will be there to remind boaters on the Mississippi, and travelers on the highway, that on the Mississippi, work is as important as play.

DAILY GATE CITY

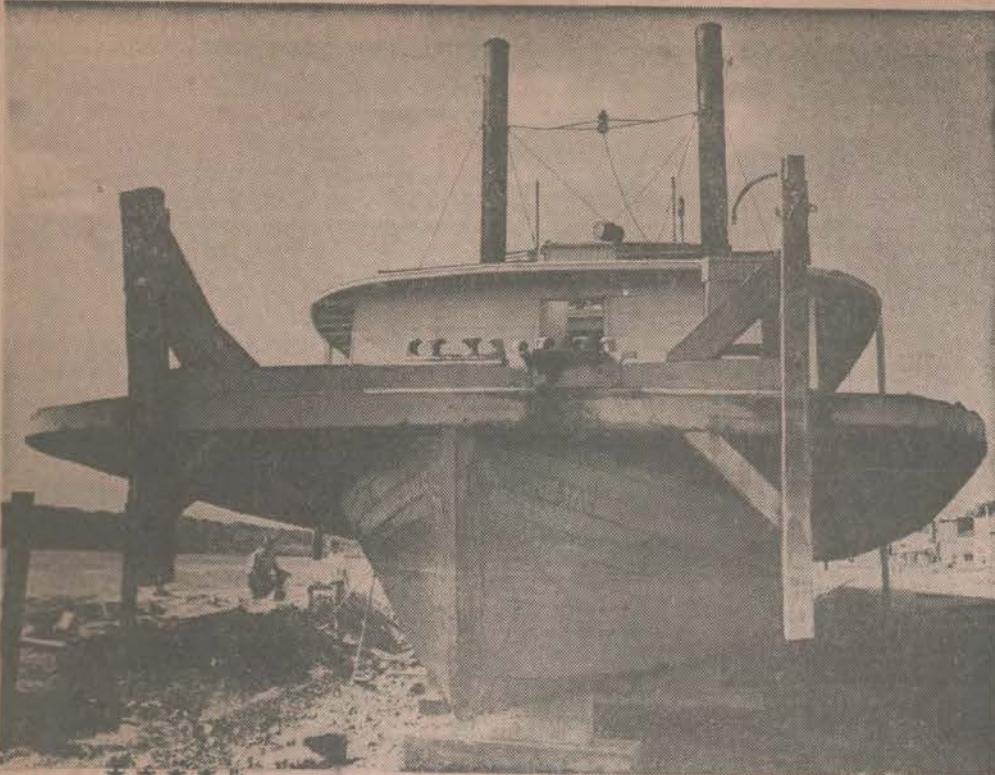
Claim Sun Set Fire To Pilot House On Boat

JULY 29, 1930

The steamer Bald Eagle which arrived here yesterday on its regular trip, has the prize hot weather story. Members of the crew pointed to the charred "gingerbread" on the pilothouse, claiming that the intense heat of the sun Sunday afternoon set it on fire. A hand extinguisher was used to put out the incipient blaze, which was noticed as the boat was between Louisiana and Hannibal.

Cinders were carried in the opposite direction by the breeze created by the boat as it ran, and in order to get the most water it was almost in mid-stream without any protection from the banks, so that the sun beat down on the pilot house without mercy, the glass of the house transforming the sun's rays into a brand which set fire to the rosin oozing from the wood.

Steamboats figured prominently in the town's early history. It was the home of many riverboat captains in the steam era, and the starting point for boats running the rough rapids below Le Claire, a task now made easier by the government locks and dams.



Des Moines Sunday Register
Third News Section
June 23, 1968

8-T

Steamboat for LeClaire

The last steamboat on the Mississippi River is berthed at its final port in LeClaire. The town plans to put a building with glass walls around the boat and combine it with a Buffalo Bill Museum. LeClaire is Buffalo Bill's hometown. Working on footings under the boat, at left, are Ellwyn Kroeger and Russell Borgman, both of LeClaire.

Thurs., June 13, 1968 St. Louis Globe-Democrat 13A



THE STEAMBOAT DELTA QUEEN

Docks Here June 21

Delta Queen to Get Red-Carpet Welcome

Two days of special entertainment have been planned for the 180 passengers of the steamboat Delta Queen when it docks opposite the Gateway Arch June 21 and 22.

SUNDAY REGISTER PHOTO BY LARRY NEIBERGALL

The Chamber of Commerce of Metropolitan St. Louis will be host at a gala welcome, with Edwin S. Jones, president, serving as master of ceremonies for the boat's arrival at 5 p.m. June 21. Other participating dignitaries will include U.S. Rep. Leonor K. Sullivan and Mayor Alfonso J. Cervantes.

Mr. Jones has invited the public to be on hand for the boat's arrival, when a brass band directed by C. Herbert Duncan and Robert Boedges of the Normandy School District will serenade passengers.

Volunteers from the Visitors Center will set up an information booth on board the boat and distribute packets of tourist information with prints of Fred Conaway's oil paintings of St. Louis landmarks.

The Chamber has arranged for tickets for the Municipal Opera's presentation of "Pajama Game" and the Cardinal baseball game. On Saturday passengers will be guests at a luncheon at the Falstaff Inn.

Greene Line Steamers, which operates the Delta Queen, last of the river passenger excursion boats, has indicated it is consid-

ering moving its home port from Cincinnati to St. Louis. The city has expressed interest in the move and presumably Mayor Cervantes will discuss the possibility with the line's officials next weekend.

ST. LOUIS POST-DISPATCH

4-J Sun., May 26, 1968

Steamer Firm May Make St. Louis Home

Green Line Steamers, which operates the river cruiser, Delta Queen, is considering making St. Louis its home port, William N. Muster, president of the firm, said yesterday.

The firm is moving from Cincinnati because of the construction of a sports stadium on the riverfront there.

Muster said the beginning of the season will be celebrated on the Delta Queen here June 21 and 22, with United States Representative Leonor K. Sullivan (Dem.), St. Louis, as guest of honor. The boat's schedule will be revised to provide more overnight cruises to Hannibal, St. Paul and New Orleans, he said.

ST. LOUIS POST-DISPATCH

June 27, 1968

3 Firms Sue For \$339,900 On River Queen

Suits seeking \$339,932 in damages from three insurance companies were filed in United States District Court here today by Mark Twain Enterprises. The firm said that it held policies on the River Queen, which sank on the riverfront last Dec. 2.

The suits contend that the companies have refused to reimburse Mark Twain Enterprises for damages covered in insurance policies issued on the River Queen. Named as defendants were Underwriters at Lloyd's of London, Westchester Fire Insurance Co. of New York, and Etna Insurance Co. of Connecticut.

A \$300,000 policy was carried with Lloyd's, the petitions said. The court was asked to require Lloyd's to pay Mark Twain Enterprises \$289,333 in damages and \$28,933 for "vexatious delay" of payment.

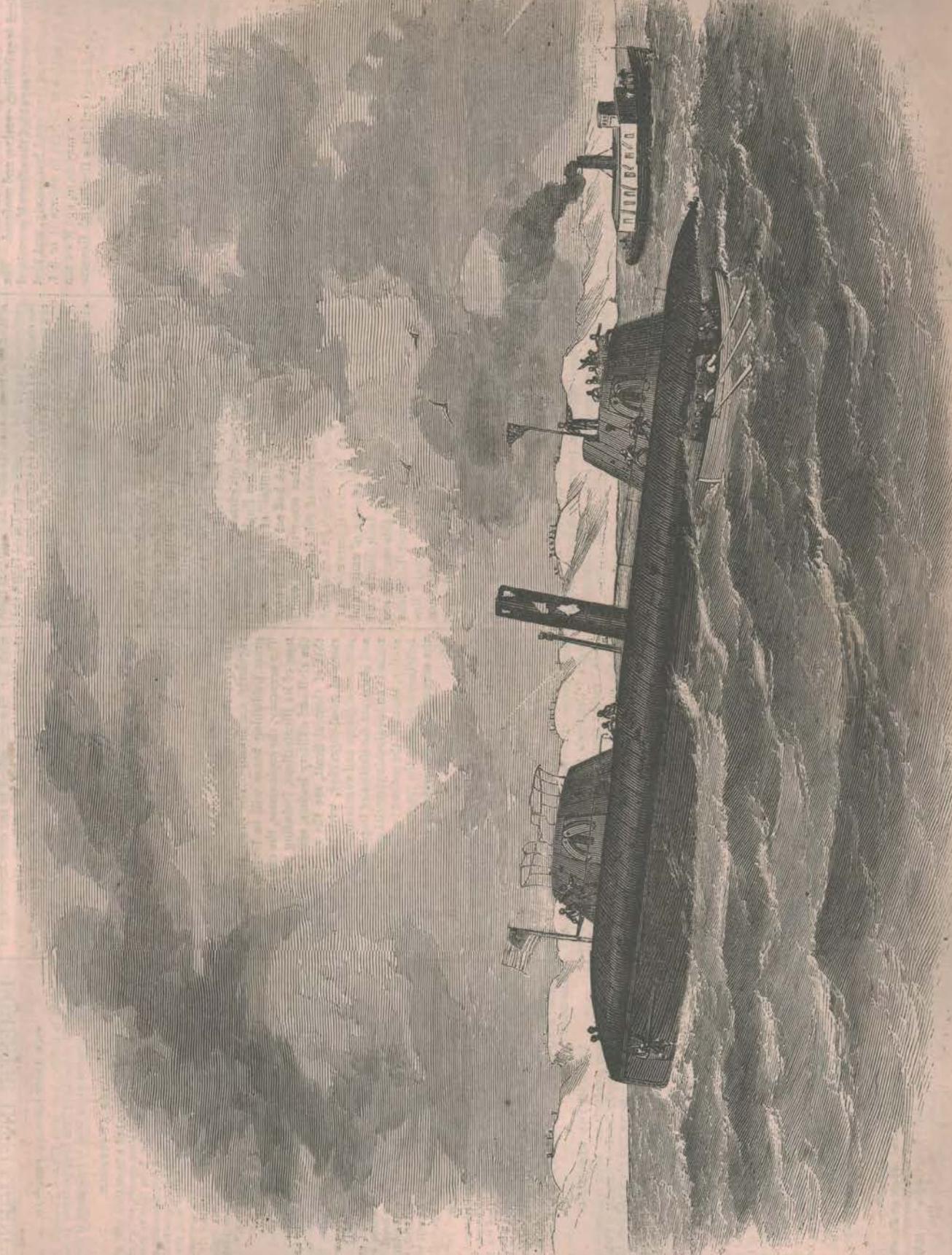
Damages of \$10,333 were sought from each of the other two firms.

"THE GREAT DUST STORM CALLED DUST BOWL"
X - BICKEL, XEOKUK, IOWA

HARPER'S WEEKLY.

SATURDAY, MAY 2, 1863.

"Scarcely any paper is doing so much for UNION and LIBERTY as *Harper's Weekly*."—*Boston Commonwealth*.



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THE IRON-CLAD "KLEOKUK" SINKING ON THE MORNING AFTER THE BATTLE, AT CHARLESTON, SOUTH CAROLINA.—[SEE PAGE 273.]

IRON-CLADS.

THE fight at Charleston is the third practical test of iron-clad vessels. The first was the *Merrimac* drama, which proved that iron-clad vessels could resist ordinary shot; that iron-clad vessels with bows could sink wooden vessels without suffering any serious injury; and that two iron-clad vessels might fight each other at close

quarters without inflicting much damage. The second was the bombardment of Fort M'Allister, which proved that iron-clads of the *Monitor* type can bombard a fort within easy range, and sustain a pretty heavy fire without fatal injury. The third experiment proves that these same vessels can stand the heaviest fire ever known in the history of artillery at a distance of from 300 to 750 yards without being disabled.

Of the seven Monitors which took part in the Charleston fight only two were injured to any extent. These two received blows on the turret which impeded its revolution. None of the hulls were perforated, nor did a ball go through any single turret. Not a man on board of any of them lost his life. Yet these vessels, carrying only fourteen guns, were exposed, at a distance of from 300 to 750 yards, for a period of over half an hour, to a fire of 300 heavy guns, mounted in casemate batteries and heavy earthworks, and served with precision and vigor. It is admitted on all sides that the fleet could have passed Fort Sumter had they been able to override the obstructions, consisting of stakes, nets, and other artificial barriers armed with torpedoes.

We have thus determined a most important fact in naval warfare, which is, that vessels can be constructed of iron, or with iron plating, which can run the gauntlet of any batteries in existence. This is progress, undoubtedly; but not enough has been done as yet.

While we have been building Monitors the rebels have not been idle. They have brought to perfection the science of defensive warfare, as applied to the defense of a port. The combination of piles, stakes, nets, cordage, and torpedoes, which blocked the entry of Charleston harbor on 7th April was without precedent, and, judging it by its effects, it was a perfect success. We may note the fact as one to be treasured up for use hereafter, in the event of war with Europe; but meanwhile the much more important and immediate duty devolves upon us of discovering a means of demolishing such submarine antagonists. It was understood, before the at-

tack on Charleston was made, that Captain Ericsson had invented a machine called a "devil," which was nothing more than a gigantic torpedo, borne on a submarine raft and fired by a submarine battery; and that this machine would quickly demolish any obstructions or torpedoes lying in the line of its fire. For some reason or other it does not appear that these "devils" were used at the attack on Charleston. Three of the four sent down to Port Royal are said to have been lost. The fourth was an inoffensive spectator of the conflict. It behooves the Navy Department to ascertain why the fourth "devil" was not called into play on 7th; and if the judgment which prevented its employment be shown to have been sound, it is incumbent on us to make such improvements in its structure as shall render it capable of performing the service for which it was intended. It is easier to blow up obstructions in a channel-way than to establish them.

The fate of the *Keokuk*; the injuries sustained by the *Ironsides*, though at a considerable distance from the rebel forts; and the deep indentations made by the Anglo-rebel shell and shot in the Monitor turrets, demonstrate clearly that an iron shield, to resist a fire of 8 or 10 inch rifled shot at close quarters, must be rather over than under ten inches of solid iron. This is far heavier plating than is worn by any iron-clad vessel afloat, except the Monitors. The French and English iron-clads, of the *Warrior* and *La Gloire* type, carry plates of from 4 to 5 inches in thickness. We presume that at a distance of 500 yards, every well-aimed rifled shot from our large guns would go through this plating as

easily as an old 12-pounder, fired from an old smooth-bore gun, penetrated the wooden sides of an old three-decker. Under these circumstances one can not but admire the simplicity of the Navy Department in equipping the *Roanoke* for sea, at a vast expense. This vessel carries 4½ inch plating, and her sides stand 8 feet out of water. Nothing could be better conceived for a target; and a vessel like the *Montauk* or *Passaic* would probably sink her in fifteen minutes without sustaining any injury.

The lessons taught by the three practical experiments of iron-clads which we have made are these:

1st. That in future naval combats no vessel should be entered that is not iron-clad.

2d. That to be of service the plating on the exposed portion of the vessel should be not less than ten inches thick.

3d. That however iron-plating may increase the defensive power of a vessel, it does not increase its aggressive power against forts, and that—Providence being always on the side of the heaviest artillery—we can not expect to succeed if we fight 300 guns with 14; but that we must increase the number of our guns, that is to say the number of our vessels, so that when next we fight we may fire as many tons of iron as the enemy.

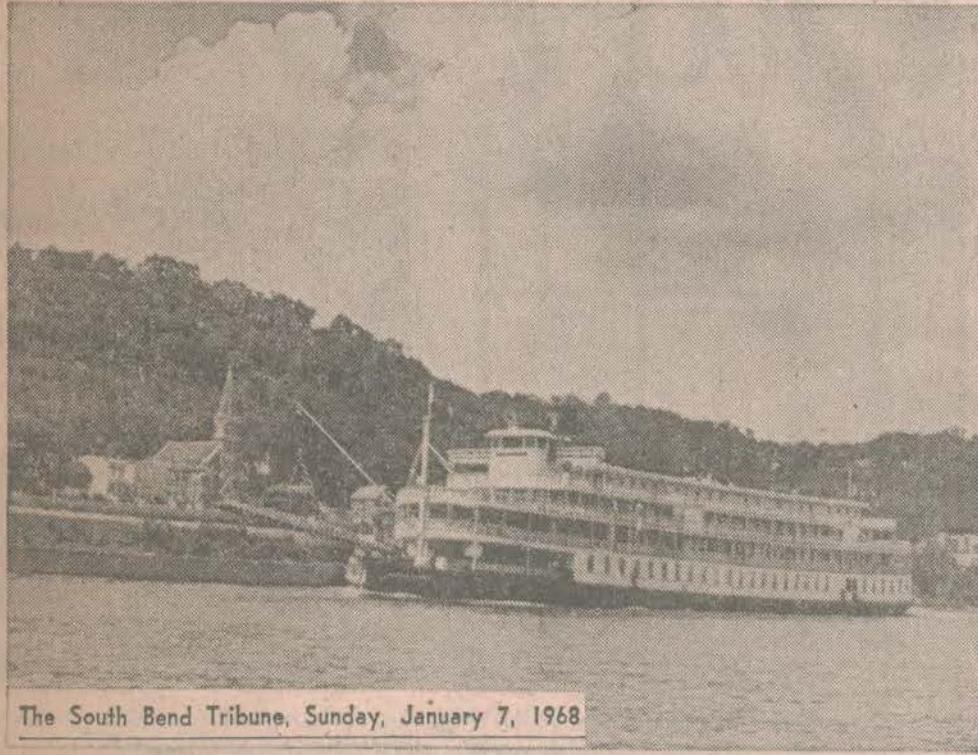
4th. That iron-clads are as helpless against submarine obstructions as wooden vessels, and that the explosive power of powder must be developed in some new machine, akin to Ericsson's "devils," to destroy or remove such obstructions.

of design," says William Muster, executive vice president of the line. "We expect final approval and plan to go for bids within 60 days. Hopefully the new boat can be built within 12 months after awarding the contract. However, it seems impossible to meet the deadline; and it looks as if we are going to be short of the 1969 February opening date and will desperately need an extension for the Queen by Congress."

"Actually, it is a shame that the last real steamboat has to disappear from America's inland rivers. Passengers will be missing the part of river cruise charm that cannot be replaced because our new boat can't be a steamer. It just isn't practical in this day and age."

"We hope that Congress will look favorably upon our need to obtain an extension on the life of the Delta Queen. Without this, passenger river travel in this country will be interrupted and the tradition will die with the Queen."

THE GREAT DUST HEAP CALLED JUSTIN
THE DICKIE KEOKUK, IOWA



The South Bend Tribune, Sunday, January 7, 1968

LAST OF THE RIVER QUEENS —The famed Delta Queen, last of the historic Mississippi River sternwheelers, may be scheduled for its final cruise season unless an act of

Congress gives it a reprieve. If not, its replacement will be a new and more modern type of boat, not a steamer.

Delta Queen May Run in Last Race

The Sternwheeler Delta Queen

will participate in the last steamboat race April 30 unless she is granted a reprieve by Congress to operate beyond Nov. 1, 1968. The river cruise steamer opens her 1968 season of 24 cruises on Feb. 17 when she leaves the port of Cincinnati

bound for Mardi Gras in New Orleans.

The 90th Congress cleared the way for her replacement by improving the federal mortgage rate, thereby making possible financing and construction of a new riverboat.

"We are now in the last stages

The RIVER QUEEN anchored at Hannibal, Mo. 1964
used as a restaurant and museum.

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ST. LOUIS POST-DISPATCH

SATURDAY, DECEMBER 2, 1967

By Renyold Ferguson, a Post-Dispatch Photographer

River Queen Sinking on St. Louis Riverfront

The River Queen at its mooring on the St. Louis riverfront today. In the background is the Veterans bridge.

A crew of workmen and several employees who were aboard the boat reached shore. Among the employees were Ron Schroeder, restaurant manager; John Woods, a bandleader, and Woods's wife, who is Schroeder's secretary. There were no customers aboard.

Noises at 3 A.M.

Schroeder told police he first noticed the boat listing about 3 a.m. when he and the Woodses began hearing dishes crashing to the floor in the restaurant kitchen. He said persons aboard were accustomed to some movement of the craft most of the time from waves kicked up by passing boats, and this motion might have disguised the sinking when it began.

Schroeder and the Woodses ran over the gangplank to the levee, where they telephoned police and the owners of the boat. Firemen who were summoned cut off electric power and gas to guard against fire.

ALL ON IT SAFE AS RIVER QUEEN SPRINGS LEAK

Police and Firemen Called to Boat Used as Restaurant

The River Queen, 44-year-old stern wheel packet operated as a floating restaurant here, began sinking early today at its riverfront mooring just north of Eads bridge.

By dawn, its stern appeared to be resting on the sloping river bottom, giving the abandoned craft a sharp list to port.

Within three hours, the craft had sunk so that the water was at the level of the second deck ceiling at the stern, inundating part of the second deck restaurant and a bar and gift shop on the main deck.

Owners Wait in Auto

The owners, John C. Groffel of St. Louis and Arthur Krato of Hannibal, who were summoned by Schroeder sat in an automobile on the levee in a heavy, steady rain for several hours, watching the darkened, fog-shrouded boat settle at its mooring.

Groffel said he was unable to explain what happened, and would know nothing until a diver was sent down to determine the location and extent of the damage. The watertight compartments in the forward part of the steel-hulled craft appeared to be keeping the bow from sinking, he said.

As with all large craft, there always was a certain amount of

leakage in the hull, Groffel said, but small pumps aboard had been adequate to handle it.

He was unable to estimate the amount of damage.

Four heavy cables were holding the craft to its levee moorings. Charles Roper, a diver and manager of the salvage operation, said he hoped to attach additional cables to keep the boat from capsizing or sliding down the mud incline into deeper water. At one point, he said, the water level on the stern went up four inches in 20 minutes.

The River Queen, one of the last of the Texas deck stern wheelers, was built in 1923 at Jeffersonville, Ind., for the old Eagle Packet Co. Christened the Cape Girardeau, it served for many years between St. Louis and Cape Girardeau.

In 1935, it was sold to the Greene Line, and was renamed the Gordon C. Greene. It was decommissioned in 1951, and

THE GREAT DUST HEAP CALLED HISTORY
R. J. BICKEL KEOKUK IOWA

THE GATE CITY.

WEDNESDAY MORNING, APR. 6, 1870

Lynch, the notorious ruffian who figured so conspicuously in the steamer Dubuque riot last summer, passed up on the Minneapolis yesterday, en route for Rock Island. We understand he has confessed his guilt and will waive examination. He was firmly secured in irons.

The Gate City.

WEDNESDAY, APRIL 13, 1870.

Lynch, the rioter, was landed in Rock Island on Sunday last by the officers having him in charge. The Davenport *Gazette*, in speaking of his arrest and incarceration, says: "Every precaution had been taken to prevent a violent demonstration, should any be meditated, and as soon as the boat approached sufficiently near the shore a plank was run out, the prisoner hurried off and into an omnibus, and in the twinkling of an eye was safely lodged in jail where he now is pending trial. A large concourse of people was present on the arrival of the boat, but no violence was offered."

We understand that a traveling agent was instrumental in the capture of Lynch. This gentleman was on the Dubuque at the time of the riot, and the features of Lynch were impressed upon his memory. Having occasion to travel in Arkansas, he there encountered the rioter and recognized him. Induced by the offered reward, he had him arrested and notified the Rock Island authorities, and the consequence is the riotous individual is now safely ensconced in Rock Island jail.

Two or three different stories have been circulated in relation to the manner in which Lynch, the notorious rioter, was detected and captured. The most authentic and plausible one that has yet come to our knowledge is that he, after having made several unsuccessful attempts to find a place where he could feel some sense of security from arrest, went to Omaha. On his arrival there he met some one who knew him, so he went to St. Louis. There, also, did he find persons who could identify him, and fearing capture, once more went on a steamer, bound for Memphis, and once more the fates were against him, for immediately on his arrival there, he saw several men whom he knew. Resolved to make one more effort, he departed for Arkansas, and finally rested from his wanderings at Clarendon, on the White River, 170 miles from its mouth. According to his own account, in all these journeyings, he was tormented with the demon of fear. Every man who came near him assumed the shape of the agents of justice, and the officers of the

law, he had so fearfully transgressed. Like the Wandering Jew, he was ever haunted by this nameless fear, and the spectres that follow a guilty conscience.

At Clarendon he engaged to work for a man named J. H. Wilcoxen. Mr. W. owned a saw mill and gave Lynch employment as wood chopper. He worked hard and gave satisfaction. But even in his fancied security he wove the web that snared him. Also in the employ of Mr. Wilcoxen was a man named Bennett. This person was an old raftsmen, had worked many years on the river and was considered to be a very hard case. He knew Lynch and the murderer recognized his old comrade. Bennett had made arrangements to be married in a short time when Lynch came. One day they fell out, quarreled and nearly came to blows. Lynch remarking that he "would spoil his little game," informed the intended Mrs. B. that her lover had one wife already living up north. This very suddenly put an end to the festive preparations. Stung to the soul at being foiled, Bennett quietly drew Wilcoxen one side and told him that Lynch was the Lynch for whom \$500 reward was offered. Mr. Wilcoxen immediately telegraphed the authorities in Rock Island to know whether the offered reward still held good. He was answered "Yes, arrest him and hold for us." Thus through his own vengeful passion was the cunning ringleader captured. He was arrested, thrown into jail, there to await the arrival of officers from Rock Island.

The Gate City.

WEDNESDAY MORNING, MAY 18, 1870.

THERE came into this port, yesterday, a beautiful boat, bran new off the stocks, bright as a moss rose and pretty as a picture. It was the handsome steamer "Rock Island" just brought around by Captain Campbell, and to run in the trade between Keokuk and Davenport.

The boat was built at Madison, Indiana, and shows how go-ahead Americans dispatch enterprises. The keel was laid March 24th and in precisely 34½ working days the boat was finished and ready to go to Cincinnati to be finished. The hull and cabins were built by J. R. Stewart & Co., of Madison. Coble Stribling & Co., of the same place, put in the engine; W. R. Stanley, the gas fittings and fixtures; painting by John Dorrough, of Jeffersonville, Indiana. Thomas B. Boler, of Fort Madison, put up the engines and machinery. The furniture was got at Cincinnati.

The boat is a side-wheeler and much larger than the Keokuk whose place it takes. Its length is 200 feet; beam, 33 feet. Five feet of hold. The diameter of the wheel is twenty-five feet, with eleven feet buckets. There are three boilers, each

twenty six feet long and forty inches in diameter. Four flues with side scams, drilled and double-ribbed. The cylinders are twenty inches in diameter with six feet of stroke.

The Rock Island is most carefully and substantially built, and elegantly finished. The greatest care and most experienced skilled workmanship are noticeable everywhere about it. Its appointments are superb. The cabins are ample and handsome, the finishing chaste and neat, making the inside appearance tasty and attractive. It is well furnitured, and is altogether a beautiful craft.

It will be commanded by our long time friend, Capt. J. W. Campbell, than whom there is no more genial, pleasant gentleman, or deservedly popular steamboat Master anywhere on the Father of Waters, from its source to the Gulf.

Mather will be in the office. Mather, whom everybody that knows likes. Who is a gentleman everywhere and under all circumstances, and a driving careful business man beside—he is in the office, and that's enough. The traveling public that knows its "biz" will stay "over" a week in order to get to travel with Campbell and Mather.

We regret that Capt. Campbell is quite sick with a bilious attack. He has been for some days, but is now getting rapidly better under the best and most helpful care in the world—that of a good wife. We hope for his speedy recovery.

He takes the boat on to Rock Island this evening, and Tuesday puts it in the line. After that it will leave here on regular trips, Mondays, Wednesdays and Fridays; and will be a favorite with shippers and migrative people so long as Campbell and Mather run it.

DAILY GATE CITY.

THURSDAY MORNING, AUGUST 27, 1874.

ITEMS IN BRIEF.

—Friday morning some parties chloroformed and robbed five men while asleep in their state-rooms, on the steamer Belle of LaCrosse. The boat was coming down stream, and a short distance above Dubuque the victims awakened from the stupor in which they had been placed by the anesthetic, and told their story.

KEOKUK CONSTITUTION.

KEOKUK, MONDAY, JULY 7, 1874.

UNDER THE WAVES.

A FALL FROM THE EXCURSION BOAT CRICKET.

Which Results in the Drowning of Henry Noetzli, a Young Resident of Keokuk, Yesterday.

Yesterday morning a gay and happy crowd left our wharf on the Cricket and barge for an excursion to Quincy. Early this morning a sorrowful party returned, with one missing. That one was a young man named Henry Noetzli, who resided on Bank, between 15th and 16th.

When the excursion party started for Keokuk last evening, Mr. Noetzli went on board the barge taking a seat near the forward end. When at a point about three miles north of Quincy he got astride the railing which surrounds the barge and, laughing and talking with those near him, took his stand on the narrow rail which forms the side of the barge. Here he stood for a few moments, when, seeming to lose his balance, he pitched head foremost into the water, right before the eyes of his sister. The boat shot rapidly past him, everybody seemingly losing their presence of mind. The alarm was raised at last and the boat immediately stopped and backed down to the spot. In the meantime several men had endeavored to launch a skiff, but this becoming about half filled with water was of no service. Chet Durfee who was standing on the hurricane deck, took in the situation at a glance, and shedding his coat made a flying leap into the water, and struck out after the drowning man, who had by that time floated far below the boat. Noetzli was making a heroic struggle for life, and endeavoring to reach him Durfee swam quickly towards the struggling man. When about fifteen yards from him, Noetzli threw up his hands and disappeared. In the meantime, a skiff had been successfully launched and manned, and Durfee was picked up and taken into the skiff.

Search was then begun for the body, but it was unsuccessful and the boat returned to the steamer, the party coming on to this city. The two sisters of Mr. Noetzli were on board and were nearly frantic with grief, receiving the deepest sympathy of everybody on the boat in their sudden bereavement. In an instant the scene, which but a moment before had been so gay, was changed to one of sorrow and bereavement, for Mr. Noetzli was well known and universally liked among his acquaintances. He was a young man of about twenty years of age, and a moulder by trade. He has worked for a long time at the Comstock foundry, and in his work was always thorough, excellent and steady. His habits were always temperate, and he has the reputation of a quiet, steady, hard-working young man.

A rumor was extant upon the streets this morning to the effect that the body had been recovered, but nothing definite can be ascertained relative to the matter.

The officers of the boat did everything in their power to save the drowning man, and three or four minutes after the alarm, had stopped their boat, were back on the spot, and had the steamer under full control. Great praise is due Mr. Durfee also for his heroic endeavors to save him, and all who speak of his action commend him in the highest terms.

KEOKUK CONSTITUTION.

KEOKUK, FRIDAY, NOVEMBER 28.

FINALLY RECOVERED.

THE BODY FOUND ON AN ISLAND NEAR QUINCY PROVES TO BE THAT OF HENRY NOETZLI.

The Remains Brought Home Last Night — The Funeral Set for Sunday Afternoon at 2 o'clock.

A Contest in Regard to the Reward Offered.

Last Tuesday we gave an account of the finding of a body on an island three miles above Quincy, supposed to be that of Henry Noetzli, who was drowned on the 6th day of July last. It has turned out that the conjecture was true and the body was brought to Keokuk last night, and will be buried next Sunday afternoon at 2 o'clock. Yesterday morning Henry Noetzli and Miss Sophia Noetzli, father and sister of the deceased, went down to Quincy to investigate the matter. They were accompanied by Coroner Waltman, of La Grange. An examination of the watch, shirt studs and clothing, satisfied the relatives that the body was unquestionably that of Henry Noetzli, and the remains were surrendered to them at once.

A peculiar controversy has arisen in regard to the reward offered for the discovery of the body, and claimed by John Campbell, a moulder in Bonnell & Duffey's foundry, and a Mr. Wachenheimer, a butcher, both of Quincy. The reward amounts to fifty dollars, twenty-five by the father of the deceased and twenty-five by the order of Druids, to which he belonged. Mr. Campbell gave the family the first notice, and claims that he discovered the body last Sunday afternoon and reported early Monday morning to the justice of the peace in West Quincy, and telegraphed to the relatives here the same day.

The Quincy Herald inclines to the belief that Campbell was ahead of Wachenheimer in the find, and says: "Mr. Campbell informed the reporter last night that he found the body on Sunday, and early Monday morning went to West Quincy and informed the Justice there. The Justice stated that the body was outside of his jurisdiction and that Justice Waltman, of LaGrange, was the party to notify. That officer was written to Monday forenoon, but no answer was received. A dispatch and letter were forwarded to Mr. Noetzli, of Keokuk, who answered by telegraph, requesting Mr. Campbell to take charge of the body and stating that he would be in LaGrange yesterday. The dispatch was received Tuesday evening."

Wachenheimer declares, however, that he found the body first and that Campbell overheard a conversation that he (Wachenheimer) had with some parties in Quincy, and thus got his information. When the relatives got there Wachenheimer had already taken possession of the watch found on the body. He claimed the reward.

and told Miss Noetzli he would keep the remains until the reward was paid. He was dissuaded from that determination, as we are informed, by Mr. Campbell, who told him that if he made any trouble that he would get himself into trouble about the watch. Miss Noetzli describes Wachenheimer's conduct as being very coarse and offensive. Miss Noetzli says Wachenheimer told her that he did not find the body till between 2 and 3 o'clock Monday afternoon. She expresses the opinion that Mr. Campbell is entitled to the reward. The reward will be withheld until this peculiar controversy is settled.

Miss Noetzli showed the CONSTITUTION reporter the watch and studs taken from the body. They are very much injured by long exposure. Young Naetzli had three studs of a peculiar pattern, two of which he wore at the time of his death, the other being left at home. Thus the work of comparison and identification on that point was easy.

We understand that the moulders of this city will attend the funeral in a body.

THE GATE CITY:

WEDNESDAY MORNING, JULY 9, '79.

CITY NEWS.

—We are requested by the friends of Henry Noetzli, who was drowned on Sunday, to state that his sister did not push him nor did he say this was his last night for enjoyment, as was reported. What he did say was that it was the last excursion he intended going on this summer. His friends attribute the disaster solely to an unfortunate misstep on his part. He was a moulder at the Comstock Stove Works, instead of the Buckeye Foundry.

The Daily Gate City.

SATURDAY MORNING, JUNE 8, 1871.

SECOND ANNUAL PIC-NIC Machinist & Blacksmith's Union, NO. 2 OF IOWA.

THOSE wishing a good time can find the same at this Pic-nic, to be held Wednesday, June 7th. Steamer Cricket leaves wharf at 8½ o'clock a.m. for grove near Nauvoo. Tickets 50 cents; Children under 10 years, free. Jane 2-1w

The Daily Gate City.

TUESDAY MORNING, FEBRUARY 15, 1872.

Telegraphic Items.

—The steamer Nashville, lying at the Cincinnati wharf, and having just finished loading for New Orleans, was cut into by the ice Tuesday night and sunk in twelve feet of water, and will probably be a total loss. She had 440 tons of freight, valued at about \$175,000; insured for \$150,000. The boat was valued at \$30,000; insured for \$19,000.

26 "
5 "
10 "
15 "
10 "
20 "
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Des Moines Sunday Register
Jan. 7, 1968

REGISTER PHOTO BY WILLIAM DABY

Breaking Trail on the Mississippi

Beneath the cold, thin light of a winter sun the steel-hulled towboat Peoria drives a barge through the ice of the Mississippi River just north of the

Burlington lock. By the end of the week the Peoria had completed its trip to Clinton through ice nearly a foot thick and in temperatures mostly below zero.

WINTER TRIP UP MISSISSIPPI

By David Eastman
(Register Staff Writer)

DAVENPORT, Ia. — Until last week, year-around navigation on the Mississippi River was mostly talk — of icebreakers, new locks and water-warming devices.

Last week, the towboat Peoria battled through ice nearly a foot thick in temperatures mostly below zero.

The 3,200-horsepower steel-hulled boat, towing 5,000 tons of coal in four barges, showed that winter navigation is physically possible. It will be up to the boat owners, Mississippi Valley Barge Lines of St. Louis, Mo., to determine whether it is economically feasible.

Until the Peoria's trip from St. Louis to the Interstate Power Co. pier in Clinton, the shipping season on the upper Mississippi was generally from Mar. 15 to Dec. 15.

It varied a few days depending on the weather. An upstream trip in January had been considered sheer lunacy.

Capt. Ivan Sullivan of the Peoria told The Register that it was not the ice, but the blistering cold weather, down to 20 below, that gave the Peoria most of its problems.

"I'm rather surprised," Captain Sullivan said. "The ice is not as heavy as I expected at this time of year, particularly with the weather you've been having."

"The ice is a problem in steering," he said. "Normally, to make a turn, you just shove the rudders over and the boat swings the whole tow. Now we sometimes have to back up and take the corners twice to make it around."

Sullivan added, "I think we're doing pretty good. We figured on a lot heavier ice and a lot slower progress. It's really about the same as the Illinois River, except for around the bends."

Ice Jam Role

Sullivan and the Peoria are no strangers to battering through Mississippi ice. They tried to break up an ice jam downstream from Credit Island here in February, 1966.

Ice Hampers Opening Lock Gates

The Peoria's pilot, Leo Murphy of Hillsboro, Ill., also was involved in the Credit Island ice jam, as a pilot on the Peoria's sister boat, the A. M. Thompson.

"It isn't the ice that bothers me," Murphy said as he guided the Peoria closer to her barges as the tow went through Lock 15 here. "I've fought ice on the Illinois for 30 years. It's the cold weather that I can't stand."

There's a difference in the piloting technique in the winter, he said. Normally, towboats come up the Mississippi River with 15 barges out in front, five long and three wide.

The Peoria and her four barges looked more like a snake as they cut the Mississippi ice, the roar of the diesels accompanying the sharp cracks of the breaking ice. One barge was out in front, then the Peoria, then the three barges trailing, pulled by a single rope, not snugged up tight as in the summer.

"We do it this way on the Illinois River all the time," Murphy said. "But there you've got the traffic, and the tows are almost lined up one behind another."

Traffic Load

Increased traffic apparently is the key to year-around navigation. Captain Sullivan said:

"I think this definitely proves the river can be used year around. When our competitors see that it can be done, other boats will probably follow us."

One, in fact, was following. The towboat Kay was expected to reach Linwood, just downstream from here, late Saturday or early today to take loaded grain barges downstream.

Capt. L. J. Sullivan, vice-president for operations for Mississippi Valley Barge Lines, told The Register that the Peoria's northward venture "probably looks a little stupid right now with this sub-zero temperature."

But, he added, "There are going to be more and more tows coming up in the winter, at least as far as Clinton, maybe even up to Dubuque."

Year-around navigation in normal winter weather depends a lot on traffic to keep the channel open. Traffic depends on demand from the industries.

As industry grows along the river, demand grows.

The company vice-president added that some large industries, especially power plants, contribute to keeping the river open by discharging warm water from the plants.

The venture up the river has to be considered more than a stupid stunt. Mississippi Valley Barge Lines, known on the river as the Valley Lines, is one of the largest operators on the inland waterways, with 18 tow-boats and 650 barges carrying the company's "MV" on their hulls. Company officials say they are in business to make money, and plowing through the ice on the Mississippi might bring in more profits.

Many Benefits

All of Eastern Iowa stands to benefit from the experiment if it proves successful and economically feasible.

William T. Diviney, director of the Quad-Cities development group, said there are several areas of potential industrial growth which would be favorably affected by 12-month navigation.

"The chemical industry, for instance, needs to obtain raw materials from the South, and they can't stockpile all they need for the three months the river is closed," Diviney said.

"We have dealt with a couple of companies which located south of us simply because they wanted 12-month navigation," he said.

"Jones and Laughlin Steel Co. located almost directly east of us, at Hennepin, Ill., where there is year-around services on the Illinois River."

He said Iowa and Illinois farmers would benefit greatly from a long season on the river, particularly in years like 1967, when much of the corn was not harvested until late in the year.

Locks a Problem

Robert Clevenstine, director of operations for the U.S. Army Corps of Engineers, which maintains the locks and dams that allow river traffic, said the lock facilities themselves are the chief block to winter shipping.

"These gates on the upper side were designed when most of the traffic was pushed by

paddlewheel boats, and none of those operated in the ice," he said.

The main problem is that the upper gates of the locks must open, in French door fashion, against the ice pushing down the river. Ice also collects on the gates, making it impossible to open all the way, he said.

He said sliding gates which did not have to move against the water and ice might be the answer to the winter lock problem.

The Peoria encountered little difficulty in the locks, although the stringing out of the tow meant some extra maneuvering getting in and out.

To observers on the shore, the Peoria with its tow was a strange site indeed. Thick coatings of ice, here and there chipped away to reveal the barges' red hulls, clung to the 200-foot metal monsters.

Deckhands shivered with frozen lines on slippery decks to get the Peoria into the lock, occasionally warming up by sticking a gloved hand or a shoe over a can flaming with diesel fuel.

It was 4 above zero as a deckhand pulled in a stiff rope from the edge of Lock 15 Friday morning.

"How do you like it here?" shouted down a shivering observer. "It's a lot better than the Illinois River," the hooded deckhand shouted back. "It was 22 below over there."

THE GREAT DUST STORM CALLED THE "DUST BOWL"
R. J. BICKEL KEOKUK, IOWA

THE GATE CITY:

WEDNESDAY MORNING, AUGUST 2.
1897

THE RIVER.

Cincinnati Commercial: Capt. Fogel's new upper Mississippi raft-towing steamer, D. C. Fogel, named after his brother, left for St. Louis last evening, after making a trip up the river eight miles with several of the press representatives, and Captain Sam Coffin, Sick Gwydir and other gentlemen on board. She performs highly satisfactory, and is elegantly furnished in every particular, her cabin being exceedingly neat. She departed on the nineteenth day after her building contract was signed. The hull is 120 feet long, 22 feet beam with 3½ feet depth of hold. She has one boiler 48 inches in diameter and 26 feet long, containing five eight-inch flues, and makes steam freely. She trims on 22 inches of water with 106 bushels of coal on board. Her cylinders are 10½ inches in diameter with 5 feet stroke. She was built by the Covington Marine Ways, the boiler by Dumont, and machinery at Keokuk. Capt. W. B. Clouser makes the trip to the upper Mississippi, the guest of Capt. Fogel.

Constitution-Democrat.

—Since the death of Captain Joseph Lubarge, who died a few days ago at the age of eighty-three, Capt. Strother Wylie claims the honor of being the oldest river man in St. Louis. He is eighty-two years old and hale and hearty. Capt. Peter Conrad is a close second in the matter of age, he being eighty years old. Captain Conrad was the owner of the steamer Saluda, whose boilers blew up at Lexington, Mo., in 1852, in which disaster 124 persons, mostly immigrants, lost their lives. Captain Conrad was blown ashore, landing in a delapidated warehouse. He was picked up for dead and lay thirty-two days unconscious, when a depression of the skull was righted by a surgical operation and he regained consciousness. He is in the enjoyment of the best of health and shows no evidence of the injuries received in the disaster.

19 Apr. 1899

The Gate City.

MAY 20, 1897.

The Standard Rock.

Nauvoo Rustler: Mechanic rock, near Montrose, has been the standard mark for pilots from the time the first steamboat came up the river. In low water it extends for four feet above the surface, but in high water is of course invisible. The steamer Mechanic struck this rock and foundered there in 1837—hence the name. The steamer Illinois, carrying soldiers up the river to Fort Snelling, collided with the same rock in 1841 and was wrecked there.

The Gate City.

SEPTEMBER 23, 1891.
Entered in Keokuk Postoffice as Second-Class Matter.

CITY NEWS.

Globe-Democrat: Capt. Lem Hill, of the steamer City of Savannah, died suddenly about 6 o'clock Saturday night, from the effects of blood poisoning, superinduced by an attack of Bright's disease. The deceased was well known, and had been on the river for the past twenty-eight years. He had the esteem and confidence of his employer, the St. Louis and Tennessee River Packet company, and his death will be a serious loss to them. He was stricken Friday night and was taken to St. Vincent asylum, where blood poisoning set in. He was a widower and leaves no children. His sister, Mrs. Wilson, of Carthage, Ill., arrived yesterday, and will take the remains to Carthage for burial.

The Gate City.

SEPTEMBER 9, 1894.

Entered in Keokuk Postoffice as Second-Class Matter.

CITY NEWS.

The United States dredge Phoenix has been at work on the remnants of the steamer S. S. Merrill, burned at the levee just twenty-two years ago the 18th of this month. The removal of the remaining portions of the hull is slow work, and it has been determined to use dynamite in dislodging and breaking it up. By the way, it was surprising to observe the great variation in opinion in fixing the time of the fire, some placing it sixteen years ago and others twenty-four years ago. An appeal was made to the Bulletin's files which fixed the day, date and year as Wednesday, Sept. 18, 1872.—Warsaw Bulletin.

KEOKUK CONSTITUTION

KEOKUK, FRIDAY, APRIL 22, 1881

River Ripples.

Says the La Crosse Chronicle: Yesterday the several times postponed sheriff's sale of machinery, steamboats and barges, belonging to the Keokuk Northern Line took place at the boat yard of the company in the Fifth ward. Promptly at eleven o'clock Sheriff Buttles appeared on the scene and a little knot of interested parties gathered on the upper side of Mr. Davidson's new mill. Before the sale commenced, Senator Wing, attorney in the interest of Charles Green, of St. Louis, assignee, who claims the property by virtue of an assignment made January

15, 1881, appeared and forbade the sale, which went on notwithstanding. The bid was languid and formal, owing in a great measure, no doubt, to the uncertainty of the purchaser being able to maintain possession. Of course if the assignee comes out of the legal complications in which the property is involved, as as the victor, he will simply replevin the boats from the purchaser, and go right along with his business, as if no such formality as the sale of the property by the sheriff had intervened. This little fact will be quite sufficient to account for the absence of bidders not already interested. The Davidsons bid in everything and the following are the prices paid:

STEAMERS.

Addie Johnson.....	\$220
Machinery of G. H. Wilson.....	220
Muscating.....	225
Phil Sheridan.....	300
Charlie Cheever.....	140
Alex Mitchell.....	125

BARGES.

Romeo.....	35
Lake Pepin.....	20
Red Wing.....	30
Wabasha.....	20
Illinois.....	6
James Hill.....	18
Lake City.....	40
Tom Cutting.....	12
Fayorate.....	11

The Mitchell was sold subject to a mortgage of \$10,000, but we are unable to ascertain who is the holder of the indenture, or what it was given for.

KEOKUK CONSTITUTION

KEOKUK, FRIDAY, MARCH 18, 1881

SECOND EDITION

BURSTED BOILERS.

The Tow Boat John Means Blown up Near Osceola, Ark.—Four of Her Crew Supposed to be Drowned.

MEMPHIS, March, 18.—The tow boat John Means, of the St. Louis and New Orleans Transportation Company, en route for St. Louis, exploded her boilers last evening at 6 o'clock, just about Osceola, Arkansas, ninety miles up the river, and sunk out of sight almost immediately. She carried a crew of twenty-six men, four of whom, John Seals, pilot; a deck hand named Morris, two firemen, Germans, are missing, supposed to be drowned. Charles Purcell, pilot on watch at the time of the accident, was blown into the river and had a leg broken; Cannon, deck hand, had his skull fractured; Wm. R. Wooldridge, second cook, scalded on neck and legs. Capt. McClellan was also slightly bruised on the head.

When the boat sank the barges loaded with railroad iron and block tin, which she was towing, floated on down the river. Captain McClellan and the wounded men were brought here this morning by the Belle of Memphis. The captain has returned to the scene of disaster with a tug to secure the barges.

Capt. Roy Streckfus dies in St. Louis Wed.

Capt. Roy M. Streckfus, 79, who spent his entire life on or near the Mississippi river, died Wednesday of a cerebral hemorrhage in City Hospital at St. Louis.

He was president and general manager of Streckfus Steamers, Inc. which operated boats at St. Louis, New Orleans, Davenport and Rock Island.

His father ran away from home in Rock Island and stowed away on a steamboat going down river. Years later he obtained his first steamboat, the "Freddie" and with that began the Streckful river tradition.

Capt. Roy Streckfus piloted moonlight and daytime excursion boats throughout the Mississippi Valley for many years and was a frequent visitor to Keokuk in the heydays of steamboating.

He lived in a downtown St. Louis apartment to be near the river.

The Streckfus firm operates the steamer Admiral and the motor vessel Huck Finn in St. Louis, the S. S. President and Mark Twain in New Orleans and the Tom Sawyer in Minneapolis.

Among the survivors are three sons, Roy M. Jr. and Robert, both of New Orleans and Capt. William, master of the Admiral in St. Louis, two daughters, Mrs. Arthur N. Smith and Mrs. I. B. DuFour, both of New Orleans and a brother, Capt. Verne, in charge of the company's New Orleans operations.

BURLINGTON (AP) — Funeral service will be held here Saturday for Capt. Roy Michael Streckfus, 79, St. Louis, president of Streckfus Steamers, Inc.

St. Louis Globe-Democrat



Mon., Jan. 1, 1968

The Delta Queen, last of the river cruise steamers, will start what is apparently its last season on Feb. 17 when she leaves Cincinnati for New Orleans.

Owners Seek Reprieve For the Delta Queen

Mr. Arthur Moody, Master

THE DAILY PACKET STEAMER SILVER CRESCENT, makes Regular Trips in the Keokuk-Quincy Trade, making all way Landings affording the Traveling Public a quick, quiet, cool ride with all the pleasures of a Steamboat Trip.

She is elegantly fitted up and her crew makes special efforts to accommodate her patrons.

PICNIC and PLEASURE PARTIES of TEN or MORE; MAKING ROUND TRIP 75 CENTS. Take your lunch, bring your friends and rest yourself from the cares and toils of every day life.

Boat Leaves Keokuk 6:30 a.m.
Arrives at Quincy 10:30 a.m.
Boat Leaves Quincy 3:00 p.m.
Arrives at Keokuk 8:30 p.m.

TELEPHONE 1330.

58

Owners of the Delta Queen, last of the river cruise steamers which has been ordered out of service, are seeking a reprieve to avoid disruption of a historic form of transportation.

Otherwise, they say, the passing of the last real steamboat will be compounded by the breaking of an American tradition.

Fire-safety laws directed that the Queen, because of some wood construction, be removed carrying passengers on the Ohio and Mississippi rivers. Retirement date is Nov. 1, 1968.

But, say officials of the Greene Line Steamers in Cincinnati, the boat's new replacement likely will not be ready to take over.

"We are now in the last stages of design," William Muster, executive vice president, said last week. "We expect final approval and plan to go for bids within 60 days.

"Hopefully, the new boat can be built within 12 months after awarding the contract. However, it seems impossible to meet our deadline, and it looks as if we are going to be short of the 1969 February opening date and will desperately need an extension for the Queen by Congress."

The Queen will start its apparently last season on Feb. 17 when she leaves Cincinnati for New Orleans and Mardi Gras.

"Actually," Mr. Muster said, "it is a shame that the last real steamboat has to disappear from America's rivers. Passengers will be missing the part of a river cruise charm that cannot be replaced because our new boat can't be a steamer. It just isn't practical in this day and age."

"We hope Congress will look favorably upon our need to obtain an extension. Without this, passenger river travel in this country will be interrupted and the tradition will die with the Queen."

ONE DOLLAR
TICKET
IOWA

May 7, 1897

Constitution-Democrat.
= JULY 19, 1899. =

NEARLY BLOWN TO KINGDOM COME

Gasoline Launch Destroyed By Fire
on the Mississippi.

Cargo of 20,000 Pounds of Dynamite
Wrecked — Launch Exploded in the
Middle of the River and Occupants
Miraculously Escaped Death.

About 9 o'clock Monday night a gasoline launch, containing a party of eight returning from Muscatine, blew up in the middle of the Mississippi river a few miles above Burlington. The launch, which was valued at \$500, was entirely destroyed. The reveries of the party were suddenly interrupted by a broad stream of flame which shot to a considerable length from the bow toward the stern of the launch. A huge blue flame reached up into the still air and lighted up the terrified faces of the party and then began to lick and whip greedily at the gunwales and sides of the boat. While the little 4-horse power engine had been throbbing regularly along and forcing the launch swiftly to its destination, one of the combination of valves on the gasoline supply tank had been open and the dangerous fluid had been running into the bottom of the launch in a small but steady and noiseless stream. It had formed an ever-increasing little sea in the boat until, just as Captain Springer, who was sitting alongside the engine, reached with his left arm over the engine for some purpose, when the escaped oil caught fire and suddenly burst into flame. The first flame enveloped Captain Springer's arm and igniting his shirt sleeve burned the arm badly. He reached through the flames again, however, and shut off the valves on the engine.

Though badly frightened the ladies behaved heroically, while the men attempted to smother the flames. A desperate effort was made with a paddle to get the burning craft nearer shore before the terrible moment should come when all would have to leave the burning hull and trust their lives to their own exertions in the black water. Just as the suspense became the greatest one of the men called out from the bow that a steamer was close at hand. The blinding flames of the burning boat had prevented those within from seeing the lights of the U. S. light-house tender, Lily, but her crew had sighted the burning launch and were almost upon her in their haste to rescue the party. The sides of the steamer and the launch touched, and the occupants of the latter were taken from their perilous position not a moment too soon.

The captain said that not more than two minutes elapsed between the igniting of the oil and the rescue by the Lily and one minute more would have been fatal for the heat was becoming too intense for endurance. A number of life-savers were on board and the party would have had to leave the boat after another sixty minutes trusting to their support.

As the burning boat was out in the current, almost in the middle of the river, and a full 150 yards from the nearest shore, and with but one minute more of grace when the Lily reached them, the perilous position of the party is readily understood, and it is also certain that some of the party would never have reached shore 150 yards away.

Another remarkable thing connected with the escape was the chance which took the Lily to that part of the river, and made the timely rescue by her possible. She had made a previous trip across the stream from her quarters and on returning the crew discovered that something had been forgotten. She was going back across on this second errand when the flaming and helpless launch drifted across her path.

THE DAILY GATE CITY. NOVEMBER 21, 1894.

Entered at Keokuk Postoffice as second class matter

THROUGH THE BRIDGE.

Statement of Traffic Along the River as
Measured by Mr. Cole.

At THE GATE CITY'S request, John H. Cole, superintendent of the Keokuk and Hamilton bridge furnished a statement of river traffic through that bridge during the navigation season now practically closed. From this report it is gleaned that the total number of passages of boats through the draw was 1,227; of barges, 892, and of rafts 124. The Warsaw ferry boat Eagle and the government steamers Stella, Coal Bluff, J. G. Parke and barges have not yet gone through and into winter quarters in the canal and they may do so any day. The boats that have been engaged in this traffic and the number of passages for each are as follows:

Packets—City of Quincy 9, Pittsburgh 20, Gem City 4, St. Paul 12, Mary Morton 2, Sidney 21, Matt F. Allen 2. The Diamond Jo boats having been compelled, on account of low water to lay up the first of August, and the St. Paul not coming out until June and the Mary Morton till July makes this season's record below the average.

Excursion boats—Josephine 18, J. C. Atlee 14, Park Bluff 20.

Ferry boats—Warsaw Eagle 1, Warsaw 1, Cantonia 4, J. W. Spencer 1.

Towboats—Dolphin 18, George Lysle 4, Ten Broeck 13, Libbie Conger 8, John Barrett 22, Albert 8, Willis 4, Josie 2, Colonel Patterson 39.

Raft Boats—May Libbie 3, Bella Mac 11, Robert Dodds 24, Helen

Schulenburg 4, J. W. Mills 19, Satellite 44, Dan Thayer 4, Prescott 98, Patience 27, Kit Carson 56, Lumboy 50, Mountain Belle 28, R. J. Wheeler 2, Saturn 36, Abner Gile 24, Henrietta 14, Reindeer 16, City of Winona 12, Bart E. Linehan 42, Inverness 8, Lizzie Gardner, 2, Louisville 14, Isaac Staples 4, Cyclone 16, Quickstep 8, Daisy 1, Helen Mar 1.

Government Boats—General Barnard 14, Lucia 134, Vixen 214, Lily 4, Patrol 4, J. G. Parke 3, Stella 1, Coal Bluff 2.

Miscellaneous—Wildwood 1, Belcher 2, Eileen 2, Axtell 12, Ericsson 1, Hannibal 14, Ruth 1, C. O. (show boat) 2, Red Bird 2, Josie 1, Wayzatta 1, J. E. Patton 1, Parcey Swain 1, Verne Swain 1, Mignon (tug boat) 1, Climax 1.

By months, the passages of steamers was as follows: March 19, April 299, May 204, June 224, July 147, August 98, September 94, October 120, November 22, a total of 1,227. In reality there were but 73 individual steamboats making these passages. 7 packets 3 excursion boats, 4 ferries, 8 tow boats, 27 rafts, 8 government boats and 16 miscellaneous crafts.

The passages of rafts and barges by months was as follows: March—rafts 6, barges 14; April—rafts 14, barges 388; May—rafts 31, barges 120; June—rafts 24, barges 107; July—rafts 14, barges 70; August—rafts 6, barges 59; September—rafts 13, barges 43; October—rafts 16, barges 64; November—barges 24.

During the season of 1893, there were 1,678 passages of steamers, 451 more than this season.

CONSTITUTION - DEMOCRAT.

TUESDAY, JANUARY 21, 1890.

SUNK IN THE MISSISSIPPI.

A Steamer and Barge Collide Near Vicksburg—Four Sailors Drowned.

VICKSBURG, Miss., Jan. 21.—The steamboat Katie Robbins, of the Yazoo & Tallahatchie Transportation Company, bound for Yazoo and Tallahatchie rivers, collided Saturday night at 12:30 o'clock with a barge towed by the steamer Josie Harkins, from Sunflower river to Vicksburg. The barge capsized and sunk, dumping her load, 3,000 sacks of seed and thirty bales of cotton, into the river. The Robbins' hull was crushed in on the starboard side just forward of her furnace doors, and she sank to her hurricane deck in less than three minutes. Four of her deck crew are missing and are undoubtedly lost. The collision occurred three miles above Haynes bluff and thirty-five miles above Vicksburg. The Harkins is uninjured. The Robbins is evidently a total loss. She is insured for \$6,000 and valued at \$10,000.

THE GATE CITY:

SATURDAY MORNING, NOV. 27.

RIVER RECORD.

Facts and Figures Concerning the Busy Season of 1880.

An Unusually Large Amount of Business Transacted—List of Boats Passing Through the Bridge.

The river is still open at this point, though navigation is practically closed for the season. The past year has been a busy one on the Mississippi, 306 more boats and 52 more barges having passed through the bridge in 1880 than in any previous year on record.

The canal has been closed for some time, and the Josie, Lumberman and Plough Boy are frozen tight therein. The Josie has a couple of barges loaded with New Orleans freight in tow, and should an opportunity offer she will undoubtedly attempted to reach St. Louis.

The river broke up and ice began to move in 1880, on January 3d, and on January 5th the river was open.

The highest stage of water was on June 29th, being 18 feet, 2 inches above low water mark of 1879, and five inches higher than in 1876.

The first snow fell November 15th and the first ice of this winter appeared in the river November 17th.

The lowest water of the year was on November 22d, being 8 inches below low water mark of 1879.

The following are the dates of opening and closing of the river, as recorded by the bridge company:

In 1871-2 closed December 14th and opened March 4th.

In 1872 closed December 4th, opened March 10th.

In 1873-4 an open river.

In 1875 closed January 5th, opened March 28th.

In 1875-6 an open river.

In 1876-7 closed December 11th, opened February 14th.

THE BRIDGE.

The draw was opened by hand January 8th for the steamer Arkansas; steam was raised February 23d, and the steamer Cricket came out of the canal where she had wintered and passed through the draw twice on that day. Following is a complete and accurate record of the number of boats and barges which have passed through the draw during the season, together with a comparison with former years, giving the names of the boats and the number of times each has passed through:

	PACKETS.
Josie.....	29
Minneapolis.....	29
Annie.....	33
Tidal Wave.....	25
Plough Boy.....	5
Josephine.....	32
Lbbie Conger.....	31
Clinton.....	34
Red Wing.....	26
Laura L. Davis.....	13

RAFT BOATS.

Ida Fulton.....	17	Pete Kirns.....	33
Lumberman.....	36	Dexter.....	26
Prescott.....	167	Blue Lodge.....	42
J. G. Chapman.....	10	Annie Girdon.....	10
H. Schulenbach.....	30	L. W. Barden.....	12
Golden Gate.....	24	Abner Gile.....	17
Hiram Price.....	29	R. J. Wheeler.....	14
Mountain Belle.....	64	Clyde.....	2
Little Eagle.....	32	A. F. Jenks.....	1
Natrona.....	14	Jas. Fisk, Jr.....	1
M. Whitmore.....	46	Isaac Staples.....	1
Silas Wright.....	25	Moline.....	1
Mollie Mohler.....	18	Pauline.....	2
Robert Ross.....	1	Bella Mac.....	5
B. F. Weaver.....	26	Lizzie Gardner.....	7
Dan Hine.....	57	Menomonie.....	7
Petrel.....	12	Iowa.....	10
A. C. Bird.....	2	Keokuk.....	4
Louisville.....	19	Le Claire Belle.....	4
Tiber.....	32	E. B. Linehan.....	8
Minnie H.....	1	Penguin.....	4
Helen Mar.....	21		
Silver Wave.....	5		

TOW BOATS.

Arkansas.....	11	W. D. Smith.....	6
St. Anthony Falls.....	8	Victory.....	20
Iron Age.....	2	Florence No. 2.....	10
Imperial.....	1	J. N. Kellogg.....	2
Innovator.....	120		

GOVERNMENT BOATS.

General Barnard.....	10	Octavia.....	2
Lilly.....	2	Wasp.....	1
Joseph Henry.....	2	Dredge boat No. 3.....	1

SAIL BOATS.

Names unknown.....

Following is a summary of the number of steamers and barges passing through the draw each month of 1880:

	Steamers.	Barges.
January.....	1	1
February.....	5	1
March.....	42	35
April.....	153	100
May.....	237	110
June.....	323	279
July.....	308	166
August.....	220	55
September.....	245	52
October.....	212	79
November.....	113	23
Total.....	1,668	890

The following is a statement of the number of boats and barges that have passed through the bridge each year since it has been in operation:

	Boats.	Barges.
1874.....	1,394	815
1875.....	1,347	704
1876.....	1,590	944
1877.....	1,287	562
1878.....	1,518	781
1879.....	1,552	845
1880.....	1,868	890

Showing that the present year has been the busiest one on record.

The bridge has been operated very satisfactorily, there having been but few accidents, and none immediately attributable to the bridge officers.

THE GATE CITY:

FRIDAY MORNING, DEC 8.

"JIM WATSON."

The Owner of the Steamer "Jim Watson" Files an Answer in the Libel Suits in the U. S. Courts in which He Relates His Experience in Running a Boat on the Net Profit System.

W. H. Comack, the owner of the steamer Jim Watson has been in the city several days and yesterday his attorneys

Hagerman, McCrary & Hagerman filed answers in the libel suits brought in the United States courts last month. The answer to the libel of Geo. Harrell, captain of the boat for \$1,100 salary is substantially as follows:

That on or about June 29th, 1882, Mr. Womack's delivered the tow boat, Jim Watson, to Captain Harrell under an agreement that said Harrell should run the boat and receive in full compensation for his services as master and pilot, one half of the net profits made by said steamer after paying for all supplies and expenses of running the boat. Captain Harrell run the boat from June 29th to November 22d, when she was seized at Keokuk for debt. During said period Harrell received \$300 of the money earned by the boat and has never accounted for same. That debts amounting to \$1,000 have been incurred by Harrell which under the admiralty laws becomes a lien upon said steamer. In addition to this Mr. Comack has paid other claims of a like nature, amounting to over \$1,000. During this period the steamer did not make any net profits owing to the management of the captain. The owner further claims that the steamer is not in any way liable to the captain for his services, and asks that the libel be dismissed, the steamer released and that judgment be rendered against the captain for costs.

In the matter of the claims of John McCaffrey, McCaffrey & Disney, Davis & Co., C. C. King, B. F. Selle, George Schneider, D. C. Hauks, Weithe & Kaltenbracker and Kohlke & Brother, Mr. Womack claims that he did not contract the debts for supplies and had no personal knowledge of their correctness, and asks that each libellant be required to establish his claim, if any, and that said steamer be restored to him and for costs.

As to the libel of the captain's wife, the answer denies that Mrs. L. M. Harrell was engaged as chambermaid at a salary of \$1 per day or any other sum, or that she ever rendered any services as chambermaid on said steamer. Claimant further says that the libellant is the wife of Geo. Harrell the former master of the steamer, and that she was at times on the boat with her husband, but not employed; wherefore said claimant prays that the libel be dismissed and that he recover for the costs of the proceedings.

KEOKUK CONSTITUTION.

KEOKUK, TUESDAY, APRIL 24.

River News.

The steamer Damsel has been sold by the Northern Line to J. S. Coe, for the Dan Rice Circus—consideration, \$5,000.

THE GREAT DUST HEAP CALLED HISTORY
R. J. BICKEL KEOKUK, IOWA

THE DAILY GATE CITY.

Entered in Keokuk postoffice as second class matter.

DECEMBER 25, 1888.

A TERRIBLE DISASTER.

The Steamer Kate Adams Burned and Many of Her Crew and Passengers Perish.

People on the Lower Deck Become Panic-stricken and to Escape Death by Fire They Leap Overboard.

MEMPHIS, Tenn., Dec. 24.—The elegant passenger steamer Kate Adams, running as a semi-weekly packet between Memphis and Arkansas City, burned Sunday morning near Commerce, Miss., forty miles south of this city. She was en route to Memphis, and had about 200 people on board, including her deck and cabin crew of eighty, and twenty-five cabin and sixty deck passengers and twenty-five colored cabin passengers. The fire, which caught in some cotton near the forward end of the boilers, was discovered about 8 o'clock. The passengers were at breakfast, and when the alarm was given they all made a rush for the forward deck. At that time the steamer was about 300 yards from the Mississippi side of the river, and her bow was at once headed for the shore. Pilot Joe Barton was on watch and he remained heroically at his post until she was safely landed. Harry Best, the second clerk, who was seated at the table when the alarm was given, had brought all the ladies and children forward and assisted them ashore. Capt. Mark H. Creek, who was on the hurricane deck, remained there giving his commands until the stage plank was safely lowered.

The fire by this time had spread all through the cabin, and he was compelled to retreat to the rear and climbed over the rails and descended to the cabin. Here he found Chief Clerk W. C. Blanker, who had made an effort to save the money and papers of the steamer, which were in the safe. He managed to grab the money but was cut off from the bow and forced back into the cabin. As he was groping his way aft he stumbled and fell over some chairs and lost all the valuables he had secured, and it was with great difficulty that he succeeded in reaching the rear through the blinding smoke and flames which filled the cabin.

Captain Cheek seized a life-preserved and placing it on Clerk Blanker helped him overboard into the water. He floated down about three miles before he was rescued by parties who had walked ashore and followed him down the river. Captain Cheek assisted several others in securing life-preservers, and when it was no longer possible for him to remain without being burned, he, too, jumped into the river and swam ashore.

There were about twenty-five colored

cabin passengers who were saved along with the white passengers. On the lower deck, however, a fearful panic seized the crew and deck passengers. Those who were cut off from escape from the bow were compelled to jump overboard to save their lives. The stern of the burning steamer had swung out into the river, and, in the effort made to launch the yawl, it was capsized by the crowd which filled it and many of its occupants drowned. They were mostly colored men, but there were three or four women in the crowd.

The lost, so far as can be learned, are as follows:

George Corbett, third clerk, aged thirty-eight, who had launched the yawl and was trying to save the colored women on the lower deck. He leaves a wife, who resides in St. Louis. Joe Porter, Andrew Rees, Monroe Jackson, Jim Nelson, Senator Coleman, Hillard Horten, Lee Finley, Frank Wells.

In addition about fifteen deck passengers, four of whom were white men, were drowned. In this list of unknown were three colored women and two children. They were coming to Memphis to spend the holidays. The whites had been working on the levees and their names and destination are unknown.

The burning steamer drifted away after laying at the bank for twenty minutes and floated down the river, her hull sinking at the head of Peter's island, four miles below Commerce.

There was nothing of a startling nature to report this morning concerning the disaster to the Kate Adams beyond what was mentioned in last night's dispatches. William Donohue, one of the clerks, came up this forenoon from the wreck. He was in a yawl with Clerk Corbett when it capsized and the last he saw of his colleague he was floating down the river clinging to a small ladder. Donohue managed to catch on a bale of cotton and was swept out into the current and rescued some six miles below Commerce by the negroes on the Arkansas side of the river. He says Corbett may possibly have been rescued further down the river. The loss of life is not yet definitely known and the prospects are that the exact number drowned will never be accurately stated. Thirty-five is the most conservative estimate. Out of a party of fifteen white laborers, which boarded the steamer, only two are said to have been saved. If this be true—and there are no means of substantiating the fact—the loss of life may reach sixty as many negroes who were on the lower deck lost their lives in attempting to swim ashore from the boat. The steamer and her cargo was valued at \$145,000.

Constitution-Democrat,
NOVEMBER 22, 1893.

NAVIGATION.

The River Season For 1893 Practically Closed.

The Number of Boats, Barges And Rafts That Have Passed Through the Draw of the Keokuk and Hamilton Bridge.

River navigation for the season of 1893

is practically closed, and the table given below, furnished through the courtesy of James L. Wilson, head engineer, will show the number of boats, barges and rafts that have passed through the draw of the Keokuk and Hamilton bridge since the opening of navigation in the spring.

The total number of times the draw was opened for the passage of river craft this season was 1678, against 2735 in 1892, a decrease of 1059. This is accounted for by the fact that during a great part of the season just closed, the stage of the water was so low that profitable navigation was difficult. A good boating stage of water was the exception and it is well known that the through St. Louis and St. Paul packets were taken out of the trade earlier this season than usual, just on account of the low water.

	March.	April.	May.	June.	July.	August.	September.	October.	November.	Totals.
PACkETS.										
Gem City.....	9	2	4	2	0	2	0	0	0	19
Saint Paul.....	0	0	0	0	0	0	0	0	1	1
Sidney.....	0	4	5	6	5	5	1	0	0	27
Mary Morton.....	0	3	5	6	3	0	0	0	0	23
Pittsburg.....	0	0	1	5	6	6	4	0	0	22
City of Quincy.....	1	2	2	4	0	2	0	0	1	12
Matt F Allen.....	1	0	0	2	0	0	1	0	0	4
GOVERNMENT BOATS.										
Iris.....	0	0	0	1	0	0	0	0	0	1
Lily (light house).....	0	1	1	1	1	0	0	0	0	4
Patrol (surv'y b't).....	0	1	0	0	2	0	1	0	0	4
Stella.....	0	0	0	1	0	0	0	0	1	2
General Barnard.....	0	7	1	6	4	1	3	2	0	13
J. G. Parke.....	0	0	0	3	0	0	0	0	1	4
Vixen.....	0	2	266	242	108	0	0	0	0	615
Coal Bluff.....	0	3	0	0	0	0	2	0	0	5
Lucia.....	2	14	18	20	10	5	8	21	4	102
EXCURSION BOATS.										
Josephine.....	0	0	1	6	8	6	2	0	0	23
J. C. Atlee.....	3	5	2	2	0	4	0	0	0	16
Park Bluff.....	0	0	1	4	6	4	4	0	0	22
TOw BOATS.										
Dolphin.....	1	4	4	3	2	0	0	2	2	18
George Lyle.....	0	2	0	0	0	0	0	0	0	2
Josie.....	0	13	24	10	11	2	0	0	0	60
Louis' House.....	0	2	2	0	0	0	0	0	0	4
RAFT BOATS.										
Bart E. Linehan.....	4	9	4	6	4	0	0	0	0	27
Charlotte Boeckl'r.....	0	3	2	2	1	1	1	0	0	10
Helene Schulen'b'g.....	0	1	0	0	1	1	0	6	0	9
R. J. Wheeler.....	0	4	0	0	0	0	0	4	0	8
Lumberboy.....	0	3	6	5	10	8	7	6	0	46
Kit Carson.....	0	5	6	6	10	8	7	7	1	50
Reindeer.....	0	2	2	4	8	0	8	8	0	32
Abner Gile.....	0	4	8	6	4	6	4	0	0	38
Mountain Belle.....	0	2	7	9	4	4	8	0	0	40
Bella Mac.....	0	4	5	4	7	4	5	0	0	29
Thistle.....	0	2	8	10	4	0	0	0	0	24
Louisville.....	0	4	8	6	0	0	0	0	0	18
Inverness.....	0	4	6	2	0	0	0	3	0	26
Prescott.....	0	0	18	22	54	0	0	0	0	94
Helen Mar.....	0	0	2	0	0	4	0	0	0	6
Daisy.....	0	0	10	10	9	10	4	2	0	36
Satellite.....	0	0	6	4	7	3	6	6	0	32
Saturn.....	0	0	6	4	7	5	4	4	0	30
Cyclone.....	0	0	4	2	0	2	6	0	1	14
Dan Thayer.....	0	0	2	3	3	5	7	1	0	28
Robert Dodds.....	0	0	1	3	3	7	6	2	0	22
Lizzie Gardner.....	0	0	0	0	3	7	8	0	0	18
Henrietta.....	0	0	0	0	0	0	0	4	0	4
FERRY BOATS.										
Eagle (Warsaw).....	1	0	0	0	0	0	0	0	1	2
John Taylor (Bur).....	0	1	0	0	0	0	0	0	0	1
Warsaw (Canton).....	0	6	0	0	0	0	0	1	0	1
MISCELLANEOUS.										
Hannibal Eagle.....	1	0	0	0	0	0	0	0	0	1
Jennie Gilchrist.....	0	8	0	2	0	0	0	0	0	10
Jennie Hays.....	0	1	0	0	0	0	0	0	0	1
C. riet.....	0	0	1	0	0	0	2	0	0	2
Axtell.....	0	0	0	0	0	0	1	0	0	1
Iowa.....	0	0	0	0	0	1	0	0	0	1
C. M. Livley.....	0	0	0	0	0	1	0	0	0	1
Libbie Conger.....	0	0	6	0	0	1	0	0	0	1
Mary Reed.....	0	0	0	0	0	1	0	0	0	1
Percy Swain.....	0	0	0	0	0	0	1	0	0	1
Innovator.....	0	0	0	0	0	0	3	5	0	8
Col. Patterson.....	0	0	0	0	0	0	0	1	0	1
Eller.....	0	0	0	0	0	0	0	0	1	1
May Libby.....	0	0	0	0	0	0	0	0	1	1
Total steamers.....										1678

The total number of barges towed through the draw was 1585, and the rafts numbered 153. Both of these show a considerable falling off in the previous season's business.

THE DAILY GATE CITY.

JULY 23, 1886.

RIVER NEWS.

Newsy Notes Picked Up Along the Shore—The Centennial on a Sand Bar.

STUCK ON A SAND BAR.

The steamer Centennial took an excursion out of Burlington Wednesday morning numbering 1,000 people. It was under the auspices of the Sons of Veterans and a grand time was expected. At 1 o'clock in the afternoon the channel was missed and the huge vessel ran up on a projecting sand bar. A ferry-boat was sent down to rescue the water surrounded excursionists. There was a grand stampede for the boat when it arrived, and as is invariably the case, the boys got on board first. Several passengers came near falling in the river, but no serious accidents are reported. To convey the immense crowd back to Burlington the ferry-boat was compelled to make several trips. At last accounts the Centennial was still on the bar. C. A. Hutchinson received a telegram from her owner, Capt. Davidson, yesterday afternoon ordering her to be laid up in the government canal upon her arrival at Keokuk. She may be detained a week.

THE DAILY GATE CITY.

AUGUST 24, 1886.

RIVER NEWS.

Rafters Going to the Bank on Account of the Low Water—A Steamboat Captain on the Decline of River Traffic.

RAFTERS BANKED.

In all there are thirty-one raft boats tied up at the banks at various points along the upper Mississippi river as a consequence of the low water season, and the indications now existing are that equally as many more will have to throw up the "sponge" within the next ten days. The boats are: The Stillwater and Moline are at Le Claire; the Artemus Lamb, Lafayette Lamb, Lady Grace and Nettie Durant are at Clinton; the Iowa is at Lyons; the Lillie Turner, Nellie and Penguin are at Dubuque; the C. W. Cowles is at McGregor; the Silver Wave, Le Claire Belle, Ten Broeck and J. W. Mills are at Lansing; the Lizzie Gardner, Dexter, Mollie Mohler, Natrona, Zada, Dan Hine, Daniel Thayer and Alfred Towle are at La Crosse; the Sam Atlee is at Ft. Madison, the Julia is at Winona; the Hard and Jessie Bill are at Wabashaw.

THE LAST CHANCE.

The little steamer Last Chance, for many seasons past engaged in helping raft boats over the rapids with their tows, has been sold by the Le Claire Navigation company to Capt. H. J. King, of Chamberlain, Dak. The Last Chance was built at Burlington in 1870. She had a flatboat bow at first and very small engine. McCaffrey & Rambo had a model bow built on her about eight years ago. She has the third pair of engines on her and the second cabin. She has had more different owners than any boat that ever turned a wheel on the upper Mississippi and always made money for her owners. She spent one winter in the south carrying a circus;

went as far as New Orleans, and traversed nearly every bayou and tributary of the lower Mississippi, returning in time to help run the first raft in the spring. The LeClaire Navigation company was organized in 1872, with the Last Chance as its only property. A year later they were able to buy the J. W. Mills, and last year they purchased the fine steamer Ten Broeck. They sell the Chance because the rafting business has changed so that it is more profitable to use larger boats.

RIVER TRAFFIC.

To the St. Louis Globe-Democrat a steamboat captain made the following statement:

The prosperous days of steamboating on the Mississippi ended about 1869. During that year the three lines working between St. Louis and St. Paul earned close on \$1,000,000, over half of which was made by the Northwestern Union Packet Company, now known as the St. Louis and St. Paul Packet Company. In 1864-65 this company, which was operating a line of superior boats between Dubuque and St. Paul, decided to run on to St. Louis, owing to the inroad made upon their business by the railroads. Then followed the bitterest competition ever known on the river. The Northwestern Union had to fight against the Keokuk Northern Line, the Northwestern Packet Company and the St. Louis and Quincy Packet Company. The struggle was terrific, and hundreds of thousands of dollars were lost and gained. The last-named company soon threw up the sponge, and its boats were bought up by the Northwestern Union, who spent over half a million on these and new boats. It then owned such boats as the Phil Sheridan, Alex. Mitchell, Tom Fisher, Congress, Belle La Crosse, Key City, Minneapolis, Mollie Mearke, War Eagle, Keokuk, Andy Johnson, Star Victory, Damsel, City of Quincy, John Kyle, S. H. Mason, Hudson, George S. Weeks, and Mollie Mohler. The Keokuk company had the A. Johns, Rob Roy, Harry Johnson, Bayard and several others, and the old Northern Line had the Red Wing, Dubuque, Rock Island, Keithsburg, New Boston, Peoria and Canada. The total value of these was about \$2,000,000, and by 1872 the Northwestern Union had driven all its rivals from the field. The victors in the summer of that year laid up all their boats except two, on each of which they lost \$2,000 a week, and it was the folly of the other competing companies in keeping their boats all running which finally ruined them. When the monopoly was established prices per hundred went up to \$4 against a present tariff varying from 30c to 60c, but they soon dropped. While they lasted a stern-wheel boat earned \$75,000 on one trip.

DAILY GATE CITY:

TUESDAY MORNING, JAN. 25, 1876.

Steamboat Sunk.

St. Louis, Jan. 24.—The iron steamer Carondelet, sunk about eighteen miles below here, at Carroll Island, this morning, in nine feet of water. She had seven hundred tons of sugar aboard. She will be raised.

THE GREAT DUST HEAP CALLED HISTORY
R. J. BICKEL, KEOKUK, IOWA

THE WEEKLY GATE CITY.

Entered in Keokuk postoffice as second class matter

JUNE 22, 1882

On the last up trip of the steamer Centennial a group of fishing boats were run into by the steamer and one of them was run down, resulting in the drowning of Frank Collins in sight of his agonized sisters on the shore. A warrant was sworn out for the captain and pilot Tuesday night, and they were served at Red Wing, and the defendants taken ashore at Lake City. The officer took them to the hotel and held them under guard there, but a number of excited citizens objected to such considerate treatment of the offenders, and they were lodged in the calaboose, much to their disgust. There they remained until 2:30 a.m., when Justice Wells and County Attorney Benedict were routed out of bed and the prisoners were arraigned. They waived examination and were committed to the charge of Deputy Sheriff Brown, with the understanding that they were to stop at Winona and have Court Commissioner Stewart fix the amount of the bonds for their appearance before the grand jury. The pilot asserts that he did not suppose he was endangering the lives of the occupants of the fishing-boats, who could have got safely out of the way, but observed that the other boat was being propelled toward the track of the steamer by the effort made to pull up the anchor which was attached to a long rope, whereupon he signalled the engineer to stop the wheel on that side, which he says was done; that he did not learn that any fatal accident had occurred until he read a report of it next day in one of the St. Paul papers. At the coroner's inquest the following verdict was rendered: "We find that Davidson, the captain, and John King, the pilot, in command of the steamer Centennial, are guilty of criminal and willful carelessness by running into the boat and causing the death of Frank Collins." B. H. Langley, H. J. O'Neill and P. W. Lumberton, of Winona, became bail for them in the sum of \$2,000.

THE DAILY GATE CITY.

MARCH 24, 1887.

CITY NEWS.

The river trade at St. Paul thirty years ago was something enormous. The Pioneer-Press says that in 1856 alone there were no less than 838 boat arrivals at that port, of which 212 from St. Louis were recorded. Steamers were running on the Minnesota river at that time, and 216 arrivals were from that stream. Apropos of upper Mississippi history, a file of Horace Greeley's first newspaper, the New Yorker, for the year 1838, contains this item:

Trade of the far West.—We learn from the Galena (Illinois) Advertiser, that during the year 1837, seven hundred and seventeen steamboats arrived at that port. Galena is between four and five hundred miles above St. Louis, and has only been settled twelve years.

THE GATE CITY:

WEDNESDAY MORNING, AUG. 30, '76.

The Two New Eagles.

ST. LOUIS, August 29.—A new departure in steamboating on the upper Mississippi was made to-day by the Keokuk Northern Line Packet Company. Commodore Davidson, President of that Company, has for a long time believed that a line of fast steamers, to ply between here and Keokuk, to carry passengers and light freight only would result in bringing back to the river the large passenger traffic of former years. In order to test the matter he has this season built two very fast and elegant steamers, the "War Eagle" and "Golden Eagle," and to-day the new enterprise was inaugurated by the departure of the "War Eagle" on her first trip under most favorable auspices. The design is to compete with the railroads as to speed, comfort, safety and cheapness. The line will be daily, and the boats run by schedule time.

THE GATE CITY:

HOWELL & CLARK, Publishers.

FRIDAY MORNING, JULY 28.

Captain Mackenzie was in Louisville, yesterday, to attend the trial trip of the new government tow-boat, to be called the General John J. Parke. This is a large stern-wheel tow-boat, 140 feet long, 28 feet beam, 14½ cylinders, 6 foot stroke, and will be used in low water to replace the General Barnard, snag-boat, and for towing rock and brush for the river improvements. The boat will leave Louisville in a few days with a tow of new barges and some oak lumber for the Des Moines Rapids canal. Major MacKenzie will be in Keokuk Saturday or Monday.

THE WEEKLY GATE CITY

HOWELL & CLARK, Publishers.

MAY 24, 1887.

CITY NEWS.

The following are the particulars of the sinking of the steamer Tiber. It seems the pilot was not as familiar with the river along there as he might have been, and in passing that point Thursday night he failed to follow the channel as closely as safety would counsel, thinking that the water was high enough to cover all obstructions. He was ignorant of an ugly boulder in the river, but he probably is aware of its location now. The Tiber struck the rock under a full head of steam and stove a big hole near the bow. She was backed off and run on a bar, where she sank in five feet of water. She will be raised as soon as possible.

CONSTITUTION-DEMOCRAT.

WEDNESDAY, APRIL 2, 1890.

CITY NEWS.

A large crowd of interested spectators congregated on the levee, late yesterday afternoon, to witness the launching of G. Sterne's steamboat, formerly known as the Enterprise, now as the Nelly Bly. The boat has been rebuilt, enlarged and now measures sixty-five feet long with a twelve foot beam. Mr. Stern is in receipt of a letter from Nellie Bly, thanking him for the honor conferred upon her in naming the steamer after her. The boat, when finished will be one of the prettiest little steamers on the river.

Constitution-Democrat.

EARLY DAYS ON THE 1899
18 apr. OLD MISSISSIPPI

Capt. Nathaniel Wesley Parker died in St. Louis Wednesday. From 1832 to 1865 he was a familiar figure on the upper Mississippi, and a sketch of his life, printed in the Globe-Democrat Sunday, contains interesting references. At the time Capt. Parker was making his first trips on the river the settlements, as they were called, were few and far between, all of them being small. In a short account which the captain wrote of the river at that time he mentioned the names of several of the towns and villages which lined the broad banks of the Mississippi. Clarksville, Louisiana, Hannibal and Quincy were all insignificant in size, though they were destined to grow larger. Keokuk, Ia., now a thriving city, was a row of log cabins, called, in the parlance of the river, "Rat Row." As the boats went by that place the wolves would come out from the prairie by the side of the houses and howl at the whistles. On the Iowa side of the river, at the head of the rapids, was Fort Des Moines, and two miles above the fort, on the Illinois side, was a town called Commerce, afterward changed to Nauvoo, where Fort Madison now stands. This used to be the landing place of Black Hawk and his band of Indians when they were on their way to Fort Armstrong. Burlington, Ia., was called Flint Hills; Oquawka, Yellow Banks, and New Boston, Sand Banks.

KEOKUK CONSTITUTION.

KEOKUK, MONDAY, AUGUST 5.

River News.

The steamer Sam Roberts with John Robinson's circus passed up yesterday morning for Ft. Madison. They fired off their gun, and serenaded Keokuk, as they passed.

KEOKUK CONSTITUTION

KEOKUK, MONDAY, AUGUST 12.

STEAMBOAT SOIREE.

A New Departure in the Way of Entertaining—Mr. and Mrs. Sandic Stone Give a Party on the Golden Eagle.

Statesmen have grave questions of diplomacy to bother them, merchants and bankers' anxiety is concentrated on the finances. There is, in fact, no person who has not his or her anxious moments, and in society circles these occur when a large party is to be given. The fact stares the party giver in the face, that the accommodations of the house are limited, and "how to make it pleasant for everybody" has been the question among society people; and it was not fully solved until the inventive genius of a Keokuk city editor got to work on it. When a city editor makes up his mind to do anything he always does it well, and in this instance there was not only something to be well done, but a service was to be rendered to society, too.

Mr. Stone, the city editor of the Gate City, wished to give a party. There were about 250 people whom he wished to invite. His house wouldn't begin to hold them, and he had no desire to give three or four soirees, the result was the highly original thought of chartering the Golden Eagle, and a reception on board that boat, which included a trip through the canal to Nauvoo, supper, dancing, music, etc.

The invitations put the day for Saturday, and the hour of leaving was set at 4 o'clock p. m., but it was two hours later before the boat got off, as she had been delayed the previous night by storms.

As carriage after carriage dashed up to the packet depot Saturday afternoon, and unloaded the precious freight within, the old levee put on airs. It had a right to, for such an assemblage of ladies and gentlemen was never witnessed within its precincts before. The best society of Keokuk was there in its best array and highest spirits, and the packet depot was turned into a little court and presented an exceedingly animated scene.

Mr. and Mrs. Stone received their guests in the office, as the boat was delayed, and personally attended to the comfort of the guests. The Eagle arrived shortly after five o'clock and left at six, with nearly two hundred people on board.

The boat proceeded through the canal, giving everybody a good chance to view the magnificent scenery along the rapids. About eight o'clock a magnificent banquet, prepared by that eminent caterer, Ed. Buckley, steward of the Golden Eagle, was spread. The gusto with which the viands were partaken, was evidence enough that the supper was appreciated, and the praises which were bestowed on him, would have alarmed Buckley's modesty and caused him to blush, had he heard the frequent praises bestowed on his management. Hatcher and Penniston, the clerks, were there, doing everything in their power to make everybody happy, and only sorry that they hadn't a steamboat to present to every guest. They are a good team and won golden opinions from the people. Cap-

tain Asbury was very sociable, and as proud as old Hugly used to be, when he had a crowd on his boat, and everybody knows that was the acme of Menaugh's delight.

The night was a perfect one. The moon shown with unusual splendor, the water was as smooth as glass, and the lights and shadows on the river as the boat glided along, the music and laughter from the cabin floating out in the still air, combined to keep the spectators out on the guards, enjoying the cool breeze, busy.

This sort of a party was a new experience. There were no wall flowers, no crowding or jamming, no unpleasant features at all. The whole boat was at the disposal of the party, and those who did not dance enjoyed themselves on the guards or the hurricane roof. Everybody expressed themselves as delighted and midnight came only too soon for the dancers, who quit in time to save their reputations as respecters of the Sabbath.

Promenades and conversation were then in order until the boat reached Keokuk about half past three a. m., when the people dispersed to their homes, unanimous in the opinion that they had attended the most unique and one of the most successful parties ever given in Keokuk.

A party of this kind has many advantages. There is no wear and tear on the constitution in getting it up, no worry and annoyance next day, no trouble to entertain the guests, ample conveniences for feeding them and enjoying the dance, and combines with an entertainment a pleasure trip. This soiree is likely to be followed by others of a similar nature.

Mr. and Mrs. Stone are princely entertainers, and made it their business not only to see all of their guests, but to see to their comfort and pleasure as well. We congratulate them on the success of the party, and hope they derived as much pleasure from it as their guests did.

DAILY GATE CITY.

THURSDAY MORNING, AUGUST 27, 1874.

STABBING AFFRAY.

A Roustabout Tries his Hand at Carving.

About 2 o'clock yesterday morning, while the freight of the steamer Lake Superior was being discharged at this place, two of the deck hands, both colored, got into an altercation about some trifling matter. Before very many words had passed between them, one of them, whose name we did not learn, drew a knife, and calling the other, named Stokes, an ugly name, stabbed him, inflicting a frightful wound in his side. He then took to his heels and succeeded in making his escape. Stokes was taken to the office of Dr. Hughes, where his wound was dressed. It was ascertained to be a very dangerous one, and will doubtless prove fatal. The victim was in a very precarious condition all day yes'erdhay, but at this writing is still living. A man answering the description of the assailant was arrested last evening, but it is not certain that he is the party.

The Daily Gate City.

THURSDAY MORNING, MARCH 14, 1872.

CASUAL OBSERVATIONS.

—The various steamboat lines on the upper river have adopted the restaurant style of living. They charge a certain price as fare, and you can board with them or not. "You pays your money and you takes your choice." The plan has proven a success on the lower Mississippi.

KEOKUK CONSTITUTION.

KEOKUK, SATURDAY, OCTOBER 11.

WRECKED ON A REEF.

The Old Steamer Iowa at the Bottom of the Mississippi River—Probably a Total Loss.

Correspondence of the Constitution.

MONTROSE, Oct. 11, 1879.

The steamer Iowa struck the reef of rocks opposite Dallas City, Ills., on Wednesday, Oct. 8th at 9 o'clock p. m., and sunk to the bottom of the river in less than two minutes. Capt. John Connors was at the wheel, and had been running the boat under a slow bell, and thinking he had passed by the rocks, started her up under a full head of steam, when she struck the obstruction. One man, J. W. Way, was so badly frightened that he jumped overboard and was never seen again. The crew was composed of the following: Captain and first pilot John Connors; clerk, Dave Lee; Lyme Stewart, first engineer, Tom Ross, second engineer; and Jack Bradley, second pilot. The steamer Iowa was an old side-wheel boat converted into a stern-wheeler in 1877, and was owned by the Young Brothers of Reed's Landing, and Lyme Stewart, the engineer, who had very recently got his interest paid for, and as there was no insurance on the boat and her total loss probable, it is a severe loss to Mr. Stewart, and he will no doubt have the sympathy of all the steamboatmen.

Tommy Ross, the second engineer, went down the river last evening to go first engineer on the steamer Tiber.

PAT FORSHORT.

The Daily Gate City.

SUNDAY MORNING, APRIL 14, 1878.

FROM ST. LOUIS.

St. Louis, April 13.—The Coroner held an inquest to-day on the bodies of the victims of the Oceanus disaster, brought here by the steamer Belle of St. Louis. Geo. Keightly, first engineer of the Oceanus, was examined.

The Daily Gate City.

TUESDAY MORNING, APRIL 23 1870

NAVIGATION IMPROVEMENT.

The Government Works in the Mississippi River at Keokuk, Iowa—Its History, Progress, Importance, Etc.

Correspondence of the Chicago Evening Journal.

CEDAR RAPIDS, Iowa, April 12, 1872.

From its mouth northward for fifteen hundred miles to the city of Keokuk, the Mississippi river is traveled by the largest steamers without obstruction save here and there a snag or sand-bar. At the "Gate City" (Keokuk), however, occurs a most formidable barrier in the way of navigation, consisting of a series of rapids, having a descent, over a rocky bottom, of nineteen feet within a space of eight miles, which most effectually, except in stages of high water, bars the passage of all but the smaller class of vessels. Boats of 2,000 tons burthen, such as traverse this great river between New Orleans and St. Louis, must here transfer passengers and freight, at great expense and inconvenience, the daily cost last season to one company being \$1000. Thus, as the business of the river increased, this object in the path of travel became more and more vexatious and troublesome, and many appeals went to the Government to open a highway for commerce over it.

CONGRESS TO THE RESCUE.

After long and patient examination of the rocky bottom by engineers, they decided in favor of a ship canal alongside the river, with ample locks to pass the largest steamers, and in 1867 the bill for its construction passed Congress, and an appropriation of \$750,000 was made to begin the work. The bill provides that the canal should be 8 miles long, 300 feet in width, and have a uniform depth of 8 feet, with two lift and one guard locks. The first lock at Keokuk was to have a lift of 11 feet, the second, three miles above, of 8, while the guard lock was to protect the upper entrance. The excavated dirt was to be made into a huge embankment between the canal and river, to be two feet higher than the highest water ever known in the Mississippi, and to have a width on the top of ten feet, with sloping sides each way. These were to be rip-rapped with heavy stone—the river side to have a thickness of four feet at the bottom and three at the top, and the canal side three at the bottom, one and one-half at the top. The first contract for digging the canal was awarded to Hannigan & Co., while a party by the name of Owen took the job of building the locks.

Hannigan & Co., after expending \$200,000, became discouraged and threw up the job. To quarry out the immense amount of rock necessary to protect the sides of the embankment, as well as to remove the immense amount of dirt for the canal, was a Herculean work, and these parties felt themselves unequal to the task.

CHICAGO TO THE RESCUE.

It remained for the man who made the big bore under Lake Michigan—Mr. Dull—in company with an enterprising citizen of

Keokuk—Mr. Geo. Williams—to take hold of an enterprise like this. They accepted the contract and immediately set about creating a construction force, which is to-day, probably, the largest and best equipped for the business of any in the country. As illustrative of this, they own 800 cars, 4 locomotives and immense pumping engines, having a capacity of 200,000 gallons a minute, beside a vast amount of other material. These gentlemen went at work in earnest, laid a track to the quarries and distributed an army of men over the entire line, so that in a short time the remaining \$550,000 were expended.

It was estimated that the work would cost not far from \$4,000,000, and accordingly during the following year Congress, true to its stereotyped way of doing out the funds of the country in piecemeal, instead of all at once, appropriated \$400,000, and again in '69, \$650,000, and in 1870, \$500,000, making in all during the three years about \$2,400,000, which has been faithfully expended by the contractors.

PRESENT CONDITION OF THE WORK.

About 600,000 cubic yards of earth have been removed, and 400,000 of rock quarried thus far. The lower lock is nearly completed, the center one well under way, but nothing done to the upper one, except the getting of stone on the ground. From 500 to 3,000 men have been kept on the excavation and quarries by Messrs. Dull & Williams while the money lasted, and for a great part of the distance the canal dug—which might all be finished this year if an appropriation sufficiently large were made. As it is, probably two or three years will elapse before it is completed—the estimated cost yet being \$1,700,000. It is expected that an appropriation of \$500,000 will be made this winter, and the balance in succeeding years. Had it all been made at once it is probable the work might have been done for a million less. Contractors, knowing this dilatory policy of the Government, and having a prospect before them of nothing to do for half the year, put in their bids accordingly much higher than they would otherwise do. Messrs. Dull & Williams used up the last appropriation early in the fall, and their force and implements have been lying idle since at a great expense daily.

BENEFITS OF THE IMPROVEMENT.

The work at Rock Island on the river will probably be finished this year, and when the Keokuk rapids, or, as they are generally known, the "Des Moines Rapids Improvement," is completed, navigation for boats of 2,000 tons burden, will be opened through to St. Paul—a distance from the Gulf of Mexico of 2,100 miles. Between Keokuk and St. Louis some trouble has been experienced with sand bars, but these are to be obviated by wing dams and dredging, an appropriation being expected from Congress for the purpose, this present session. When all these improvements are made, they are to be "forever free" to commerce—a consummation most anxiously looked for by every steamboat owner on the Mississippi, as well as by every traveler and merchant who has business on the river.

KEOKUK.

A word in relation to this beautiful city. It can hardly be called an Iowa town, for it owes its prosperity more perhaps to Missouri and Illinois than to our State. That it is somewhat Southern in its character, is evident from the multitude of black faces one sees on the streets, yet the close prox-

imity to a former slave State has apparently rather stimulated than restrained its growth. Its principal street—three miles long—is unquestionably the finest in Iowa, and they may well feel proud of it, as well as of their magnificent bridge over the river.

Among the leading business men is an enterprising grocery firm by the name of

DAY & KNIGHT.

The firm of Day & Knight dispense vast quantities of good things to the hungry Keokukers. If on business, Knight sets out after night sets in, Day lights up the store, and, by means of gas, turns night into day, until day returns. Knight coming in, Day goes out, and thus day and night, night and day, Day & Knight push their trade.

W. J. A.

The Daily Gate City.

TUESDAY MORNING, MAY 16, 1870.

NEWS BY TELEGRAPH

Terrible Conflagration at La Crosse—Great Destruction of Steamboats and other Property.

FIRE.

CHICAGO, May 16.—Further accounts of the great fire at LaCrosse yesterday state that the entire loss is estimated at \$300,000, at least one-third of which falls upon the Packet Company. The depot buildings and elevator attached cost at least \$100,000. The War Eagle had about one hundred tons of miscellaneous freight on board, and the warehouses contained forty or fifty tons of merchandise, of various descriptions. The American Merchants' Express Company lost about \$15,000, in goods and cash on the steamers. Nine second class passenger coaches, one each baggage, mail and express cars, and six freight cars were also consumed. So far as is known only two persons are missing. Ulrich, of LaCrosse, and the barber of the boat were lost. Their bodies have been recovered. A passenger, an old gentleman, is missing. The steamers Keokuk and Mollie Mohler, lying near, had a narrow escape from burning, the former vessel being badly scorched.

KEOKUK CONSTITUTION.

KEOKUK, MONDAY, SEPTEMBER 9.

River News.

The Tidal Wave has been lengthened out, and is now the longest boat on the river; they built on her until they came to a saw mill, which they didn't want to move, and then they quit. She will just fit in the locks of the canal, being 295 feet long. She will be here to-morrow, and will do a freight business between St. Louis and St. Paul. Spencer Grennell, and Tom. Calhoun, of the Red Wing, are to be the clerks. They passed up this morning to join her.

KEOKUK CONSTITUTION.

KEOKUK, THURSDAY, MARCH 7. 1851

The Steamer City of Chester Burned.

MEMPHIS, March 7.—At 2:30 this morning the Anchor Line steamer City of Chester was totally destroyed by fire at the elevator. The boat arrived about midnight from St. Louis, and Capt. Zeigler, who was unwell, retired after putting the mate in charge. A number of servants were at work in the cabin when the fire was discovered, and the first intimation they had of danger was seeing the flames bursting into the cabin. The alarm was sounded and every effort made to arrest flames, but within three minutes the whole forward portion of the boat was wrapped in flames and threatening the destruction of the elevator. Only two persons are known to be lost, John Kernan, mail agent, and a colored barber. A. N. Simpson, the second clerk and one of the pilots saved themselves by leaping from the hurricane roof into the river and were picked up. The boat had a cargo of some 300 tons of general merchandise and a large number of mules and hogs, all of which were lost. The cries of the animals were terrible, and impressed the crowd which had gathered on the bluff with the belief that the sufferers were human beings. About 4 o'clock the boilers exploded, jarring the whole city. The Captain states that he only had fourteen passengers, and that the two persons mentioned above were the only ones lost. The boat was owned by the Memphis and St. Louis Packet Company, and valued at \$40,000.

DAILY GATE CITY: SEPTEMBER 13, 1874.

—Of the death of Captain John W. Malin, formerly a captain in the St. Louis and Keokuk Packet Line, and well known to the citizens of Keokuk, the St. Louis *Globe* says: "Captain John W. Malin died at the Hot Springs yesterday morning at 7 o'clock. It has been our painful duty to announce the death of many old steamboatmen and friends within the last few months, but the above notice will be received by a host of friends with the same deep regret that the writer feels. No man had more warm or deeply attached friends than Captain Malin. His genial feelings and universal kind-heartedness endeared him to all who met him. Captain Malin has been engaged on the river for a great number of years. In 1857 he took command of a steamer in the Keokuk Packet trade, where he remained until he opened the Laclede Hotel, which he has conducted with marked ability, rendering it one of the popular houses in the United States. His health commenced failing some time during last winter, but his friends had no thought of his sudden death.

The Daily Gate City.

SUNDAY MORNING, JUNE 2, 1872.

CITY NEWS.

SUNKA BARGE.—The Tom Jasper, which passed down yesterday morning, had the largest trip of the season. She had four barges in tow, one of which was loaded with bulk grain for St. Louis. Her general cargo consisted of about 20,000 packages, mostly corn, wheat, flour and pork, half of which was for New Orleans. Unfortunately she lost one of her barges at this place. In passing through the draw it struck the abutment, and immediately commenced to sink. The Jasper succeeded in reaching the shore immediately in front of the packet depot, where about one-fourth of the contents were taken off before the barge went entirely under. It was loaded with grain and flour, and was partially insured. We did not learn the estimated loss.

The Jasper took the three other barges and continued her course down the river. We understand that she purposed going through to New Orleans.

KEOKUK CONSTITUTION.

KEOKUK, SATURDAY, NOVEMBER 23. 1872

RIVER ACCIDENT.

The Steamer War Eagle Disabled.

Yesterday, shortly after noon, while the fast passenger packet War Eagle, of the Keokuk Northern Line, was coming up, she met with an accident about seven miles below Hannibal, which disabled her somewhat. She had made a landing at a place called Saverton, and when backing out bumped against a rock and knocked a hole in her hull. The water rushed in and the boat settled down, where she was lying at the time. A CONSTITUTION reporter called on Capt. Hutchinson this morning, but could not ascertain any of the particulars. Capt. Hutchinson says that the injury is probably light, and that he has a dispatch which says the War Eagle will leave Hannibal at 10:30 this forenoon. She is expected here this afternoon.

DAILY GATE CITY.

FRIDAY MORNING, NOVEMBER 21, 1872.

FROM FORT MADISON

FORT MADISON, Nov. 20.—Commodore C. Doerr has just completed the Niota Dyke across Niota Slough to the Island opposite this city, making the distance of ferriage now about one-third as far as heretofore. The Niota Belle makes regular trips every

30 minutes. Reduced rates of ferriage begin to-day.

The dyke which has just been finished furnishes one of the finest winter harbors for boats on the river. The steamers Red Wing, Belle of LaCrosse, Dubuque and Dan Hine have already come here for winter quarters.

KEOKUK CONSTITUTION.

KEOKUK, THURSDAY, MARCH 29. 1871

River News.

These "steam notes" are snatched from the columns of the St. Louis *Republican*:

Bill Gleischman and Wm. Frye run the C. K. Peck's engines. Jno. Hurtupee is away on the Jno. M. Chambers, a happy man. Geo. King has gone west to handle the Carroll's engines. Capt. Hill of the Gate City, running between De Witt and Malta Bend, was here on Saturday and took away Abe Rue to manipulate the engines. Wm. Alford is on the Kinney and Hank Clayton on the Dugan, as engineers. Dick Henderson is engineer on the War Eagle, John Cabell on the Golden Eagle, and Henry Moore on the Lake Superior. Jas. Daniels, chief of the City of Alton, has had the cylinders bored smooth. They are 30 $\frac{1}{2}$ inches; trim'd 'em up, as Dan says. Dick Carroll, the mate, did the heavy work.

The Daily Gate City.

TUESDAY MORNING, FEBRUARY 27. 1872

FROM ST. LOUIS.

ST. LOUIS, Feb. 26.—The steamers R. J. Lockwood and Silver Bow, lying at the wharf boat were cut to pieces and sunk by the ice this evening. The Lockwood careened over and now lies on beam end close to the bank. The Silver Bow was carried out into the current and sunk to the hurricane roof. She was valued at \$38,000, insured for \$25,000, and had about four hundred tons of produce and general merchandise, valued at about \$60,000. The Lockwood was valued at \$25,000; insured for \$18,000; had no freight aboard.

The Gate City.

KEOKUK, IOWA:

TUESDAY MORNING, JULY 31.

CITY NEWS.

THE PERSEVERANCE MAN AGAIN.—The steamer Eagle, running between this city, Warsaw and Alexandria, has laid by for repairs, and until she is completed the small freight boat "Perseverance" will carry passengers and freight between the above named places, leaving Alexandria at 8 a. m. and Keokuk at 3 p. m.

THE GATE CITY.

KEOKUK, IOWA:

THURSDAY MORNING, FEB. 26 1870.

NEWS BY TELEGRAPH

Further Particulars of the Burning of the Steamer Emma No. 3.

FROM CAIRO.

CHICAGO, Feb. 22.

A Cairo special gives further particulars of the loss of the steamer Emma, No. 3, by fire Saturday morning, from which it appears there were altogether 25 lives reported lost. The officers launched a yawl and succeeded in keeping the frightened passengers back until all the ladies, five in number, were safely on board, but before the yawl could be cleared from the steamer the crowd rushed into it, swamping it bottom upward. All the ladies were drowned and some twenty others. The first engineer and a passenger died from cold and exhaustion after reaching the shore. Among the passengers saved was Daniel Pincot, of Quincy, Illinois.

signal of distress repeatedly and the Captain ran to the after part of the deck and shouted to the officers of the Garrett to come to their assistance and take off the passengers, as the boat was sinking rapidly. No attention was paid to either the signal or call, although it is said the officers of the Garrett must have heard them, as the boats were not over fifty yards apart. The greatest consternation prevailed among the passengers. Men, women and children were running about the boat uttering cries for assistance. She laid near a fleet of empty barges, upon which the passengers escaped to the island with only their night clothes and in their bare feet. Some jumped into the river and swam ashore. The ground was covered with snow, and the night was cold, with a strong wind blowing, which increased the sufferings of the passengers, who remained on the island for nearly four hours, when they were relieved by the New Albany ferryboat.

The boat sunk soon after the passengers got off, careening to the starboard, upsetting the stoves in the ladies' cabin and Texas, from which she took fire and burned to the water's edge in less than an hour. The boat was four years old, cost \$26,000, and was insured for \$4,000. The cargo was valued at \$50,000 to \$75,000; insurance, \$10,000. One of the deck hands, a negro, is missing, and it is feared is drowned.

KEOKUK CONSTITUTION.

KEOKUK, FRIDAY, APRIL 20. 1871

YELLOWSTONE YANKERS.

List of Boats Which Will Yank Government Stores Up the Yellowstone to the Gold Mines.

Anything in relation to the Black Hills country and means of getting there, is of interest to the public, and it was with a view of giving our readers some news in regard to the gold regions that we sought out Captain A. M. Hutchinson, Superintendent of the K. N. L. Packet Co., at this place this morning, and bored him until we obtained the following:

It has been published far and near that Davis & Davidson have a heavy contract with the government to carry freight and stores up the Yellowstone this season. In order to carry out their contract they have secured fifteen boats, which will run in connection with the K. N. L. packets from Bismarck, carrying passengers to the Black Hills country, by way of the Yellowstone and Powder rivers. The route is to St. Paul by boat, thence to Bismarck by rail, and from Bismarck by the boats of Davis & Davidson to the gold regions.

The fleet is composed of the boats named below: Fanchon, Yellowstone, Ashland, John G. Fletcher, B. F. Weaver, Victory, Savanna, Osceola, two Government boats, Fannie Tatum, Annie Johnston, Florence Mayer, Tidal Wave and Arkansas. The two latter passed Keokuk yesterday on their way to the Yellowstone. The Savanna is at St. Louis ready to go. The Yellowstone has taken her departure. The John G. Fletcher, is a new boat, just built, and was due at St. Louis to-day. The Fannie Mayer arrived at St. Louis the other day, on her way up. The Annie Johnston, B. F. Weaver and Victory are up the river yet. They are expected to arrive here in a few days. The Fanchon is on her way to the Yellowstone. The Ashland was to leave St. Louis to-day. The Osceola is now at St. Louis. The two government boats are new ones, building at Louisville, and are expected to leave there in a few days. The Fannie Tatum has left for the gold regions.

The Daily Gate City.

SUNDAY MORNING, MARCH 3 1872.

CASUALTIES.

Midnight Mishap to Steam-boats—Collision of the Falls City and J. W. Garrett.

Sinking of the Former—Heartless Conduct of the Garrett's Officers.

The Passengers Escape to a Snow-covered Island in their Night Clothes.

LOUISVILLE, March 2.—About midnight last night the Green river packet Falls City was run into just below the mouth of the new canal by the steamer J. W. Garrett, towing a barge. The latter struck the Falls City amidships, just in the rear of the boiler, cutting through the hull and letting in the water freely. The Falls City swung round, and, striking her stem against a barge, injuring her wheel and engines so that she became unmanageable. The pilot blew the

KEOKUK CONSTITUTION.

KEOKUK, TUESDAY, APRIL 17. 1871

TIED TIGHT.

The Steamer Dan Hine Attached by the City and Tied up—She is Released and Four Barges Taken in Charge.

Several days ago the city levied on four barges belonging to the Keokuk Northern Line Packet company, which were lying in the canal, to secure a claim against the packet company for wharfage, amounting to \$2,875, with interest and costs. Shortly after the barges were levied upon, one of the members of the city council, who was also a member of the wharf committee, reported to the city attorney, John H. Craig, Esq. that the barges had been taken away.

An execution was then issued, and the sheriff was instructed to levy upon one of the boats of the company, the Dan Hine being selected as of the proper value, the law not allowing the seizure of property that is more than twice the value of the claim. The Dan arrived last night, and this morning, about ten o'clock, Deputy Sheriff Vermillion boarded her and put Clay Gillespie in charge.

Captain Hutchinson, the agent of the company, at this place, interviewed Mayor Irwin, and his honor notified the city attorney that the company was about making arrangements to give bonds to secure the city's claim, and that the four barges were still here. In consideration of these facts, he thought it would be as well to release the steamer which was done. The barges are yet in limbo.

The Daily Gate City.

SATURDAY MORNING, MAY 11, 1872.

CASUAL OBSERVATIONS.

—The propelling rope of the Bonaparte ferry broke the other day when three persons were on board, and the timely catching of one end of the parted cable was all that saved the boat from going over the dam a short distance below, in which event the consequences would have been tragical.

The Daily Gate City.

TUESDAY MORNING, JUNE 4, 1874.

ACCIDENT ON THE RAPIDS.

Sinking of the Steamer Northwestern.

About five o'clock on Sunday morning, as the steamer Northwestern was coming over the rapids, she struck a rock about five miles above this city and sunk in five feet of water. She was heavily loaded and had one barge in tow. Her entire cargo consisted of about eleven hundred packages of flour and grain. Of this 300 barrels of flour and 200 sacks of grain were seriously damaged. The balance, we believe, was saved. We did not learn the amount of insurance. The cargo was transferred in barges to this city yesterday, and the Little Eagle, from Quincy, went up last evening for the purpose of raising the boat. It is not known as yet to what extent she is damaged. We understand that she is not insured. The same boat met with a similar accident at about the same place two years ago.

The Daily Gate City.

SUNDAY MORNING, DECEMBER 10, 1871.

CITY NEWS.

CAUGHT IN THE ICE.—Yesterday afternoon the steamer Cricket, which has been moored above the bridge, undertook to break through the ice and get below, in order to secure safer quarters. The draw was thrown open for her to pass through. When a short distance below the pivot pier the ice from above broke loose and crowded down against her, completely wedging her in, in such a manner as to prevent the draw from being swung back to its place. This put the traveling public in an unpleasant predicament. The boat struggled heroically to get out of the way, so that the teams might cross over the bridge, but the ice was master of the situation, and persistently refused to let the steamer move one way or the other. At dark last evening more than fifty teams were collected on the levee, waiting to cross. As a last resort the smoke stacks of the Cricket were taken down in order that the draw might be swung round.

This is the first serious delay that has occurred since the bridge was completed.

Several footmen, after waiting some time, crossed, with considerable difficulty, on the ice.

DAILY GATE CITY.

FRIDAY MORNING, OCTOBER 2, 1874.

CITY NEWS.

—The Clinton Herald tells of a bold and strange robbery committed on board the Alexander Mitchell, at that wharf on Saturday evening last. While the boat lay at the wharf two men boarded her, stepped up to a passenger and briefly explained that they were "the Sheriff and his deputy;" that they had a warrant for said passenger's arrest, and would he come peaceably with them or be led away by force? The passenger was so astonished at the "arrest," which occurred right among the crowd of moving boat hands and spectators, that he did not for the moment doubt the genuineness of the officers, though he was not aware of any guilty transaction on his part. However, not wishing to make a scene he stepped to one side with the pseudo officers to ask a further explanation. The trio proceeded through the wharfboat, and up to the old depot without attracting any followers, and as the arrested party stopped to enquire why this was thus, his companions knocked him down, dexterously relieved him of his pocket book, and fled, leaving their "prisoner" to make his way back to the boat, which he did hastily, as the steamer was about leaving. Whether the amount taken was insufficient to warrant his remaining to institute a search for the thieves, or whether he had other reasons for desiring to proceed up stream that night, is not known, as he left with the Mitchell after briefly narrating the affair to Superintendent Rosenow, of the wharfboat. It is not known who either the robbers or the robbed were, nor how much the "Sheriff and his deputy" obtained by this singularly bold and novel method of highway pocket-picking.

DAILY GATE CITY.

THURSDAY MORNING, APRIL 27, 1876

The Chippewa Disaster.

EAU CLAIRE, Wis., April 26.—The booms and sorting works at Chippewa City broke at 10 a.m., and the logs in the booms, estimated at 100,000,000 feet, commenced moving. Reaching Eagle Rapids dam, a part of which was washed out yesterday, it tore out 140 feet, and for over two hours a perfect sea of logs, five to ten deep, surged through the gap. Forty million feet were caught in the Yellow river booms, but part of these subsequently gave way, and the logs followed, the balance crowding the stream to its utmost capacity, and frequently jamming against trees on either shore, cut them off or washed them into the turbulent streams. Those that passed the Yellow river forks were caught in the works at Point Creek rapids.

It was deemed advisable to cut the booms

to relieve the pressure on the works, and a crew of men were sent up for that purpose. The scene at the dam at the time of the break beggars description. The pond above the dam is about half a mile wide, and as far as the eye could reach nothing but a rolling, tumbling wilderness of logs, in all conceivable positions, could be seen. What the result will be none can foretell. Should the booms above give way at the present high stage of water, the logs would undoubtedly go down in a mass, and no works upon the river are capable of withstanding the pressure. The balance of the dam is considered safe. The piers at Chippewa City are all right, nothing but the booms having gone out. An effort will be made to hang the main drive, consisting of 250,000,000 feet, until all danger from the present freshet is past.

KEOKUK CONSTITUTION

KEOKUK, SATURDAY, JANUARY 13.

Damage to Boats.

CINCINNATI, Jan 13.—It is thought that the Andes, sunk last night, can be raised if there is no further movement of the ice. She had but about a quarter of a cargo aboard, which can be saved in a damaged condition. The stern wheeler, Mary Wheeler, has been forced aground, but the position of the Andes protects her from the ice. The Golden City had a narrow escape from meeting the fate of the Calumet. Huge fields of ice struck her astern of midships, forcing her hard against the steamer Telegraph, crushing the fantail of the Golden City and pushing her hard aground. The Ludlow ferry boat was carried away from her moorings and was swept down to the bend south of the city by the moving ice. At midnight it was estimated that the ice had damaged the shipping to the amount of over one hundred thousand dollars. Many of the heaviest coal dealers lost barges by the movement of the ice, but nearly all were empty; over fifteen were counted floating past Mill street. It is estimated that the damage to the barges so far will reach \$10,000 or \$15,000.

DAILY GATE CITY.

SUNDAY MORNING, JUNE 4, 1876.

Barges Sunk.

MEMPHIS, June 3.—The towboat Joe Williams, which stranded her tow yesterday on the bar at the foot of the Devil's Elbow cut off, came down to-day after a tug and some barges, to try and lighten the barges off. The tow consisted of twenty-one boats and barges, with 250,000 bushels of grain. Two of the barges were sunk and will prove a total loss. The others are hard aground, with only four and a-half or five feet of water, and the river falling steadily. The Williams was drawing six and a-half feet and was unable to get them, but it is thought the tug will, with the barges, be able to get them afloat. The tow is valued at \$60,000. Insured.

THE GREAT DOG HAS CALLED US HOME
R. BOSTON KEOKUK IOWA

were," he says, "two bridal parties on the boat, and some of the passengers thought they would have a little fun in serenading them, which they did, and some twenty minutes after the serenade the collision occurred; and I think if it was not for the serenade the bridal parties would have been lost; but as they were in their state-rooms awake, they were apprised of the danger in which they were, and got off the *United States* on to the *America*; and as their state-rooms were on the same side as the *America* they were saved. The scene in the cabin at the time was indescribable. Several ladies stood throwing their children overboard and crying for assistance. Upon the guards a number of ladies stood, wringing their hands and crying for help, but they would not leave the place they were in, and perished in the flames. Previous to the disaster we were enjoying ourselves in the cabin dancing, and the passengers had just entered their state-rooms."

The panic occasioned on board both vessels was beyond description. There was no time to dress, and some of the ladies in their attempts to escape the raging flames lost even their night-clothes. OLE BULL, the celebrated violinist, was one of the passengers on the *America*. He escaped by wading to the shore with his violin. Many other passengers on this vessel owe their escape to the efforts of the clerk, C. W. TAYLOR, who burst open the doors of their state-rooms and dragged them out of their beds. In some cases ladies who were attempting to escape by means of floating shutters were ruthlessly hurled from their refuge by men.

The people of Warsaw deserve most grateful mention for their efforts to alleviate the sufferings and to supply the temporary wants of the distressed victims of this disaster.

THE GATE CITY:

SUNDAY MORNING, JULY 16, 1876.

CLOSE CALL.

The Minneapolis Narrowly Escapes Colliding With the Bridge.

There was a narrow escape from a serious disaster at the bridge yesterday morning. The steamer *Minneapolis* arrived from above at 10 o'clock, and whistled for the draw, but it failed to swing round.

Mr. Lefler, the engineer, had come up town for something, and left the draw in charge of Mr. Bremer, the fireman. The latter could not work the draw, but he had the presence of mind to signal the boat to stop, which he did four separate times. The steamer was coming at a good speed, and it was with much difficulty that she was checked up. Carson, the pilot noticing that the draw had not been opened, and realizing the danger of a collision, reversed the engines, and by dint of hard work succeeded in stopping her just in time to avert the threatened disaster. He says it was a close call, and that had not everything been in good working order he could not have stopped her in time. Had a collision occurred, she would have struck just above the boiler deck, and the result would have been fearful to contemplate.

The services of Bob Haines, of the *Jennie Brown*, who was engineer on the

bridge for four years, were secured, the draw was swung open, and the *Minneapolis* came through all right.

The affair was the subject of considerable comment during the day, and the universal sentiment was that the position of engineer on the bridge is one of too much responsibility to be trifled with in that way.

THE GATE CITY:

FRIDAY JULY 18, 1876.

THE THREATENED DISASTER.—There are two sides to nearly every case, and the narrow escape of the steamer *Minneapolis* from a collision with the bridge last Friday, is no exception. Heretofore the blame has rested on Mr. Lefler, the engineer, but Mr. A. L. Griffin, Superintendent of the bridge, has investigated the matter and fully exonerates Mr. L. from all responsibility in the matter. The engineer was up town, but his absence was on important business. One of the pump valves broke and it became necessary for him to go to the shop to show them how to fix it. He left the fireman in charge, with instructions to give the danger signal if a boat approached, which he did.

Mr. Griffin says that the rule governing steamboats and bridges is, that no boat shall approach a draw until it receives the signal to come. This the *Minneapolis* did not have. On the contrary, she was warned by the danger signal not to come, and it is claimed that had a collision occurred, the pilot alone would have been responsible for it.

Mr. Griffin also says that the statements of steamboat men are to the effect that fewer delays occur at the Keokuk bridge than at any other on the river.

THE GATE CITY:

THURSDAY MORNING, JAN. 29.

STUDENT SNATCHED.

A Davenport Young Man Arrested for Violation of the Revenue Law.

In June last an indictment was found in the U. S. District Court at this place against a young man named John Adams for violation of the revenue law. The authorities have been on the look out for him ever since, but were unable to find him until recently. Of the manner of his arrest the *Davenport Democrat* says:

About two weeks ago there came a telegram to Chief Kessler, from U. S. Marshal Root of Keokuk, "Arrest John Adams." Now, who was John Adams? The police didn't know any such fellow. For cause of arrest it appeared that during last summer John was mate and linesman on the rafter steamer *St. Croix*,

and that on his own account he kept a little bar on the steamer, selling liquor and cigars to the crew and other people, doing this without a license from the United States Internal Revenue department. How the Federal authorities got knowledge of John's violation of law is not known, but they did get wind of it and had him indicted by the U. S. Grand Jury at Keokuk. Now, while the police have been looking for him the past fortnight, John has been quietly pursuing his studies at Lillibridge's Commercial College, all unaware of his danger of arrest for violation of the laws of his country. Saturday the police found out where he was and, receiving fresh orders to-day, arrested him. He is a well behaved young man of twenty-two and says what he did on the boat he did ignorantly because it was so small a thing; he did it more for accommodation than anything else; that he didn't think any license was required. Officer Falkner leaves for Keokuk with him this evening.

The officer arrived here with Adams yesterday morning. He gave bond in the sum of \$200 for his appearance at the next term of the Court and was released.

THE GATE CITY:

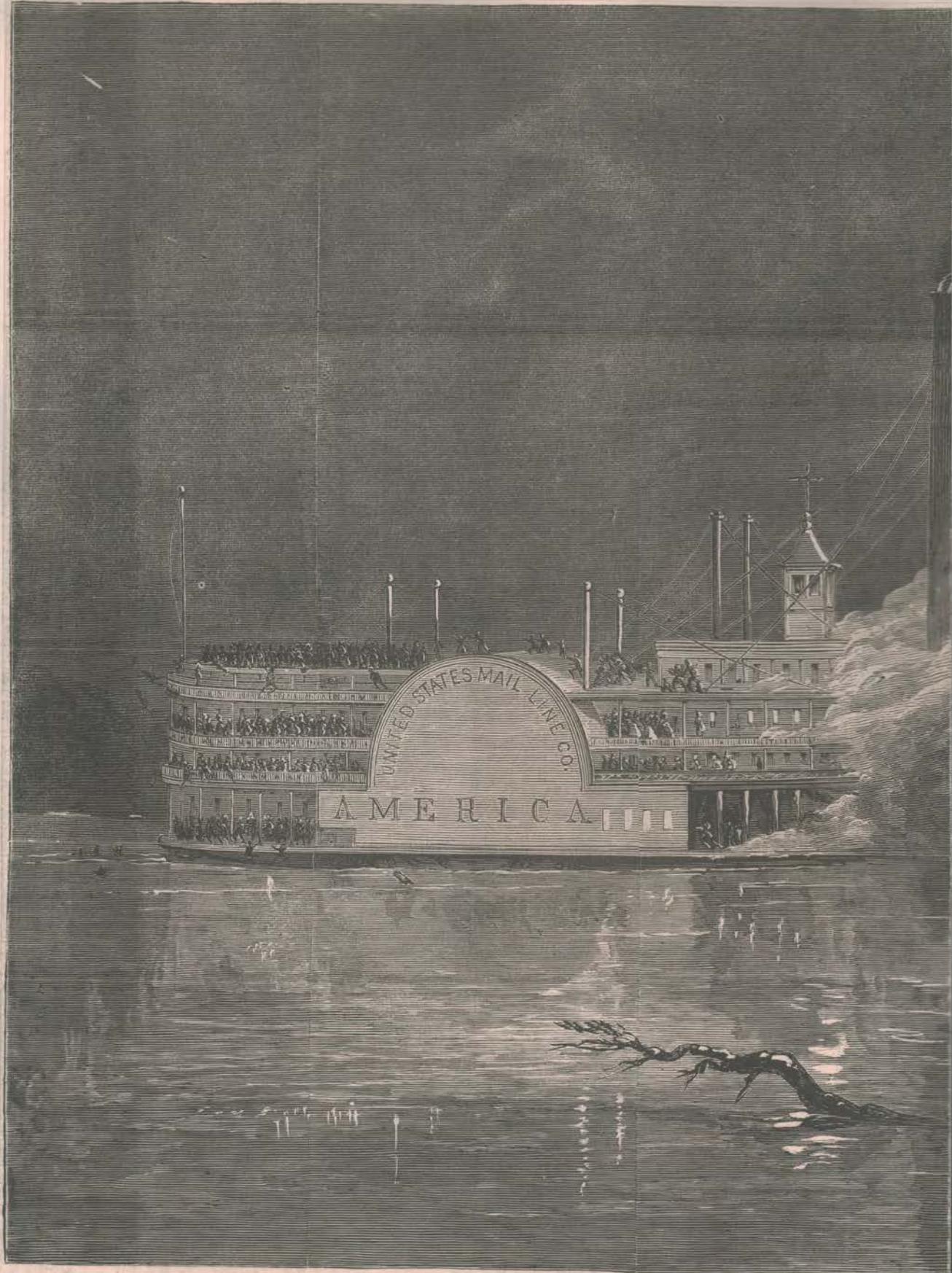
SATURDAY MORNING, FEB. 1.

MISSOURI RIVER TRANSPORTATION

The Contract for the Coming Year Awarded to the Peck Line.

Ed. F. Brownell, president, and Capt. J. W. Bishop, general agent of the Peck Line of steamers, arrived at home yesterday morning from St. Paul, where they went to attend the letting of the contract for the transportation of military supplies on the Missouri river during the coming year. As stated in these columns a day or two since, the bids of the Peck and Powers lines were about the same, and were about \$50,000 lower than any of the others. The contract was therefore awarded to the Peck line, and the Powers line has been consolidated with it for the purpose of carrying out this contract, but not in any other way.

This gives the company a fleet of ten steamers, viz: the C. K. Peck, Nellie Peck, Peninah, Gen. Meade, Gen. Terry, Fontainelle, Benton, Helena, Butte and F. Y. Batchellor. Therates are 10 cents per hundred on the Missouri river and 20 cents on the Yellowstone on the basis of 100 pounds 100 miles. This is about 25 per cent higher than the present rates. As the government refuses to deliver any freight to the company at Sioux City the headquarters of the Peck line will be removed to Yankton after the 1st of April. One of the boats of the line will leave Yankton every Saturday after the 15th of April.



HARPER'S WEEKLY.
SATURDAY, DECEMBER 26, 1868.

**STEAMBOAT DISASTER ON THE
OHIO RIVER.**

EVEN in a year which has furnished so full a record of disasters by land and water it is dif-

THE STEAMBOAT DISASTER ON THE OHIO RIVER, NEAR WARSAW,

ficult to find a story more painful than that of the recent collision of the two steamboats *United States* and *America*, on the Ohio River.

The accident took place on the night of December 4, a little after eleven o'clock. The *United States*, a splendid three-decker, was descending the river to Louisville. Just opposite Rayl's Landing, one mile above Warsaw, Kentucky, she collided with the *America*, which was ascending the river. The *United States* was

sunk, but not before she was enveloped in flames, which were instantly communicated to the other steamer. Both vessels were destroyed in less than five minutes. The fire was caused by the collision, which forced a number of barrels of petroleum that were on the guards of the *United States* into the furnace; at least this is the statement made by Mr. ANDREW HARRIGAN, second clerk on that vessel. The cargo on both steamers was of a very inflammable material—consisting



KENTUCKY, DECEMBER 4, 1863.—SKETCHED

BY E. P. FRAZER.—[SEE FIRST PAGE.]

of brooms, whisky, cotton, bacon, etc. To this circumstance the speedy destruction of both vessels is to be attributed. The catastrophe was sudden, and there was an immense loss of life, mainly, however, on the *United States*, which lost 35 out of 65 passengers.

Captain R. M. WADE, who makes this statement, says that it was a dark but not a foggy night. "The *America*," he reports, "went into the *States* on the larboard, abreast of the baggage-

room, and only cut through the guards and a few of the top timbers of the hull. The flames appeared to come instantaneously with the crash on both boats—shooting up above the top of the hurricane-roof of the *States*, where I was standing. The wind was blowing hard up stream. The *States* backed into the Indiana shore, where her head swung quartering out into the stream, going down in a few seconds. The *America* blew two whistles, which was answered by the

States by one whistle, or it was all I could hear, owing to the high wind. The *States* blew again, but we could not hear the *America's* reply." After the collision the boats appear to have been separated for a brief interval, but, according to the second clerk's statement, came together again, and a number of passengers were saved by jumping on board the *America*. This clerk says there were 75 passengers on board the *United States*, and that of this number 25 were ladies. "There

THE WEEKLY GATE CITY.

HOWELL & CLARK, Publishers.

MAY 5, 1881.

LIVES LOST.

HORRIBLE DISASTER TO A FERRY
BOAT AT ELGIN, ILLINOIS.

Twelve to Fifteen Persons Drowned—
Four Boys Killed by Light-
ning.

FERRY BOAT CAPSIZED.

TERrible ACCIDENT AT ELGIN, ILLS.

CHICAGO, April 28.—The Evening Journal's Elgin special says: An appalling disaster occurred here this morning, which has brought sorrow into nearly every home in the city. The recent flood has done great pecuniary damage to this vicinity, but among other disasters that which has inflicted the most damage was the washing away of the bridge across the Fox river, which had been daily traversed by great crowds of school children and operatives in the factories across the river from here. The council at once ordered a temporary ferry, and a small scow was rigged to a wire cable and made its first trip last evening, amid the jeers of the crowd, who suspected its value from the start.

On its second trip this morning, when overloaded and nearly dipping its edges in the whirling, eddying stream still swelled by brooks and flooded meadows, it yielded to a strong wave, and with its heavy freight of thirty men and children was overturned in mid-stream. The whole number were in an instant precipitated into the mad current and whirled away down stream, uttering piercing shrieks, and making the wild outcries peculiar to drowning persons. Those on the bank who witnessed the horrible sight set about rescuing those who kept their heads above water, and there were some daring acts of bravery, and more persons were picked up in small boats and drawn ashore by means of ropes than would seem possible.

NOT SO BAD AS FIRST REPORTED.

The disaster does not now seem so bad as first reported. Sixteen persons are known to have been saved and ten persons are missing and four are known to be drowned. There is intense excitement in the city and hundreds of persons are engaged in dragging the river.

ANOTHER ACCOUNT.

CHICAGO, April 28.—A special to the western associated press from Elgin gives the following reliable account of the disaster there: A frightful calamity occurred in this city this morning, by the swamping of a ferry boat used in crossing the river at Chicago street. It is estimated that thirty passengers were upon the boat and only fourteen have been saved. The boat was crossing the river from the west side, and when nearly two thirds over began to flood with water. The passengers in consternation immediately flocked to the dry part of the boat, clinging to the railing, which giving way, precipitated them into the river. As the water poured into the boat it sank below the surface, leaving thirty human souls battling for life in the angry current.

The water at this point is fully 15 feet deep and the current at least six miles per hour. Yesterday the boat, which was ordered by the city council as soon as the iron bridge fell last week, made the first run, and it is only a matter of the greatest surprise that the accident had not occurred sooner. It is eleven by eighteen feet, and does not stand more than six inches above the water. Much indignation is felt against both the council and the builders of the boat.

THE DISASTER FULLY CONFIRMED.

ELGIN, ILL., April 27.—The latest reports entirely confirm the former estimate of the number of the drowned, which cannot be less than twelve. No bodies have as yet been recovered, though every effort is being put forward. Over a dozen drags are dredging the river, and to-night the work is being carried on with the aid of calcium lights. Both bridges below here are guarded with barbed wires to catch the bodies should they not have already floated beyond them.

Dispatches have been sent to every town along the river as far south as Ottawa, asking the authorities to watch all dams and bridges. Great excitement prevails here and the streets are constantly thronged with men, women and children terror stricken at the terrible calamity that has befallen our city. Several of the houses along the river were made comfortable for those rescued from the cold water previous to removing them to their several homes, and every assistance has been rendered that skill and forthright can devise.

When the ferry sank, and the crowd of thirty men, boys and girls, were seen struggling in the mad torrent, their cries rending the air for blocks away, dozens of small row boats were sent out, and it is mainly in this manner that some of the passengers were saved.

THOSE KNOWN TO BE DROWNED ARE

Thos. Murphy, aged 35 years, one of the boatmen. He is an excellent swimmer but was drowned by others clinging to him. Guy Carlisle, a lad of 17, was drowned. He is the eldest son of Supervisor Jas. Carlisle. Leo Taylor, drowned, is 15 years old, and the son of James Taylor, of the firm of Campbell & Taylor, boot and shoe dealers. Elmer Foster, aged 15, drowned, is the son of Gen. Foster, carpenter. John Corben, aged 30, is drowned. He recently came here from Lake county and leaves a wife and two children. Frances Creighton, aged 11 years, daughter of John Creighton, yard master for the C. M. & St. P., is drowned.

Following is a complete list of the

NUMBER SAVED:

Patrick Sullivan, one of the ferry men; Robert Egan, law student; V. H. Malt, painter; George Kirkpatrick, carpenter; Wili. Long, carpenter; Peter Jackson, Lewis Oleson, L. D. Eastman, Hillstrom, Swede laborers. Andrew Dawson, stranger; John Collins, Austin Rice, Fred Aingsley, stranger. The two little girls, Bertha Rahn, daughter of John Rahn, butcher, and Emma Berringer, daughter of Bernard Berringer, watch maker, and the strangers Simonds and Lockwood, reported among the lost, have since been seen and were not upon the boat.

KILLED BY LIGHTNING.

LOUISVILLE, April 28.—A heavy storm of rain, hail and lightning prevailed in this city at 1 o'clock. Four boys, Lee Fleck, Joe Schultz, William Tahalser and

Harry Soetz, while playing ball near the school house on Market and Twenty-Sixth streets, were killed by lightning, the latter being burned beyond recognition.

Their game was just concluded and the bell summoning them to their school duties was ringing, thereby causing the boys to be at the same spot where their coats and hats had been placed before they began their game. As the flash struck the earth the boys were for a moment obscured from sight, so vivid was the lightning. When the few people in the neighborhood again looked towards the boys, they were all flat on the ground. Two gentlemen ran to the spot and to their horror discovered that four of the boys faces were upturned in the direction of the sky from which they had but shortly before received their last summons. Two other boys stunned, lay near their companions. The gentlemen quickly procured water and quenched the fire in the clothing of the boys, as well as stamping out the flames, which were fast burning the parts of their apparel that had been torn from their bodies. Vain efforts had previously been made to revive all of the boys, who appeared lifeless and four of whom were recognized as positively dead.

DAILY GATE CITY.

FRIDAY MORNING, FEB. 4, 1876.

PATTON vs. PEEVY.

The Case Brought to an Abrupt Close.

The case of Patton vs. Peevy, on trial in Admiralty in the U. S. District Court, in this city, after four days came to a sudden ending on yesterday morning.

The evidence showed that Peevy was captain of the steamer Penn Wright, a raft tow boat; that the inspection and license of the boat ran out in June, 1874, but that Peevy, failing to find the inspectors, did not get the boat inspected for about one month, during which he was towing rafts; that during this time he hired Patton as an engineer, who came aboard and ran her knowing that her inspection papers had run out; that on July 22, 1874, while Patton was on watch, the main steam pipe exploded, killing a Mr. Parker and scalding Patton considerably. Patton sued Peevy for \$3,500.

On yesterday morning the Court dismissed the action, saying that the evidence had failed to show any willful misconduct on the part of Peevy; that he had violated a penal statute in running without inspection papers; but that Patton as engineer had knowingly assisted in the violation of the law, and was in no condition to come into court claiming damages for an injury which occurred when he was himself a wrong doer.

The decree was that each party should pay his own costs. Gillmore & Anderson appeared as counsel for Capt. Peevy, and Craig & Collier for Patton.

The Daily Gate City.

TUESDAY MORNING, APRIL 20, 1875.

NEW STEAMBOAT PASSENGER TARIFF.—The restaurant system has gone into effect on all the lines of steamboats on the Upper Mississippi. This necessitates a new passenger tariff, copies of which have been forwarded to Col. S. M. Archer, the agent at this place of the three leading lines. The new arrangement leaves it entirely optional with travelers whether they take passage alone or both passage and meals. Agents, however, are authorized to issue tickets for passage and berth only, meal tickets being sold exclusively on board. The price for breakfast and supper is 50 cents each and for dinner 75 cents.

The following are the rates for cabin passage from Keokuk to the principal points on the river:

Quincy	\$ 75	Davenport	\$ 2 75
Hannibal	1 50	Dubuque	5 50
St. Louis	3 00	La Crosse	8 50
Burlington	1 25	Winona	9 00
Muscatine	2 50	St. Paul	10 50

Add to these the expense of meals and the rates are less than those charged last year.

This plan is in operation in the East as well as throughout Europe and gives better satisfaction to all parties concerned than the system heretofore in use.

THE CONSTITUTION.

By THOS. W. CLAGETT.

KEOKUK, FRIDAY, MAY 7, 1875.

A SUIT FOR \$10,000 DAMAGES AGAINST THE KEOKUK NORTHERN LINE PACKET COMPANY DISPOSED OF.—A man named John Duffy entered suit in 1873 against the Keokuk Northern Line Packet Company, to recover \$10,000 damages for being put off the steamer Rock Island, and landed on an island below La Crosse, because of alleged refusal to pay \$7 fare from Red Wing to St. Louis, after he had, as he alleges, paid \$2 fare from Red Wing to LaCrosse—he having made up his mind at the latter place to continue to St. Louis. The clerk gave him choice to pay the \$7 or be put ashore; he protested, the captain was called, and he ordered the pilot to lay to, and had plaintiff forced to shore on an island—an uninhabitable, low, marshy place. He walked about in a marsh, in the rain, and was at last taken off in a skiff, after which he walked five miles to Clayton.

The case came up for trial yesterday in the District Court at Davenport, when

Judge Brannan, as we learn from the *Gazette*, charged the jury that they had nothing to do with the fare paid for passage from Red Wing to LaCrosse—that was a contract between plaintiff and defendant, and when they gave him safe landing at LaCrosse the contract was fulfilled and ended. The passage from La Crosse to St. Louis must be paid as under a new contract, and if the passenger didn't like the terms, if they were such as applied to every other passenger, he needn't accept them, and could leave the boat. The company wasn't bound to carry him farther than he was willing to pay for, but they must land him, without rough usage, where he would suffer no damaging exposure, and on main land. As to the question whether the place where the plaintiff was put off was an island or not, and whether in the walk of five miles for shelter he was injured by exposure or not, the jury must determine their answer from the evidence.

The jury was absent about half an hour, and then they returned a verdict for the defendant.

So the Keokuk Northern Line will not have to pay Duffy \$10,000.

THE GATE CITY

THURSDAY MORNING, MAY 11, 1876

STEAMBOAT SQUABBLE

Contest for the Possession of the Nellie Thomas.

Quite an exciting time occurred at Montrose yesterday, in a contest for the possession of the steamer Nellie Thomas. The boat was in charge of E. J. Aldrich as Captain, R. A. Gibbs as Clerk and W. W. Hovey as Engineer, who it is claimed contracted with the owner, T. B. Emery, to run her for a month, with the privilege of retaining her for the season. As the steamer was about to back out for this city Captain Emery, the owner, stationed men at the lines and refused to allow any one to loosen them. He then lashed the Nellie to the B. F. Weaver, of which he is also owner, towed her over to Nauvoo, discharged some freight from her and returned to Montrose. On his arrival there the other parties who had been deposed by main force, had him and the other officers of the Weaver arrested for grand larceny. The authorities at Montrose, however, refused to hold them and they were discharged. With both boats still lashed together, they then steamed off up the river.

This is the deposed party's version of the affair. We are unable to obtain Captain Emery's statement of the case. We understand, however, that his excuse for taking possession of the boat was that the parties

were not fulfilling their contract.

Mr. Gibbs, the clerk, came down here last evening and took steps to have Captain Emery enjoined and the boat tied up until the question at issue is settled.

KEOKUK CONSTITUTION,

KEOKUK, TUESDAY, DECEMBER 3, 1878.

SAD CALAMITY.

A Disastrous Steamboat Collision—Twenty Lives Lost.

Republican special.

NEW ORLEANS, Dec. 1.—The steamboat Cotton Valley left this port last night at 5 o'clock laden with a valuable cargo for Shreveport and way landings and with some 18 or 20 passengers. About 4 a. m. she collided with the Charles Morgan bound from Cincinnati, at a point a few miles from Donaldsonville. The Valley sunk and about 18 lives were lost. The boat and cargo are a total loss; officers all saved. The Morgan was damaged but slightly.

Associated Press Report.

NEW ORLEANS, Dec. 1.—Arrived: Chas. Morgan from Cincinnati. Her officers report that at 4 o'clock this morning a collision occurred at Bringler's point, opposite Donaldsonville, between the Morgan and the Cotton Valley of the Red River Transportation Company's line. The Cotton Valley sank and twenty lives were lost. The boat and cargo are a total loss. The Cotton Valley left here yesterday for Red river with a full assorted cargo and a number of passengers.

When the collision occurred the wind was blowing a gale and the rain falling in torrents. The Morgan was coming down and the Valley coming up. On rounding the point the officers of each boat, seeing the danger of a collision, stopped the machinery, but the force of the wind and the headway of the Morgan was so great that her guards struck the Valley with great force, causing the latter to sink in fifteen minutes. The Valley is valued at \$18,000; insured for \$10,000 in New Orleans offices. The cargo is valued at \$75,000; insurance unknown. Sol. Meyer, Dan'l. Gehr, Henry Levy, merchants of Alexandria, La., and Miss Sanford, aged 16, of London county, Va., were the only passengers lost. The officers think twelve or fifteen roustabouts, mostly colored, went down with the boat and were drowned.

KEOKUK CONSTITUTION,

KEOKUK, THURSDAY, OCTOBER 17, 1878.

CITY NEWS.

—The Tidal Wave is certainly entitled to the first place. She brought on her last trip down the river a total of 11,760 packages. Mind you, all this without a barge, and all of the freight on deck. If any steamboat man is disposed to doubt this, he can find the manifest of the steamer on file at the CONSTITUTION office. We claim that it is the largest trip of the season, and will maintain our claim until "figgers" show us we are mistaken.

The Daily Gate City.

SATURDAY MORNING, JANUARY 6, 1872.

Northern Line Packet Company.

The St. Louis Republican of a late date, in its annual river and steamboat article, alludes to the Northern Line Packet Company, as follows: As this is one of the oldest steamboat companies at this port, a brief sketch of the company may not be uninteresting. The business by river with the upper Mississippi had been accommodated by various boats owned by different parties for a long time, but in 1850, the owners of three boats held a meeting and resolved to form a joint stock company, and accordingly went into operations under the general laws for forming corporations of the State of Illinois. D. Hawkins, Thomas Gordon and J. W. Parker, of Galena, Ills., Jas. B. Rhodes, of Savanna, Illinois, K. C. Gray, of Pittsburg, Penn., and James Ward and Thomas H. Griffith, of St. Louis, Mo., being the incorporators, and by the articles of association directors. Capt. James Ward was elected President, and Thos. H. Griffith secretary and treasurer.

Their boats then were the Sucker State, Hawkeye State, Canada, Peninsula, Metropolitan, Northerner, W. L. Ewing, Denmark, Heavy Clay, Minnesota Belle and Fred Lorenz.

Since which time the company has been in successful operation, bringing down large amounts of produce, and carrying up large amounts of merchandise and manufactured goods; also carrying a great many passengers, especially in the summer season, with seekers after health and pleasure, visiting the beautiful scenery of the upper Mississippi river and breathing the invigorating atmosphere of that high and healthful latitude. The company have built, since their incorporation, the steamers Hawkeye State, Sucker State, Davenport, Henderson, Savannah, Muscatine, Burlington, Minnesota, Dubuque, Minneapolis, Dan Hine, Red Wing, and Lake Superior, and a great many barges, and have also bought several steamboats for passengers and towing purposes. A considerable amount of the grain business is done on barges, and a large amount of it is now carried in bulk. Nearly all that goes by rail and the lakes is carried in that way.

The boats running the past season were all first-class and fine accommodations for passengers, &c. They were the Lake Superior, Red Wing, Minneapolis, Dubuque, Minnesota, Muscatine, Tom Jasper, Northwestern, A. Mitchell, Phil. Sheridan and Belle of La Crosse. Other boats were used at various times in aid of the above or to fill a temporary vacancy for repairs, &c.

The Northern Line, in the fourteenth year running, have lost but three boats, the Denmark sunk at Atlas Island by striking a log; the Northerner while lying up at the St. Louis levee, was burned, the fire being communicated from another boat; the Burlington, at Wabasha, was sunk by striking a log put in by the ferryman to work the ferry boat in winter, and not removed.

The business to and from St. Louis, transacted by this line of steamers, forms a very important part of the river commerce, and assists the prosperity of the city to a considerable extent.

When the present improvements that have been in progress on the upper rapids

are completed, and the canal at the lower rapids is finished, St. Louis will have an uninterrupted communication with St. Paul at all seasons of the year, except in case of ice, without breaking bulk, and not subject to the delays and great expense of lightening at the rapids. The communication will then be more certain and made in much less time.

The business of the Northern Line for the past year was as follows:

Wheat, bushels,	506,629
Rye,	7,115
Oats,	50,302
Barley,	12,845
Potatoes,	65,295
Onions,	5,913
Lard, pkgs.	1,893
Pork,	3,134
Bacon,	896
Flour, bbls.	25,667
Lead,	165,094
Eggs, pkgs	893

The Northwestern Union Packet Co.'s figures are as follows:

Wheat, bushels.	85,394
Oats,	60,485
Rye,	10,447
Barley,	62,215
Potatoes	76,100
Onions	8,801
Lard, pkgs.	819
Pork, pkgs.	4,255
Bacon, pkgs.	1,059
Flour, bbls.	24,252
Lead,	17,259
Eggs, pkgs	540

The steamer Lake Superior took the lead of business in the Northern Line, and the Northwestern in the N. W. line, as also in both.

The value of the N. L. boats is estimated at \$363,000; those of the N. W. Line \$703,000.

FOR RENT.—In Stracke & Caesar's building, a basement room suitable for a barber shop. d23-2w

The Daily Constitution.

KEOKUK, IOWA:

FRIDAY MORNING, JAN. 20, 1871.

Terrible Disaster.

The steamer T. L. McGill, from Cairo to New Orleans, with nine hundred tons of assorted freight, caught fire and burned to the water's edge, on Saturday night last, while lying aground at Shoo Fly bar, eighty miles below Memphis, Tenn. The loss of life was horrible to contemplate. Of her crew and passengers seventy-two are supposed to have perished. The fire originated in the engineer's lock-up, and the wind blowing a perfect gale, in less than two hours the work of destruction was complete.

The steamers A. J. White and St. Francis seeing the light of the burning vessel when several miles above her, put about to go to her relief, and by means of yaws succeeded in saving thirty or more of those on board and in the surrounding waters. The boat, books, papers, &c., were a total loss.

The cargo consisted of 900 tons of assorted freight, fifty horses and twenty mules, all

of which is lost, except about a hundred tons taken out to lighten her over the bar. Some ten or fifteen persons were seen under and clinging to the guards of the McGill but could not be reached and were to numb and chilled by being in the water that they were unable to make an effort to save themselves, and all were lost.

The Daily Gate City.

SUNDAY MORNING, JUNE 23, 1871.

TELEGRAPHIC

Sinking of the Ida Rees, on the Missouri—Her Valuable Cargo a Total Loss.

UPPER MISSOURI.

SIOUX CITY, IOWA, June 24.—The steamer Ida Rees No. 2, one of the Northwestern Transportation Company's line struck a sand-bar and sunk near the mouth of White River, about 12 o'clock on the night of the 20th inst. She was sparred off, and in backing out struck her stern against another bar, unshipping her rudder, when she became unmanageable, and in a few moments broke in two and went down in eight feet water. She had aboard 208 tons of government and private freight and 55 passengers. The boat and cargo are a total loss. The E. H. Durfee arrived at the scene of the disaster about ten o'clock next day and took on board the passengers. No lives were lost. The boat was originally a small craft plying on the Alleghany River, but had been rebuilt, and was one of the best and fastest boats on the Upper Missouri. She was valued at \$20,000, and insured for \$12,000. The value of her cargo is estimated at \$100,000. Full amount of insurance not known.

The Daily Gate City.

FRIDAY MORNING, DECEMBER 23, 1870.

TELEGRAPHIC

RIVER DISASTERS.

NATCHIEZ, Dec. 22.—At 2 o'clock this morning the steamers R. E. Lee and Potomac collided opposite Natchez. Both were badly damaged. The R. E. Lee ran on a bank, and sank in 9 feet of water. The Potomac is unloading for repairs. No lives lost.

VICKSBURG, Dec. 22.—Nine cabin and 30 deck passengers of the steamer Nick Wall were lost. The latter are emigrants from Chicago to Georgia. Among the lost were a whole family from Memphis, including a bridal couple.

THE GATE CITY:

SATURDAY MORNING, DEC. 16, 1876

THE ICE GORGE.

The K. N. Line Packet Company Suffers a Loss of \$100,000.

The ice gorge at St. Louis has been very disastrous to steamboats, and the K. N. line has been one of the heaviest losers. Some fifteen boats of the line, including the War Eagle and Golden Eagle, lay near the Arsenal at the boat yards belonging to the company. In the days of the old Keokuk Line the packets were laid up in the bay at Quincy, which is regarded as one of the best harbors on the river. In later years the packets have been sent to Alton Slough, in which there is no danger from ice. The river men entertained no fears of an ice gorge, believing that the bridge piers would prevent the ice from breaking, and Commodore Davidson laid his boats up at his shipping yards. The result is serious damage to some of the best boats of the line.

The *Globe Democrat* of Thursday gives the following as the losses of the company:

The value of the boats and extent of their injuries are approximated as follows: Jennie Baldwin, worth probably \$2,000, total loss; Bayard, worth \$3,500, total loss; Rock Island and Davenport, each worth \$4,000, total loss; Centennial, a large 1,800 ton side-wheeler, owned by Captain Tom Davidson, lately lengthened and rebuilt—formerly the Tom Jasper—worth \$55,000, a total loss; Alex. Mitchell, worth \$30,000, damaged \$5,000, and possibly much more; War Eagle, worth \$75,000, damaged \$5,000; Andy Johnson, worth \$20,000, damaged \$3,000.

In addition to the loss to steamers, several model barges, belonging to K. N. L. P. Company, were sunk, two of which lie under the Centennial. The company estimate their loss at \$100,000 in round numbers, and it is not improbable that the loss will exceed that sum.

THE WEEKLY GATE CITY

HOWELL & CLARK, Publishers.

JULY 6, 1882.
STRUCK A BRIDGE.

The Mammoth St. Louis and St. Paul Packet Centennial Strikes the Hannibal Bridge.

The Hannibal Courier has an account of an accident that occurred at that city Monday of last week the mammoth steamer Centennial striking the Hannibal bridge. She was on her way down the river heavily loaded with freight as well as a good showing of passengers. She whistled for the bridge and the draw opened all right as usual. The steamer started through under a full head of steam. She came

through on the Missouri side as is customary on down trips. As she was part way through the wind suddenly changed to the northeast and despite the utmost efforts of the pilot, she was hurled onto the western pier with tremendous force. The wildest confusion prevailed among the passengers when it was known that the boat had struck the bridge but the officers and crew, by their examples of coolness and bravery, soon quieted the fears of the affrighted passengers.

An effort was made to land at the boat house, but it was found to be impossible, and she passed on down the river towards the lower landing, where another attempt was made to land, but was of no avail. An attempt was also made, as the boat turned around the second time between the boat house and the lower landing, to get her back to the boat house, but in spite of all efforts she continued drifting until the anchor was thrown out, and she finally stopped in mid stream, at a point opposite Lime Kiln Hollow. An examination was made of the damage as she lay at anchor, and was found to consist of a large hole in the starboard wheel-house, and the wheel so badly mashed as to dislodge it. Work was begun immediately, the wind having died away in the meantime. The boat came to the landing Tuesday morning at 2 o'clock, and after discharging freight and passengers for Hannibal she left for St. Louis on one wheel, where the damages will be repaired immediately.

THE GATE CITY:

SATURDAY MORNING AUGUST 18, 1882.

LOW WATER.

It is Causing a Serious Interruption to Navigation—Several Boats Aground—The Steamer Petrel Sunk on the Rapids.

The low stage of the water in the river is causing a serious interruption to navigation. The Tidal Wave which left this place for La Crosse Thursday morning got aground on the rapids just below "Hole in the Wall," and up to a late hour last evening was still there. The Dan Hine and Cricket went to her assistance, and they too got stuck but subsequently managed to get off. The Tidal Wave is lying directly across the channel.

On her way up the river yesterday morning, the Golden Eagle ran her nose into a sand bar at Clarksville and hung there for five or six hours. In consequence of this delay, she did not come any further than Quincy. The Cricket was sent down to connect with her and bring up her passengers.

Yesterday morning the little steamer Petrel met with a disaster while coming over the Rapids on her way down the river. The Tidal Wave is lying right in the channel, and in attempting to pass around her the Petrel struck a rock, knocked a hole in her side just above the

knuckle, and sank in about three feet of water. Her larboard side is high and dry, but on the starboard side her lower deck is about a foot under water. Carpenters were at work in the afternoon building a bulkhead, and it is thought that she can be pumped out and raised. She swung around with her bow upstream, and is lying parallel with the current.

THE GATE CITY:

TUESDAY MORNING, NOV. 22.

THE RIVER.

The elegant passenger packet War Eagle is again afloat, and will be taken to LaCrosse to be repaired. After the leaks had been stopped it took twenty hours of pumping to raise her. Commodore Davidson displayed great endurance, remaining with and cheering and urging the workmen on in the work. The cargo is now being removed and what is not sold here will be sent to St. Louis to be disposed of. The War Eagle will go to LaCrosse on one wheel, with the D. M. Hine to assist her, on the disabled side. She will be brought out next season as good as new. Commodore Davidson first thought of taking her to St. Louis to be repaired, but concluded it would be safer to send her up river rather than down river, owing to the difficulty of passing through bridge in her present disabled condition. An effort will be made to recover the beam and the wheel.

The Salvor No. 2 is now engaged at the bridge, endeavoring to raise the span throw into the river by the War Eagle. A portion of the span can be seen sticking up out of the water.

The Burlington Hawkeye says: "The United States steamer Vixen, now stationed at the Keokuk canal, passed up with a number of government officers aboard. She is a new boat, built expressly for the work of superintending river improvements, and is a fancy little craft and fast runner."

THE DAILY GATE CITY.

JANUARY 7, 1883.

Entered in Keokuk postoffice as a class matter.

Steamer Sunk.

NEW ORLEANS, Jan. 6.—A Times-Democrat special reports that the steamer Belle of Shreveport sunk about sixty miles above Arkansas City. Two lives lost. Other passengers rescued by the steamer Kate Adams.

KEOKUK CONSTITUTION

KEOKUK, SATURDAY, APRIL 30.

THE UPPER MISSOURI.

The Flood Over-Measures Taken to Resume the Normal Condition of Business.

YANKTON, Dakota, April 28.—All telegraph communication being destroyed, this telegram goes to Sioux City by mail. The Missouri flood has subsided, and the river is falling almost as rapidly as it rose. For a week past the river has been out of its banks, and has been overflowing the bottom below Yankton, again submerging a large portion of the land overflowed by the Missouri river rise. The worst of this flood is now over. The Jam has been full from bluff to bluff and from a mile to a mile and half wide. Its low water width is about ten rods. All its bottom lands 75 miles up are overflowed, and most of the houses upon the bottoms have been swept away. The destruction of property is great, and there is much destitution and sufferers are still being cared for in Yankton. Twenty-five thousand government rations have been issued to the sufferers and probably as much more furnished by the Yankton people. Six boxes of clothing received from Omaha have been distributed in Union, Clay, Bonhomme, Cedar and Knox counties. The demand is greater than the supply, and all applicants are in positive need of aid. Gov. Hand is taking steps to secure the burial of the dead cattle, horses and hogs in the bottoms, as carcasses are beginning to decompose. The steamers Helena, Big Horn and Rosebud, which were cast upon the prairie by the flood, have been launched and are ready for work. The steamers Butte, Black Hills and Nellie Peck, cannot be launched until there is another rise in the river, as a wide sand bar has formed along the river front where they were left by the flood. The weather is warm and pleasant and the grass is green along the hill sides and farmers are putting in their grain.

KEOKUK CONSTITUTION.

KEOKUK, SATURDAY, APRIL 30.

CITY NEWS.

The little steamer Grasshopper while coming down the Des Moines river, this morning, struck a snag, about a mile and a half above the bridge, at Buena Vista, and sank. She had twenty-five cords of wood on board. It is thought that she will be afloat again a day or two.

KEOKUK CONSTITUTION.

KEOKUK, WEDNESDAY, MAY 1.

River News.

St. Louis Times: All the steamboats up to 1830 had their main cabins on the lower

deck and their ladies' cabin in the hold. The earlier boats had two or four state-rooms attached to the main cabin, the balance of the cabin being open berths with curtains. In 1831 the main cabin was hoisted on the boiler deck, but owing to the narrow beam they were made as light as possible and the state-rooms, except for the officers, were dispensed with. In 1833 the Abconia came out with an upper cabin—all state-rooms and sky-light, the first state-rooms and sky-light all through that were introduced on Western waters.

KEOKUK CONSTITUTION.

KEOKUK, TUESDAY, SEPTEMBER 30.

DIAMOND JO LINE. ST. LOUIS to ST. PAUL

9 Passenger and Freight Boats.

Don't buy tickets North or South, nor bill Freight to any point on the River till you see
B. S. HINE, Agent.
Depot on Levee, Keokuk. aug21-tf

The Daily Gate City KEOKUK, IOWA

SATURDAY, DEC. 23, 1967



LEON BLAND, 91, OF KEOKUK, who formerly lived in Burlington, was recently featured in an article by Lloyd Maffitt in the Burlington Hawk-Eye. He is shown here at the left with his daughter and son-in-law, Mr. and Mrs. B. H. Toomes at the home of John McCormally, editor of The Hawk-Eye. For some 60 years Mr. Bland was chef and steward on the Streckfus Steamers, President, Capitol, Washington and G. W. Hill. —Burlington Hawk-Eye

DAILY GATE CITY
APRIL 7, 1931

GETTING BOATS READY TO START SUMMER SEASON

A large number of carpenters, engineers, decorators and the steamers' regular crews are all busy getting the four Streckfus steamers ready for the coming season. Capt. John Streckfus, in charge, states the work is nearing completion; boats are being painted, machinery and equipment overhauled and will be ready for the opening date, April 20.

The Steamer "Washington" with Capt. O. Doolin in charge, will operate this season on the Ohio

river between Cairo and Pittsburgh, Pa. During the months of July and August will play out of Pittsburgh each day.

The "J. S." Capt. John Streckfus, Master, will play the first date out of Davenport on Wednesday, April 29, running excursions as far north as McGregor, Iowa, and south to St. Louis, opening her St. Louis regular season on May 30.

Capt. H. Lax will again be in charge of the Steamer "St. Paul" opening that boat's season at St. Louis on May 2.

The Steamer "Capitol," now running at New Orleans, starts up the river May 5, playing excursions out of each city enroute to St. Paul. Capt. Roy Streckfus will again be in charge of operation with Capt. C. McGee, Capt. Walter A. Blair and Capt. Walter Hunter, pilots, and Johnny Pemberton, chief engineer.

THE DAILY GATE CITY
R. J. BICKEL

The Daily Constitution.

KEOKUK, IOWA:
SATURDAY, APRIL 23, 1875.

By Telegraph

Terrible Steamboat Disaster in New Orleans.

Three Boats Burned and Several Lives Lost.

Louisiana.

NEW ORLEANS, April 23.—About four o'clock this afternoon a fire broke out on the steamer John Kyle, which was lying at the foot of Poydras street. Capt. Hutchinson promptly notified all on board to leave, as it was supposed the boat could not be saved. Tom Brown, chief clerk, who was the last to leave, was seriously burned in his endeavors to secure the money and papers from the safe. In the meantime the eddy drifted her up against the Exporter and the Charles Bodman, which immediately took fire. They all drifted into the stream, where they soon burned.

Many persons were on the Exporter and Bodman as spectators when the boats drifted into the stream and had to jump overboard—the larger number of whom are believed to be drowned.

The number lost is estimated at from 20 to 100.

The commander of the United States steamer Kansas promptly sent his boats to the rescue. The jobbing gig boats made no effort to rescue those on the burning boats. There was an excursion from Cincinnati or Pittsburgh, many of whom are believed to be lost.

The steamer Bodman was about unloaded. The Exporter had about 400 tons of freight on board, all of which was lost.

Among the lost is a daughter of Captain Reese of the Exporter. Capt. Shinkle of the Bodman, was seriously burned.

The son of Captain Shinkle is reported as lost.

The Exporter was valued at \$45,000, the John Kyle at \$60,000, the Chas. Bodman, owned by Capt. Shinkle and others of Cincinnati, at \$75,000. Total loss on vessels \$180,000; supposed to be insured.

On board the Exporter was Capt. Reese, an owner from Pittsburgh, who, with his family and a number of friends from that city, were here on a pleasure excursion. The ladies of the party were all ashore except Mrs. Reese and daughter and one other lady.

Mrs. Reese and another lady were saved, but the daughter was drowned. It is impossible to-night to give names or ascertain who is lost. The hulls of the Exporter and Bodman were towed across the river to Doyle's coal yard, while the Kyle floated down a couple of miles and sunk.

NEW ORLEANS, April 24.—Mrs. Bettie Musgrave, daughter of Capt. Reese of Pittsburgh, is the only person lost from the Exporter whose name has been ascertained.

Lost on the Bodman—Joseph Case, Newport, Ky., 1st engineer; John Ferard, Newport; Ky., 2d engineer; Alf. Good, head cook, Cincinnati; Mrs. Bartley and Mrs. Brent, New Richmond, Ohio; Bill Akers, deckhand, Cincinnati, and several colored cabin boys, whose names have not yet been ascertained.

When the Kyle was discovered on fire many persons from the shore rushed on board the Bodman to get a better view and were still aboard when the vessels were set adrift. It is supposed quite a number of these shore people were lost.

THE GATE CITY.

KEOKUK, IOWA:

TUESDAY MORNING, MARCH 29, 1876.

NEWS BY TELEGRAPH

Serious Accident to the Steamer Rob Roy at the Quincy Bridge.

FROM QUINCY.

QUINCY, Ill., March 28.

Yesterday morning the steamer Rob Roy, while going through the draw of the Railroad bridge, at this place, struck an ice breaker with such force as to carry away her larboard wheel house, the blacksmith shop and a large portion of her larboard guard, rendering her unmanageable. She swung around squarely across the river, and was for some time in imminent danger, there being a heavy gale at the time, of floating under the bridge, in which case she must have sunk, and passengers were run ashore and fastened barely in time to avoid such a catastrophe. She was full of passengers, who, aroused by the shock and crash, rushed frantically about and were, many of them, with difficulty prevented from jumping overboard during a temporary panic caused by the accident. Her hull was not injured, and the boat will soon be repaired.

THE GATE CITY.

KEOKUK, IOWA:

THURSDAY MORNING, MARCH 31.

THE ROB ROY ACCIDENT.—The scene on the steamer Rob Roy, on the occasion of the recent accident at the Quincy bridge is described by the *Herald* as being rather an exciting one. It says: "The passengers, some twenty-five or thirty in number, were in bed at the time of the collision, and were startled out of sleep by the crash of breaking timbers. The scene which followed for a few moments was of the most exciting character, the description of which cannot be pictured. Horrified and alarmed, they

rushed into the cabin in their scant apparel, with the belief that the boat was sinking, and all was lost. Men lost all control of themselves in that perilous moment, and women, in their night robes, shrieked with the frenzy of despair. A young married couple rushed from their state room among the first, and the bride, in undress costume, caught her husband by the neck, and gave way to the most agonizing and piteous lamentations. The crew rushed up from the lower deck, which added to the alarm, and it was with the greatest difficulty that many were prevented from plunging madly into the river. Had it not been for the coolness and presence of mind of Captain Lee, Ben. Hoffman, the engineer, and T. H. Gilbert, the pilot, the result could not have been so fortunate." The damage to the steamer is estimated at \$1000.

DAILY GATE CITY.

TUESDAY MORNING, MAY 30, 1876.

WARSAW.

Loading the wreck of a Steamer—Moonlight Excursion — Analyzing Spring Water

(Special Correspondence.)

WARSAW, Ill., May 29, 1876.
There was a lively sprinkling of boats here yesterday and a consequent attraction down to the levee for strollers and persons in search of pastime diversions. The Andy Johnson tied up here early in the morning and commenced the Herculean task of loading up the ponderous shafts, steam chests and other machinery and debris of the ill-fated S. S. Merrill. This pile of rubbish has remained here an eye sore on account of its unsightliness and a ghastly monument of a most deplorable conflagration. The immense weight of the castings required a great deal of care and preparation to get them aboard the Andy. The large wrought iron shafts were loaded on to improvised drags and a track way of planks, laid and freely lubricated with soap and water, and by the aid of the powerful "nigger engine," slid aboard. The entire day was consumed in loading the machinery, all of which, with the exception of the wrought iron shafts, is worthless for any purpose but scrap iron.

The Daily Gate City.

WEDNESDAY MORNING, JULY 2, 1876.

NEIGHBORHOOD NEWS.

—The steamer Mattie Wilson, recently built at Ottumwa to run on the Des Moines, made her trial trip to Iowaville last Thursday.

KEOKUK CONSTITUTION

KEOKUK, TUESDAY, NOVEMBER 15.

RIVER RIPPLES.

The Perilous Passage of a Raft Through the Bridge this Morning—The Arrival of the St. Louis Ferry this Morning—Notes—The Beats.

About 10 o'clock this morning the signal of distress from the draw of the bridge attracted the attention of bystanders on the levee, and immediately all eyes were turned up the river. The Dan Hine with a large raft in tow was seen coming down stream at the foot of the canal and many wondered why the draw was not opened, which, on inquiry, proved to be out of "kilter." Every one apprehended another disaster, and with anxious expectancy, awaited the result. By skillful manipulation on the part of the pilot the Dan Hine managed to drop her through the opening in the bridge where formerly was the span knocked out by the War Eagle, soon after following, catching up with her raft opposite the elevator. Superintendent Cole informed us the draw could not be opened owing to the freezing up of the rams. The bridgemen did everything in their power, but the draw remained fast and could not be moved. Soon afterwards the B. F. Weaver, the latest victim of a river catastrophe, with a mammoth raft in tow, came puffing down the river with a full head of steam. The pilot, evidently appreciating the situation, steered the raft for the opening in the bridge, barely escaping a collision with one of the rock piers, which the raft scraped as it passed through, though creating little damage. The Weaver then wheeled around and started up stream. After getting in the desired position, she went safely through the bridge. Her raft by this time had floated several miles below the city. It was a very narrow escape. Extra precaution should be taken by steamboat men in passing through the Mississippi bridges.

THE S. C. CHRISTY, the St. Louis ferry boat, arrived at the wharf this morning at 10:30 o'clock. She is a large and commodious steamer, just fitted for the trade in which she commenced running to-day, the first trip being made this morning. The residents and farmers of Hancock county can now reach this city without any difficulty, and will seize the opportunity of taking advantage of Keokuk as a trading point.

THE GATE CITY.

SATURDAY MORNING, JUNE 5.

AND ANOTHER

Of the Parties Lost in the Golden Eagle Disaster Traced Up.

He was Undoubtedly From Bonaparte
The Identity of the Lame Man
Established.

On yesterday two gentlemen came in from Bonaparte in search of their uncle, a stock man of that place, and after diligent inquiry here decided that he was the man who went down with the Golden Eagle. The result of their investigation of the matter was that he had left Bonaparte with a lot of cattle belonging to Mr. Carlisle of that place, which he was taking to St. Louis to dispose of for that gentleman. He is known to have been the only passenger who got aboard the fated steamer at Bowles' Landing, and as nothing has been heard of or from him since the disaster it is almost a certainty that he was the luckless victim. The names of the parties from Bonaparte are John and R. T. Cresape.

S. A. Adams, of Eldon, who has been at Barracks in search of traces of his friend Wilcox, the lame man supposed to have been lost in the burning of the Eagle, returned to this city yesterday on the steamer Minnesota. He is convinced that Wilcox was the man, as several parties whom he interviewed stated that they saw him retire to his stateroom, but no one could be found who had seen him leave it. This, in connection with the fact that nothing has yet been heard of Mr. Wilcox, satisfies Mr. Adams that he was the man.

THE WEEKLY GATE CITY.

Entered at Keokuk postoffice as second class matter

MAY, 26, 1881.

"PAUL THE PILGRIM."

Otherwise, Capt. Paul Boyton, Who Makes His Pilgrimages on the Water, in a Rubber Suit.

On Monday, a good-looking, good-natured, unassuming gentleman stepped into the GATE CITY office and handed us his card, which read as follows: "Capt. Paul Boyton, U. S. A." The Captain needs no further introduction to the reading public. Captain Boyton was en route for St. Anthony Falls, where he goes to begin a trip down the Mississippi to Cairo, a distance of 1,008 miles, in his life-saving dress. He had taken passage on the steamer Arkansas, of the St. Louis and St. Paul Line, and while the boat was lying at the wharf, walked up town. The Captain informed us that he would endeavor to stop at Keokuk a few hours on the down trip, when our citizens will be enabled to see the wonderful apparatus about which so much has been written and said. The GATE CITY will announce the date of his arrival here.

76 THE GATE CITY.

FRIDAY MORNING, NOV. 14.

CRIMES AND CASUALTIES.

The Steamer Belle of St. Louis Strikes a Snag.

She Goes to the Bottom and is Pronounced a Total Wreck.

STRUCK A SNAG.

THE STEAMER BELLE OF ST. LOUIS SUNK.

MEMPHIS, TENN., Nov. 12.—Information was received to-night at 7 o'clock of the sinking of the steamer Belle of St. Louis, at a point twenty miles below this city. She was enroute from St. Louis to Vicksburg, and was heavily laden, drawing every inch of water there was to be found in the river. The steamer struck a hidden snag at 1 o'clock, just above Bradley's, near Island 40, and sunk almost immediately afterwards. Joe Carroll was the pilot on watch at the time of the accident, and he brought the news to Memphis, having come down the river in the steamer's yawl. Captain Ad. Storm, the superintendent of the Anchor line here, at once made arrangements to send the steamer Fannie Tatum and two barges to the assistance of the steamer. Mr. Carroll reports the boat badly broken and lying in twelve feet of water on her outer guards. She had 250 packages of freight for merchants in this city, the remainder of her cargo being for distribution at points between here and Vicksburg. The freight on her main deck and in the hold will be seriously damaged, if not entirely lost. From the statement of Mr. Carroll it is thought the steamer has been effectively "killed." All the passengers were landed safely.

THE WEEKLY GATE CITY.

HOWELL & CLARK, Publishers.

SEPTEMBER 21, 1882.

Among the steamboatmen of a former generation, on the upper Mississippi river, was Captain Enoch Price, who commanded the steamer Lynx in the St. Louis, Davenport and Galena trade some forty years ago. He was well known to the old-time residents in this region. He was born in Maysville, Ky., Sept. 9, 1796, and was therefore almost 86 years old when he died in Boston, Mass., last Friday. He was a steamboatman on the Ohio and Mississippi when a young man. He brought the first cabin boat from Pittsburg to St. Louis, and ran her in the St. Louis and New Orleans trade. He and old Capt. Webb, the popular commander in this upper trade in the 50's and 60's, were on the lower river at the same time, and it was through Capt. Webb's influence that he tried the upper trade. Capt. Price was buried in the Bellefontaine cemetery, near St. Louis.

Vicksburg Park Is Favored For Cairo's Permanent Home

VICKSBURG EVENING POST, VICKSBURG, MISS., FRIDAY, SEPTEMBER 23, 1966

Federal Officials Eye Battlefield

The Union Gunboat Cairo today moved a step nearer a permanent home on the Vicksburg battlefield.

The National Park Service, describing it as "the outstanding historical object of its kind in the country," has advised the state Agricultural and Industrial Board, that the Cairo is "worthy of preservation by the National Park Service, at Vicksburg National Military Park."

The report brought a joyous response from Vicksburgers who have spearheaded the drive to preserve the old battleship since its wreckage was discovered at the bottom of the Yazoo River more than 10 years ago.

This National Park Service approval was considered the last major hurdle to future establishment here of a permanent shrine to house the vessel and the thousands of artifacts which came up from the river with it.

Still to be negotiated is the

transfer of title to the boat from the Agricultural and Industrial Board to the National Park Service. This is expected to be accomplished without difficulty, however, due to the estimated cost of restoring and maintaining the exhibit.

The estimated cost of restoring the ironclad vessel was nearly \$2 million.

The state Legislature appropriated \$70,000 for interim maintenance pending a final decision on a permanent program.

The vessel is stored at the Ingalls shipyard at Pascagoula. It was raised from the murky

depths of the Yazoo River near Vicksburg after months of salvage efforts.

The boat was sunk by Confederate mines or torpedoes in 1862.

State officials have predicted that the restored Cairo and related exhibits be housed in a building near the National Cemetery inside the Vicksburg National Military Park.

Annual exhibiting costs were estimated at \$43,000 but an admission would be charged.

The National Park Service team appointed to investigate the Cairo project recommended that the gunboat and its artifacts be housed in a building near the National Cemetery inside the park "as an integral element of the park and operated as a unit" of the park.

Headed by Harold L. Peterson, chief curator of the National Park Service, the team of museum experts visited Vicksburg in July to study the project and confer with park officials and the Warren County Cairo Committee.

They also examined the sal-

vage boat parts in Pascagoula and conferred with A&I Board members in Jackson.

The group included Historian Edwin C. Bearss, former Vicksburger, who played a key role in pinpointing location of the sunken gunboat in 1952 and in its subsequent salvage and restoration efforts.

Others on the committee were Charles Shedd, regional chief of interpretation, Chester Brooks, park planner and Donald Benson, architect, who advises on building sites and types of structures needed to house historic relics.

The "Cairo" was sunk by a Confederate underwater mine in December of 1862 during the Vicksburg campaign. It was salvaged in 1963 after a century at the bottom of the Yazoo river near Vicksburg. Numerous cannons and other artifacts from the Cairo are being kept at Vicksburg National Military Park, and the various sections of the "Cairo" are at Ingalls shipyards at Pascagoula.

KEOKUK CONSTITUTION

KEOKUK, MONDAY, OCT. 9, 1882.

DECKHAND KILLED.

THE DEED DONE BY A NEGRO ROUSTABOUT

While the Steamer Pittsburg was Passing Through the Canal, at 10 O'clock Last Night.

As the steamer Pittsburg was going up through the canal at 10 o'clock last night, a negro roustabout killed a white deckhand by stabbing him with a knife twice. One cut causing a penetrating wound over the region of the heart and the other severing the left carotid artery, death was

instantaneous. The murderer got off the boat at the upper lock and made his escape. The boat landed at Montrose this morning and the captain sent for the authorities to come and take charge of the body.

J. M. Anderson, justice of the peace, at Montrose, acted as coroner and soon summoned a jury.

The name of the man killed is James Mahoney and lived in St. Louis. No one on the boat seemed to know what the name of the murderer is, but the following is a very good description of him: Light brown negro, about 5 feet 9 inches high; wore a black slouch hat, gray jeans pants, with patches in front of the pants leg and seat of pants; has a cut on the lower lip, done with a knife in St. Louis before starting up on this trip.

The matter was placed in the hands of our officers who were soon on the alert, and this morning Deputy Sheriff Ed. Higgins and Policemen Warner and Reynolds captured a man on the Josie at the lower locks who answers the description of the murderer in every particular except as to the cut on the lip. He gives his name as Lewis Summers, and says he quit the Pittsburg here last night. The officers of the Josie say that he got aboard that boat at the middle lock to-day about 9½ o'clock. The prisoner claims that he left Keokuk about 7 o'clock this morning and went up to the locks to catch a boat, but as the War Eagle was lying at our wharf at the time he says he left the city to find a boat his story seems to be subject of doubt. He got on the Josie from the outside wall.

Jake Netell of Peoria, Ill., was at Monroe this morning where he had walked from her. He says that on his way up to that point last night he met a colored man coming this way walking very fast. He asked him the cause of his hurry and he said he had cut a man on the Pittsburg and that he expected that the man was pretty badly hurt.

There is considerable speculation about the man apprehended this morning, the preponderance of belief being that the right man has been captured, and he will be held until some proof of identity can be obtained, which will not be had probably until the return of the Pittsburg from below.

KEOKUK CONSTITUTION

KEOKUK, WEDNESDAY, OCT. 11, 1882.

NOT THE MAN.

The Colored Man Arrested as the Murderer of Mahoney Supposed to be the Wrong Individual.

It seems now that the colored man arrested Monday as the supposed murderer, of Mahoney, the deckhand on the steamer Pittsburg, is not the right man, but that he was probably connected with the row in which Mahoney lost his life, was a partner of the white murderer, who is yet at large, and got off the boat with the man who inflicted the fatal stabs. The real murderer will likely be apprehended if not already in custody.

KEOKUK CONSTITUTION

KEOKUK, SATURDAY, SEPTEMBER 24.

CITY NEWS.

—The following from the Canton Press relative to a suit brought against the Keokuk Northern Line packet company for damages sustained by the loss of stock will prove of interest to shippers: "S. M. Lloyd and B. K. Carnegie brought suit in the circuit court against the Keokuk Northern Line packet company to recover the value of hogs and hay shipped by them on the Golden Eagle, one of the company's boats, which with all its freight was burned on its down trip to St. Louis on the 30th of May, 1880. The case was tried before Judge Turner, both parties waving a jury. Judge Turner held that the common law liability as a common carrier attached to the defendant as soon as it received the hogs and hay for shipment, that as such common carrier defendant took upon itself grave duties and extraordinary responsibilities, that public policy requires it to be held strictly to this liability, and if it wishes to be relieved from such liability it must show that there

were exceptions exempting it or a delivery of the goods—in these cases it has shown neither, and is therefore liable. Judgment for plaintiffs in both cases."

THE GATE CITY:

TUESDAY MORNING OCT. 17, 1876.

MURDEROUS ASSAULT.

Capt. Davidson of the War Eagle Attacked And Severely Injured.

Among the passengers on the War Eagle on her down trip Saturday afternoon, were six desperate looking fellows who came down the river on the Minnesota and took deck passage at this place for St. Louis. While the boat was lying at Quincy about 7 o'clock in the evening, they all went up stairs to the bar, which is located on the larboard side of the boat, just forward of the barber shop. While there they became very boisterous—so much so, that Billy Bryan, the barkeeper, requested them to make less noise. At this, one of the number, named James Kelley, drew a knife and started for Bryan, whereupon the latter ran out the door. Just as he emerged, he met Capt. Davidson who was going in and took hold of him to pull him back, whereupon Kelley plunged the knife in the Captain's neck, following it up with several other blows, inflicting ugly cuts on his head. The alarm was given the crew went to the rescue, and quite a bloody encounter took place between them and the roughs, in which three of the latter were more or less hurt. The entire gang were arrested and are now in jail at Quincy. A surgeon was called to Capt. Davidson's assistance and it was found that his wounds, though severe, were not of a dangerous character. He was able to proceed on his way to St. Louis.

THE GATE CITY:

SATURDAY MORNING, MARCH 27.

STRUCK A SNAG.

The Steamer Rob Roy Meets with an Accident at Louisiana.

She Is Run on a Sand Bar and Stranded.

About 5 o'clock last evening the steamer Rob Roy, of the Keokuk Northern Line Packet Company, while en route from St. Louis to Keokuk, struck a snag at a point about one-half mile below Louisiana, Mo., and tore a hole in her hull about twenty feet in length. The leak

was not discovered until the boat had reached the landing at Louisiana and commenced to discharge her cargo at that place.

As soon as the damage was ascertained she was backed out and run upon a sand bar about a quarter of a mile above Louisiana, where she is now stranded. In leaving the wharf she settled to one side and came near upsetting. We were unable to learn what depth of water the boat is lying in, whether any freight was damaged or what the loss will be. At a late hour last night a force of men was engaged in removing the freight. The passengers were safely landed and sent on by rail.

KEOKUK CONSTITUTION

KEOKUK, TUESDAY, NOVEMBER 29.

—The St. Louis Republican thus notices the arrival of the War Eagle at St. Louis: A distressing and yet an encouraging sight was the wrecked steamer War Eagle when she landed at the Eagle Packet Company's wharf boat at 4 p.m. yesterday, with one side torn nearly off her and one wheel gone. Distressing to all who had seen her when in the flush of her pride she left here for St. Paul on her last eventful trip as pretty a vessel as ever floated; encouraging because she was a living example of the pluck and determination of her owner, Commodore Davidson, who stood on her hurricane roof and landed the crippled though undaunted warrior at the foot of Vine street. How typical of the commodore his noble steamer seemed to be! Struggling as he has for years against such opposition as never other steamboatmen has met with, he yet will rise superior to all obstacles, and like the gold from the crucible, appear yet brighter for the fires through which he has passed.

KEOKUK CONSTITUTION

KEOKUK, WEDNESDAY, AUGUST 18.

GEO. SMITH, H. W. CLENDENIN, THOS. REES,
RIVER PIRATES.

A Party Discovered Striping the Wreck of the Steamer Vicksburg.

ST. LOUIS, Aug. 18.—A Post-Despatch special from Ashport, on the lower Mississippi, where the Vicksburg recently sank, says a party of river pirates were discovered there by the wrecking boat, and were fired upon and one man killed as they were rowing away with a skiff load of powder. The watchman of the Wrecker was held in \$1,000 bonds for the collision, but to-day was rescued by a masked band. Great excitement resulted among the friends of the thieves, who gathered in force. The sheriff was present at last accounts.

THE GREAT DUST HEAP MADE BY
R. J. BICKEL KEOKUK, IOWA

Constitution-Democrat.

PILOTS' ORGANIZATION.

Is to be Disbanded This Winter.

Within thirty days a meeting of the Upper Mississippi River Pilots association will be held in La Crosse for the purpose of disbanding the organization.

Capt. Jos. Buisson and Master John Day, both aboard the steamer Saturn, now on her final run to Burlington, Iowa, will be present to take part in the meeting.

Buisson is president of the organization, while Capt. Day is secretary and treasurer. Capt. Volney Bigelow is one of the board of directors.

It is stated that owing to the decline of the rafting business interest in the association has waned, and the purposes for which it was organized no longer exists.

The association has considerable money in the treasury, and it is announced that these funds will be disposed of for the purpose of aiding old river pilots and their families who are bound to be in need.

The organization had a powerful influence upon river traffic, and no event upon the upper Mississippi has been followed with greater interest than its annual conventions.

Vol. 9. 1903

Constitution-Democrat.

— DECEMBER 9, 1903.—

THE PILOTS DISBANDED.

Upper River Organization is Thing of Past.

The Upper Mississippi River Pilots' association has gone into history, the last biennial meeting of the association having been held last week in the city of La Crosse. At this meeting the disbandment of the organization was effected, and as soon as its business affairs can be adjusted and outstanding obligations met, the remainder of the funds of the treasury will be divided pro rata among the members in good standing.

The members of the old organization of pilots will affiliate with the Harbor Association of Masters and Pilots which society has for its object the betterment of conditions along the upper river.

The Pilots' association has been a potent factor in the solution of many problems pertaining to the river and river traffic. Its power has been felt in congress and it has materially assisted in aiding the war department to facilitate navigation upon the river. The association was organized in the month of December, 1884, with a charter membership of 41. The first officers elected were as follows:

President—J. W. Rambo.
Vice president—Jos. Buisson.
Secretary—V. A. Bigelow.

The board of directors were Frank Looney, La Crosse; Thos. Dolson, Dubuque; Wm. Kratka, Lansing; Thos. Withrow, La Crosse; Frank Wettenhall, La Crosse.

As stated in the preamble, the objects of the association were "the mutual benefit and improvement of its members, to secure greater efficiency of the service in which they are engaged."

There was an insurance feature of the organization, but that was discontinued sometime during the nineties.

The organization reached its greatest strength in 1890, it being shown at the convention held Dec. 2 of that year in this city that the membership had reached 208.

Keokuk rivermen will remember the fight made by the members of the association against the "double headers" and "deck loaded" rafts, before the advent of the bow boat on the upper river.

After one of the most exciting meetings ever held it was decided that no member of the association would attempt to pilot the deck loaded raft except in the daytime, and the size of the rafts were limited to 575 feet long by 260 wide from Stillwater, 550 long by 260 wide from St. Paul, and 375 long by 275 wide from West Newton. The lumber rafts were not to exceed 3,000,000 feet. This resolution just preceded the appearance of the bow boat, and consequently the rules laid down were not long enforced by the pilots.

Constitution-Democrat.

SEPTEMBER 24, 1903.

THE PARK BLUFF.

Description of the Sinking of This Steamboat.

The following communication to the Waterways Journal, concerning the sinking of the Park Bluff, will be of interest to Keokuk people, who have often seen the steamer here:

Stillwater, Minn., Sept. 13.—Friend Arste: Once more I have a sad duty to perform and will explain as follows: The steamer Park Bluff sank at 10 o'clock last night, three and a half miles below this city. The Park Bluff was a bowboat rafter, with the steamer Glenmont, and was being towed up the river on the Glenmont's head. Captain Abe Mitchell was at the Glenmont's wheel, steering, and at the time and place named above, noticed the bow of the Park Bluff settling down in the water. The Glenmont was immediately stopped and backed off, but the Bluff went down so quickly that the fastenings that held her in tow had to be cut in order to save the steamer Glenmont. The boat sank in forty feet of water. The chief engineer, James Ferguson, of LaCrosse, was drowned, and his body is supposed to be in the boat. There were five men on the bowboat at the time of the accident, and four of them got out all right. All five men were in bed at the time the alarm was given, and the men that escaped say that Ferguson was up before they left the boat. It was known that Ferguson was about sixty years old and married, and leaves a wife, two sons and two daughters in La Crosse, Wis. The boat belongs to the Iowa and Minnesota Navigation company and was in good condition. The cause of sinking is unknown to any of the parties connected with the loss. The supposition is that she struck a dead-head or sunken logs. Steps will be taken immediately to raise the boat and recover the body of the lost man.

The Juniper is on the ways at South Stillwater and is being completely repaired. A force of workmen are giving her a thorough overhauling. She will be launched in about ten days.

Look out! The water stands 10 feet on the gauge here and rising 1 foot every twenty four hours.

Yours truly, RUFUS GOFF.

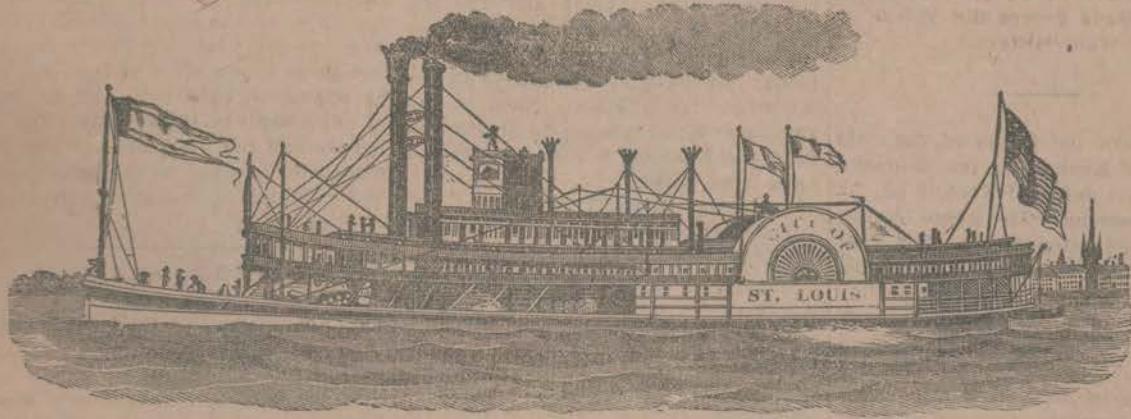
Grand Excursion

Constitution-Democrat

TUESDAY EVENING, AUGUST 11, 1903.

AN OPPORTUNITY TO SEE

THE BIG BOAT



—STEAMER—

CITY of ST. LOUIS

(SOUTH WESTERN EXCURSION CO., Charterers.)

Wednesday, August 12

A delightful twenty mile outing on the largest and finest boat afloat. 305 feet long, 90 feet wide, being larger than any government lock on the Mississippi river or tributaries. ∅ ∅ ∅

**Music, Dancing and Refreshments
MILLER'S ORCHESTRA.**

CAPACITY FOR 5000 PASSENGERS

Leaves 2:30 and 8:00 p. m.

FARE ROUND TRIP 50c. - - - CHILDREN 25c

THE GREAT DUST JETE CHILLED BEVERAGE
R. J. BICKEL KEOKUK, IOWA

THE DAILY GATE CITY.

Entered in Keokuk postoffice as second class matter.

DECEMBER 18, 1888

DES MOINES RIVER.

Another Old Timer Who Ran on That Stream.

An old settler of Des Moines has written the following communication to the Des Moines Register:

In 1856 the extremely bad roads and extremely good rivers produced a steamboat fever in the Des Moines valley, and several citizens of Des Moines had it severely. During the year certain parties of Fort Dodge contracted for a light draft boat, built on the Monongahela river, which came around to Iowa in the fall, and in November, 1858, the writer shipped some machinery to Merritt and Jenkins, to be used in building the court house. The Rodgers made but one trip to Ft. Dodge in that fall. Returning to Keokuk she wintered there. In the spring she made regular trips as long as it was safe. The trip referred to by Judge Davis was her last.

Of those afflicted by steamboat fever in this city I will mention only Mr. Freeman Tisdale, brother of Dr. Tisdale, as his boat was the only one to reach Fort Dodge. It was built on the island at Court avenue bridge in the winter of 1858-9. It was headed down stream about the beginning of May. The engines worked badly. They tied up in Keokuk for repairs, and at the end of nearly a month got back to Des Moines; despairing of doing any good. Here Doctor Hull, father of Captain Hull, came to Tisdale's assistance. They went to the Iowa Foundry and ordered certain changes on the engines. While these were in progress they were offered a paying cargo to Ft. Dodge, which they were anxious to take before the Rodgers came up again. Before completing the necessary changes the boat sailed for Ft. Dodge.

As the river was low and falling fast there was no time for dancing. The captain expected every man to do his duty, and it was done. Ft. Dodge was reached without any accident, although we came near breaking the boat in two on the remains of an old dam at Elk Rapids, which struck her bottom a little aft of midship, tossing the stern with its wheel high out of the water. However, the hull had sufficient momentum to carry it off the dam, forward. There was no delay at Ft. Dodge. It was now, or never, and all hands worked night and day pushing her off the bars or out of the drift until we reached Des Moines.

Judge Davis' trip to Ft. Dodge was neither the first nor the last. The Rodgers made the first trip in November, 1858, the Des Moines Belle made the last one in June, 1859.

THE DAILY GATE CITY.

Entered in Keokuk postoffice as second class matter.

JANUARY 24, 1889

NEW STEAMBOAT LINE.

An Effort to be Made to Revive Upper Mississippi River Trade.

A new steamboat line was organized in St. Louis Tuesday under the name of the St. Louis, St. Paul and Minneapolis Packet company, with a capital stock of \$100,000, cash. The names of the members of the company are withheld for the present for various reasons, but it is known that Mr. Andrew Delaney, of St. Paul, an old steamboatman, will be the manager. The new company has bought out the St. Louis and St. Paul Packet company, consisting of three side-wheel steamboats, one wharf-boat, twelve warehouses and one grain elevator at St. Paul. The steamboats are now in harbor at Hamburg Bay. These will be taken to St. Louis immediately and completely overhauled, over \$20,000 having been laid aside for repairs. Painters have been called upon to aid on the painting inside and outside of the boats and wharf boats, and work in this line will begin in a week or so. Mr. Delaney, the active organizer of the company, said to a Globe-Democrat reporter:

"Our organization is complete, and we have applied at the state capital for a charter, and filed our papers in the United States court. It is formed chiefly of St. Louis business men who, like myself, are confident we can revive the trade of the upper Mississippi river. We do not want to say too much for ourselves, but propose to do what we say. The passenger travel between St. Louis and St. Paul is very large, and as you know, Minneapolis is the largest flour market in the world. We will endeavor to get the people of Minneapolis to open the river sufficiently to allow heavy boats to get there, and we will then get some of the flour trade, which will be of great value to St. Louis. The railroads will not affect us, we believe. Steamboat rates are always below railroad rates and for eight months in the year we can travel and carry without interruption. You will always notice that railroad rates go down when the river opens and go up when it closes. We will buy all our stores and ship our crews in this city. We propose to build two new sidewheel boats at a cost of \$80,000, should our trade this year demand it. The boats will be built in St. Louis. I am aware the steamboat business has been dormant for a number of years, but I can see no reason why it should remain so any longer. There has been no effort to revive. A few years ago the Diamond Jo line and the packet company just bought combined for a season, and did the best business known in ten years. We intend to revive a great line of boats, revive the trade of the upper Mississippi, open up new markets for St. Louis goods and make this a receiving point for northern flour, and all we want here is the encouragement of the St. Louis merchants in the matter of freights. As for passenger travel, there are no prettier views in the world than on the upper river, and we will enjoy a good travel I am sure."

THE DAILY GATE CITY.

NOVEMBER 18, 1898.

LIFE WORK ENDED.

Capt. Albert Wempner Died at His Home This Morning.

Captain Albert Wempner died this morning at 9:35 o'clock at his home, 729 Bank street. Death resulted from a stroke of paralysis, which afflicted him nine days ago and from which he never recovered consciousness. His death was peaceful and his soul winged its flight from its earthly tenement quietly and calmly.

Albert Wempner was born in Prussia on April 9, 1834, and was, consequently, 64 years, 7 months and 9 days old when he died. He came to this country when a lad, going first to St. Louis, where he was raised and where he spent his boyhood. At the age of nineteen he went to work on the river as a pilot and has been a river pilot and captain ever since. In the forty-five years spent on the Mississippi and Ohio rivers he piloted and commanded many of the largest and most famous boats which have plied western waters. Of late he has been in the employ of the United States government and this past season was captain of the steamer Louise, engaged in repair and construction work along this section of the river.

Captain Wempner was a Des Moines rapids pilot during the prosperous days of river navigation three decades ago. Almost all his life was spent on the river, and he became an authority on aquatic subjects. He occasionally contributed reminiscent articles to the local papers and his memory was stored with a fund of delightful stories and interesting experiences.

He was twice married, his first wife being, formerly, Miss Lloyd, of Hamilton, Ill. She died, and after living alone for some time the captain married Mrs. Amy Johnson on May 9, 1889. He is survived by his wife, two sisters, Miss Emma J. Wempner, of Portland, Oregon, and Mrs. Josephine McCracken, of Wright, Santa Clara county, California; one son, G. M. Wempner, of St. Louis; and two step-children, Eben S. and Grace G. Jamison. His sister, Mrs. McCracken, is an author of note, and contributions from her pen frequently appear in Harper's publications and other standard magazines.

Ever since Captain Wempner was stricken with paralysis nine days ago, inquiry has been constant as to his condition. He was very popular in this city and has hosts of friends who will ever remember him as a genial, great-hearted, kindly man, who thought badly of none and made friends of all. He was a delightful companion, a pleasing writer and a charming raconteur. His noble qualities endeared him to all who knew him and his departure causes many to mourn.

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY
THURSDAY, NOV. 3, 1910
C. F. SKIRVIN.....Manager

WENONA BEACHED UP THE RIVER

Steamer Hit Boulder at Pontoosuc Landing and is Now Lying in Four Feet of Water Covering Stern.

PASSENGERS WERE SAFE

Extent of Damage to Ill-Fated Boat Not Yet Determined—Occurred While Boat Was Making Landing.

Brief mention was made in yesterday's Gate City of the accident which happened to the packet Wenona at Pontoosuc Landing. The following is a more extended account, and is taken from the Burlington Gazette:

The steamer Wenona hit a boulder at the Pontoosuc landing yesterday afternoon damaging the hull to such an extent that it was necessary to beach the craft. She is now lying in four feet of water which covers the stern. The forepart of the lower deck is above the water line.

The striking of the boulder was so light that it was not noticed by anyone on the craft. The filling of the hull as the water rushed in, was felt by the pilot who immediately ordered the siphons to work. The water rushed in so fast it was not possible to work both siphon and engines at the same time and the boat was beached.

Although there were a number of passengers aboard, all were in the cabin and the landing was so close that but few knew that anything out of the ordinary was happening until the hull began to slowly sink into the water. It all occurred so easily that no one became frightened and there was no panic among the passengers.

The accident happened as Pilot Enderly was making the landing at Pontoosuc at 4:30 o'clock yesterday afternoon. The landing is bad and in low water it has been customary to do away with landing at this point on account of the great number of boulders in the river. The river near the Illinois shore from Dallas City to Ft.

Madison is lined with dangerous granite blocks and all pilots avoid that bank during the low water when possible. All through this season of low water the Wenona has been passing Pontoosuc up, but the rise during the last month was sufficient to lure the steamboat men to the landing again. The river has been falling so fast during the past week that Capt. Dodds had about decided to again cut out this landing, but the order had not been issued. The stage is now three inches above low water mark with indications that the river will drop below the mark again this season before winter sets in.

Capt. Dodds telephoned to Capt. Kinnear at Burlington for help. Capt. Kinnear secured the Mary K. and sand pump, engaged Eugene Ferris, diver, and took along material for building bulkheads, leaving shortly after one o'clock today for Pontoosuc. When they arrive the work of floating the Wenona will begin.

It is impossible to determine the extent of damage to the boat. Capt. Dodds said the striking of the boulder was so easy that no shock or bump was felt. This leads him to believe that it was only a light tap. A plank may be splintered or the caulking may be dislodged sufficient to let in a good quantity of water but in itself is an easy matter to remedy when the boat is pulled out on the way and the carpenters put to work. It is likely that the craft will be taken to the shipyards in the canal.

The Ottumwa Belle was called from Ft. Madison yesterday afternoon when the Wenona sunk and she relieved the embarrassed craft of her passengers and freight. The water did not damage either freight or baggage. She had an excellent trip out of Burlington yesterday as the boat was making but tri-weekly trips this week, instead of daily trips as during the summer months.

The Ottumwa Belle will run in the Wenona's trade for the present and will arrive tomorrow morning at this port on scheduled time. How soon the Wenona will be repaired is a matter which can only be guessed at. Diver Ferris will build a bulkhead around the damaged part and the sand pump and siphons of the boat will relieve the craft of water in a short time. Probably by Saturday the boat will be on the ways.

Pilot Enderly, who was in charge of the Wenona when she went down, is perhaps the most skilful pilot in the business. He has been running on this stretch of the river for the past thirty years and knows every foot of it. The presence of the rocks at the landing was known to him, but the water is so low that probably had he escaped the one rock which did the damage he would have struck others which are equally near the surface.

This is the second accident of this kind this season to White Collar line

boats. The Helen Blair was sunk in July on the north end of her run. She was raised and repaired, but the stage of the river did not improve sufficiently to make it safe for her to resume her trips. The Black Hawk has been running in her place between Davenport and Burlington since.

Captain Blair when he visited Burlington a few days ago expressed the hope that everything would run smoothly until the close of this season, but it was not to be. The season has been a very unlucky one for steamboating on the entire river.

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY

SATURDAY, JAN. 24, 1920.

TO KEEP PACKET IN THE BUSINESS

Quincy People Have Plan to Continue Trips of Steamer Keokuk Between Burlington and Quincy.

Concerning the possible retirement from service of the steamer Keokuk, the Quincy Journal says:

The steamer Keokuk will not go out of business here if a proposition before the transportation committee of the chamber of commerce is successful. A stock company to operate the packet in the Quincy-Burlington trade is planned by Purser Zenge of the steamer according to information yesterday from a reliable source.

It has been known in river circles for some time that the Carnival City Packet company which has been successfully operating light passenger and packet steamers on the upper river for twenty years is disposing of its vessels and will go out of business. Captain Walter I. Blair of Davenport, the leader of the company, expects to retire.

Mr. Zenge, it is said, has offered to supply 40 per cent of the capital, the remainder to be secured by the sale of stock in Quincy and Burlington. The amount needed is placed at \$25,000.

It is declared that Quincy business men will hold up their end of the proposed company if the value of the packet in the Quincy-Burlington trade can be brought home to them. The steamer has handled thousands of dollars of Quincy-Burlington commerce during the eight and nine months of each year that it has made its regular trips.

"THE GREAT DUST HEAP CALLED HISTORY"
R. J. BICKEL KEOKUK, IOWA



STR. VIXEN - MIDDLE LUCK -- COPYRIGHT.

U.S. Government Work Boat "VIXEN" later re-named "HENRY BOSSE"

84

B-56 IOWA SHORE - DRAW BRIDGE IN OPERATION - MARCH-28-1911



THE GREAT RIVER ROAD OF IOWA HISTORY
BY HENRY C. STORCK, M.D.

COME TO KEOKUK TO TRADE

It Costs You
Nothing to Come.



Keokuk merchants have engaged the

Steamer Van Meter

to make two trips each week between

**Montrose, Nauvoo,
Sandusky, Warsaw,
and Alexandria.**

Everybody wishing to come will be brought here and returned absolutely free of charge—disorderly and disreputable characters alone excepted.

Farmers living near these places, drive in, leave your team there, and enjoy a free ride on the river. Everybody come!

Keokuk Invites You.

Boat leaves Nauvoo at 8:15 a. m.; Montrose, 8:45 a. m.; Sandusky, 9:30 a. m., arriving at Keokuk at 10:30 a. m.

Leaves Warsaw and Alexandria for Keokuk at 11:00 a. m.

Returning, boat leaves for Warsaw and Alexandria at 2:30 p. m.; Montrose and Nauvoo at 3:30.

KEOKUK CONSTITUTION

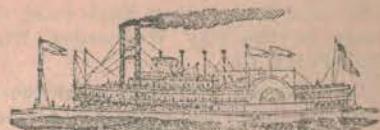
KEOKUK, TUESDAY, NOVEMBER 5.

Globe-Democrat: The owners of the War Eagle have not, as yet, given up all hopes of having the War Eagle afloat again although she did knock a bridge down partially. She was pretty badly bumped

up, but when the underwriters wrecking boat Salvor, gets to her things will take shape quickly. The salvor with Jo. Jobin, the diver, aboard, left last evening to take a hand in the raising. Commodore W. F. Davidson, president, and Captain Abe Hutchinson, superintendent of the line which owns the boat, are already on the ground.

Constitution-Democrat

AUGUST 11, 1896.



BURLINGTON,
KEOKUK,
QUINCY,
PACKETS.

SILVER CRESCENT

S. R. DODD¹, Master,

AND

S. R. VAN METER

D. WALTER WISHERD, Master,

Ply regularly between above and intermediate points, as follows:

SILVER CRESCENT	S. R. VAN METER
DAILY.	MONDAYS.
Lv Keokuk ... 6:30 am	WEDNESDAYS.
Warsaw ... 7:15 am	FRIDAYS.
Canton ... 9:00 am	Lv Keokuk ... 2:30 pm
LaGrange ... 9:45 am	Montrose ... 4:30 pm
Ar Quincy ... 10:00 am	Nauvoo ... 5:00 pm
Lv Quincy ... 3:00 pm	Ar Ft. Madison 6:00 pm
LaGrange ... 4:20 pm	Lv Ft. Madison 7:30 am
Canton ... 5:15 pm	Nauvoo ... 8:15 am
Warsaw ... 7:20 pm	Montrose ... 8:45 am
Ar Keokuk ... 8:00 pm	Ar Keokuk ... 10:45 am

For Freight and Excursion Rates, apply to

J. B. HUTCHINSON,

Agent.

1696

THE GATE CITY.

KEOKUK, IOWA: 1866

THURSDAY MORNING, FEB. 8.

RIVER NEWS.—The ferry boat is running uninterruptedly at Quincy across the main channel of the river. Packets run from St. Louis as far as Alton. The Missouri river is still closed.

"James D. Malin," says the *Whig & Republican*, "the former popular clerk of the Lucy Bertram, occupied the same position on the ill-fated Missouri, a fine Lower Mississippi river boat, and it was at first reported that he had been seriously injured. Jim's many friends will be pleased to learn that he escaped unharmed. It is almost a miracle that any one escaped without the loss of a limb, at least, judging from the accounts of the explosion."

The commander of the Missouri, Captain J. Y. Hurd, was severely injured. If we are not in error, he is the same Capt. Hurd who lost one of the finest boats that ever floated above the Rapids, the Effie Afton, which was destroyed some years ago by coming in contact with the famous Rock Island Bridge. His wife was killed by the late explosion. His many friends on the river will sincerely sympathise with him in his sad bereavement.

The Daily Gate City.

KEOKUK, IOWA: 1868

SUNDAY MORNING, APRIL 12.

St. Louis and Keokuk Packet Company.

MR. EDITOR: An article in the Quincy Herald of the 5th, headed "St. Louis and Quincy Packet Line"—suggestions to the citizens of Quincy by an "Old Resident"—is so manifestly unjust towards the St. Louis and Keokuk Packet Line, that the writer asks space enough in your columns to reply to the same. In doing which, something of a history of the old line may prove of interest to your readers, and can only date with me from the commencement of my residence in our city, (although the Company was organized and in successful operation some time previous to that time,) which dates from the early spring of 1849 (some nineteen years ago).

"A want supplied is never felt"—

A truism, which applies with great force in favor of the St. Louis and Keokuk Packet Line, as our city, St. Louis and all intermediate points, have had a boat daily since the organization of the Packet Company, during unobstructed navigation, during which time Keokuk has grown from a small shipping point to a populous city, and Quincy now claims her thirty-odd thousand inhabitants, while there has been a corresponding growth in all the river towns between here and St. Louis, and the Mississippi Valley teems with an industrious, energetic class of population, whose field for development can hardly be surpassed upon the habitable globe. In this day of Railroads and rapid improvements, we are too apt to forget the day of small beginnings, and as a reminder I will only ask, what Line could have met the wants of our commerce and travel better than the St. Louis and Keokuk Packet Line has? And when we speak of our commerce and travel, we mean every point on our river between here and St. Louis, as we all form a part of the great West, and our interests are identical in its growth. From a small beginning the St. Louis & Keokuk Packet Company has grown, by its able management, to a Company with a capital and surplus of upwards of five hundred thousand dollars; has five first-class steamers, comparing favorably with any upon the Western waters, all ready at any time to put into the line when the wants of the trade demands it; leaving Keokuk and St. Louis daily, with as great punctuality as does the trains of the best managed railroad in our land. And right here we will speak of the accommodation afforded the citizens of Quincy by the line, which, in the hurry of travel in this fast age, our people have sometimes complained of. The Packet usually reaches Quincy about 11 a. m., never leaves there until 2 p. m., and we have often known her to lie there until after dark, taking in Quincy freight and waiting for delayed railroad trains. The growth of Quincy should

not elate her citizens to the extent of making them entirely oblivious of their early history and the facilities the Packet Company has extended them, as great truth lies in the proverb "that a friend in need is a friend indeed."

A monopoly—as applied to the navigation of the Mississippi river, (one of nature's great highways)—is palpably incongruous, and needs no controversy. Now, as to the opposition, of what does it consist at present? of two boats, one side wheel, the other with a wheel *aft of the rudder*. So far the public have only promises of additional transportation facilities. They come into the trade, which they have a perfect right to do—put down the rate of freight and passage below living rates, appeal to the public—*vomit out the word monopoly, a phrase the meaning of which they evidently do not understand*—and expect the Keokuk & St. Louis Packet Company to give up a trade they have been a quarter of a century in building up. Thus to do would be a species of supineness unworthy of Western character, and we opine it will thus be regarded by the Packet Company, who, we have no doubt, the people will continue to patronize so long as such facilities are extended to the traveling public as have been extended in the past.

We occasionally hear some of our citizens speak of equality of rate for freight and passage, as we learn both lines are now being run at unremunerative rates, while the Keokuk & St. Louis Packet Company have a boat leave here daily, and the opposition line only one every other day. Such will doubtless be the case until the opposition line put in their promised boat, thus making their line daily; when we are informed the Packet Company will carry freight and passengers daily at as low rates as the opposition line.

VERITAS.

THE GATE CITY.

KEOKUK, IOWA.

WEDNESDAY MORNING, JANUARY 31

RIVER NEWS!—There is an interesting River News article in the St. Louis Press of the 28th inst. The prosperity of our own city is largely connected with the river trade. We are hence glad to note the preparations that are being made to increase the shipping upon the Mississippi, when navigation opens. The Press says present indications are that that city will do more business this season than ever before.

The packet G. W. Graham has made, without damage, the first round trip to Memphis since the break-up.

The river is rising at St. Louis. Ten feet in the channel to Cairo. The rivers above and below are rising.

The Press says, concerning an important Line now being added to the Mississippi trade:

We mentioned several days ago that in a short time we would have the pleasure of seeing the two famous fast steamers, General Quitman and Magenta, at our wharf, as regular New Orleans packets. We are happy to inform our readers that such will, in a short time, be the case. Up to the present writing

we have only heard of the following steamers as being part of the boats that will be in this great and reliable line: John Kilgour, Indiana, Quitman, Magenta, Clara Dolsen and Fashion. There will be six more added. This line will be called the Merchants' and Peoples' Line. They are incorporated under a charter by the Illinois Legislature, and will comprise some of our best and reliable steamboatmen, with a large capital, and immense influence. The steamers which will form this organization will be of the best on the Western waters. Perhaps the fine Magnolia will get in this line. No doubt but what she can be made to pay, with a few alterations, and we think she could be bought cheap, before she is sold by some sheriff, which may take place soon. In connection with this line, we will state that Captain Dodge, formerly Captain of the Ben. Campbell, which for some years run from Montrose to Rock Island, in connection with the Keokuk Packet Company, left a day or two ago for points on the Ohio river, for the purpose of getting boats to form a daily line from St. Louis to St. Paul, which is much needed. There is plenty of room for two regular St. Louis and St. Paul lines, and both could make money under proper management. By the success of this line shippers could ship from all points above New Orleans, New York, Boston or Liverpool.

The Merchants' and People's Line have also made arrangements with eight fine first class steamers, making close connection at New Orleans with those of New York. The following list comprises the line from the Crescent City to New York, of which the first four are splendid new side-wheel steamships, and the others are first class screw steamships: Morning Star, Evening Star, Guiding Star, Rising Star, Mississippi, Merrimac, Mariposa, Monterey.

It will be seen from the above lists, that this Merchants and People's Line, when completed, will not be excelled by any similar institution in the world. If found necessary, they will also form a line from New Orleans to Liverpool. They have already made arrangements whereby they can ship all consignments to all parts of Europe. It is sufficient to say that Captain David White has the matter in hand, which will insure its complete success; for in better hands it could not have been put. What a line on such a general scale wants at its head, is a thorough steamboatman, perfect business man, with energy, enterprise and foresight. Such a man is Captain David White, and we congratulate the Company upon securing his services, as we are informed they have.

The Press adds:

The Keokuk Packet Company's new steamer, Rob Roy, is fast assuming her gigantic proportions. When finished she will be one of the neatest and fastest steamers that ever went above St. Louis. They are also building a new steamer, in which they will put the fine machinery of the steamer Warsaw, which is now being wrecked. The first steamer will be called the Rob Roy, and will be finished by the first of March; the second will be finished by the first of June.

THE DES MOINES.—Navigation upon this river, we presume, is at an end for the season. But such a season has perhaps never been witnessed before. A month's navigation in the spring is a pretty good season, usually. But this year three months and better have been busily employed by quite a respectable fleet of steamers. HIG. 7/5/58

THE GREAT DUST HEAP ON THE RIVER.
THE RIVER IS FLOWING AGAIN.

STEAMBOATING ON THE MISSOURI RIVER

A VIVID DESCRIPTION OF PALMY DAYS ON MUDDY RIVER.

THE MORMONS WENT UP THE RIVER TO COUNCIL BLUFFS.

Old Peter Boyd a Keokuk Landmark
Was Blacksmith on the Missouri
River Boats at One Time.

FRIDAY, APRIL 30, 1909.

The Missouri river was at one time of the great throbbing arteries of trade. The Mormons escaping from Nauvoo made their way up the muddy river to Council Bluffs. Packet lines operated on the great river. Old Peter Boyd the colored man who was Henry Clay's jockey and who is an old landmark in Keokuk was blacksmith on the boats then plying the river. Paul W. Brown in the Record-Herald gives the following vivid account of the steamboat days on the Missouri.

Captain W. R. Massie, veteran pilot on western waters, whose knowledge of the turbulent and turbid Missouri and its history is probably not equalled by that of any other living man, is hibernating at one of this city's residence hotels and waiting for gentle spring to clear the ice from the channel of his favorite stream, that he may turn a wheel above its tawny waters once more. During the winter the captain's sailing radius is short, extending only from his hotel to Derickson's boat store on the levee, and his leisure permits him to entertain the chance visitor with stories of incidents and events in that age of romance which saw the settlement of the great northwest.

"To make a pilot a man ought to be born right, to begin with," said the captain, in answer to a question. "Now, I was born on the Missouri river, in the edge of Franklin county. My father came to Missouri Territory before 1800. He had been a lieutenant under Daniel Boone, and had fought alongside of Boone, Simon, Kenton and Gerty. My uncle was the first white man to plant any ground in Missouri. He was killed by the Indians just across the river from our place, on Massie's Creek, in Warren county. Dangerous days, those were. After a rain, when the ground was soft, the settlers'd go out lookin' for moccasin tracks. If there was an Indian about, they'd muster and go after em: Maybe they would kill some and maybe the Indians would get some of

them. My folks settled right on the river bank; they saw Lewis and Clark go by."

I fairly gasped; this was touching hands with the beginnings of the history of the west. The captain did not notice the impression his simple statement produced. His parents settled on the Missouri in 1799—Lewis and Clark went up the stream in 1804—how could the lonely settlers help seeing them?

The first steamboat went up the river in 1819," continued the captain. "As there came to be more boats, my father established a woodyard and had wood boats that he could run alongside the steamboats; when I was a small boy I got used to handling them, so later piloting came natural to me. Why, I can remember boats that used to run there when I wasn't a bit higher than this table." He pauses, and the scene rose up before me—the great river, with its brown current and snagglittered beds of yellow sand its heavily frosted bottoms and green bluffs uninhabited except for the wandering savage and scarcely wilder wolf or deer, and the child with the eager eyes emerging from the settler's cabin beside the stream at the first sound of the deep breathing of the approaching boat to devour her with his gaze until she disappeared around the bend, sole like between the tiny plantation in the great wilderness and the infant civilization of that far distant day.

"Well, I got into the pilot-house in course o' time, and I've been on all the rivers of the west—the Mississippi, the Missouri, the Tennessee, the Red, the Atchafalaya, the Ouachita. Yes, funny name, isn't it?"—this in answer to a remark. "A man I knew told me that it meant 'Medical river'—'Ouachita,' Wash It Off.' Now look a-here, young man, don't you go to quotin' me as believin' in any such stuff as that." I promised to make his skepticism as to this particular etymology as clear as the noon day, and he resumed. "I've been mixed up in American history a good deal. I landed the first passenger from a steamboat where Omaha now stands. When the Mormons left Nauvoo I took 'em to Council Bluffs on their way to Salt Lake. I knew 'em all—Brigham Young, Orson Pratt, Heber Kimball. And their wives; I've danced with 'em many a time on the grass. A pilot was somebody in those days; it wasn't like it is now." I should have been glad to have made some statistical inquiries regarding those same wives, but the exodus of the Mormons was but a single detail in the great panorama which was unrolling itself before the speaker's memory.

"I've seen the river before they improved it and afterward, and I say:

Give me the river the way nature made it before them cadets from Boston that don't want to look at anybody else come here and begun foolin' with it! I'll tell you what the trouble with the Mississippi river is—it's the Missouri. That's the one that kicks up thunder. Go up the Mississippi above the mouth of the Missouri—what lo you find? Hard bottom; river stays in one place; no sand to speak of. Let 'em improve the Missouri by goin' clear down to bedrock with their works, just as Bud Hickman did at Chamois for his foundation for the incline, and the Mississippi'll be all right. Look at the delta! When the French held New Orleans it was within twelve miles of the gulf; now it's 120 miles. It's the levees that's done that; the mud that'd have spread out all over those lowlands and built them up if they had let it alone has been carried out into the gulf. That delta will build clear over to Central America on the other side of the gulf if you gave it time."

The captain forsook the fascinating topic of Mississippi river improvement, which is its dwellers along the lower Mississippi what the discussion of predestination versus free will was to old-time theologians, and came back to his own river, whose mood and habits he knows as the trainer knows his horse. "The first steamboats went to Fort Benton in 1858," he said. "There was two of them, the Morton and the Chippewa, and the captains and pilots were John La Barge and Bob Wright on the Morton and Billy Humphreys and Henry Dix on the Chippewa. They went up the river together and landed at the same time. The Chippewa afterward turned in the Benton service 150 miles above the mouth of the Yellowstone. She had 400 kegs of powder on board and a lot of passengers; one of 'em was Clem Seaman, with a very fine gun, and there were one or two from New York, two from Calcutta, India, and two or three ladies, out for a sight of wild life. When the fire reached that powder it scattered the boat all over the place. Clem Seaman's gun went up in the air and came down muzzle end down, away out on the prairie. An Indian found it there and took it to Fort Benton, and Mrs. Seaman got it again two years after he'd lost it.

"There's mighty few snags, sir, when you get above Yankton. The ice freezes fast around 'em up there, and then the river raises before the ice melts, and that pulls 'em out and carries 'em off down-stream; you won't find one in fifty miles. I went to Fort Benton first in '61 three years after the first boat. I took the Utah up there in '69 in thirty-two days; the usual time was sixty to one hundred days. Those boats were very light;

I've taken 100 tons on two feet draft and 200 on three and a half. Wood was scarce and hard to get; we'd stop an hour or two by sun to wood up for the next day. Drift wood was the main dependence; we'd get ash, and sometimes pine and cedar carried down from the edge of the mountains. You ought to have seen the way they'd load those boats with furs! you see, furs are light and take up lots of room. We'd put 'em in a press, so as to save space in stowing them; and then we'd fill the hold and the main deck; we'd fill the boiler deck and the cabin, leaving just room enough between the piles to get into the staterooms; we'd even fill the space under the pilot house roof. They were mostly buffalo robes, but there was lots of wolf skins and bear—black, grizzly and cinnamon; there was mountain lion, too. But the most valuable of all was Siberian fox; a bundle of twelve or fourteen inches through would be worth six or seven hundred dollars.

I was with an 'opposition' fur boat one trip—the Bertrand—she belonged to Harvey, Fremau, Bauyce & Co., a firm that was bucking the American Fur company. Mott Morrison was pilot; I was with him. And the captain—let's see, what?—the name was the captain's name? They were all big men, all the firm; but that captain was a mountain of a man—a great big giant. He had a fist as big as that water cooler there! I looked at the water cooler; it was at least a foot in diameter. Captain Massie is a man of No. 1 size himself and would not be too easily impressed, so I was as fully convinced of that captain's bigness as of tantaguer's.

The lower Missouri was alive with boats from '50 to '65. There were between two and three hundred; as many as fourteen would leave St. Louis in a single day. Pilots were scarce; they didn't average more than a single one to a boat. In traveling on the river between here and Kansas city you were never out of sight of a boat; and they were loaded with freight and passengers like a bush with blackberries. Indians? Well, I guess so. I knew all the great western chiefs—Sitting Bull, Rain-in-the-Face, Red Cloud. I knew 'em before Bill Cody did; I was in that country when he come up there and got to be a scout.

"I was ambushed by Sitting Bull in '75. I was captain of the steamboat Western, and had Colonel Moore of Fort Buford with me; we had annuities and gratuities—goods for the Indians. It was just below Fort Peck; we come to shore under a high bank with three or four canyons—coulees they call 'em three—cutting through it. The first thing we knew, those canyons were full of Indians shootin'.

There were eight people in the pilot house when the first volley struck us—Colonel Moore, two preachers, who were goin' up to work among the Indians; four others and myself. Colonel Moore was just behind me; one bullet went through his lower jaw and

kicked out some of his teeth and one out the collar of my coat, clean through, right at the back of my neck. In about a second the others were all laying down, and Colonel Moore reached for me; Lie down! he says, 'We can't afford to lose you!' I forgot to say that my pilot had deserted at Yankton, and I was the only man on board that knew the river. 'No,' say I to Colonel Moore. 'I'm going to get the boat out of here or the Indians'll kill us all and burn her.' We backed away and turned toward the other bank; that brought the stern of the boat between the Indians and the pilot house. I went down stairs; the boat was as empty as a church on week days; everybody had wanted quiet and had gone down into the hold. We had guns aboard; I'd got them at the fort, in case of need. The clerk, Barney Earl, was locked up with the guns. I called to him, and he unlocked the door and handed me two guns, and says he: 'Here—you take 'em—I can't shoot. I come out with the guns, and the only man in sight was a half-breed Indian—he was the only man in sight. 'Here,' I says, 'take this gun and shoot at them devils, or I'll shoot you,' and he did it. Well, when the others heard the shootin' it encouraged 'em a lot, and they come out and took hold and helped, and the Indians went away. We counted sixty bullet holes in the pilot house.

"I saw Sitting Bull once after that, when he was a prisoner; and we shook hands and talked it all over. He made a speech that day before the inspector, and I tell you, he talked sense. He said: 'We don't want your annuities and we don't want your presents; we want you to keep your blue-coats away from our country.'

"Did I see any buffaloes? Look here young man, there's two ladies now living in St. Louis who went with me up to Fort Benton on the Twilight, when I carried 185 passengers a \$300 apiece; and I killed the game for all of 'em. How did I do it? Every day or two we'd come to a place where a herd of buffalo was crossing the river, and the boat would run in among 'em; I'd just rig my derrick-fall, and let down a great noose right in front of a big fellow and haul him on board. I didn't need no cowboy to rope stock for me; we got all the fresh meat we wanted that way. In '67 I brought down seventeen live buffaloes—roped 'em right out o' the river and hauled my catch on board with the derrick-fall. It beat any seine you ever saw. But the awfulest sight I ever saw on the river was 50,000 buffaloes drowning.

"It was about fifteen miles below the mouth of the Yellowstone, and I was with my own boat, the Ben Johnson. Charles B. Chouteau was with me that trip, and we come out on deck together. You know what those plains are like—all light brown, and stretchin' away to the end o' the world; you can see fifty miles each way. Well, out there on the prairie was a great black wave rolling toward us; it was

a herd o' buffalo on the stampede. It seems as if I could see it now, the dust raisin' under the hoofs of the forward ones in a sort of clouds that hid 'em from us sometimes. As far as we could see, up river and down, the country was ful o' them buffaloes. They never deviated; they come straight on; nothing could turn 'em."

"There rose up before me for an instant De Quincey's tremendous description of the approach of the Tartar horde across the desert, as seen by the Emperor Kien Long; then it was gone and I was with Captain Massie again, watching the buffalo.

"The head ones reached the river and began to go over the bank; the water come unto us in great waves, and the noise was like a caving bank when a thunderin' big slice goes in all at once, only continuous. Soon the river was alive with 'em, and still they swept over; they was all around us, with their great big heads, wicked horns and great thick shoulders all covered with heavy hair. I went over to the bank and laid up, and all the while that rear kept up, and that great brown dusty wave poured over the bank into the river. And then—the captain leaned forward and clutched my knee, while the horr' of it all lived again in his face—he the river was full—full! And they kept comin'; there wasn't no way for the front ones to stop, but by the hind ones to stop first. For, you see, they couldn't get out on the other side, where there was a bank twenty feet high and as steep as the side of a house. They were four or five deep in the river now; the bottom ones were dead; they came down against the boat and rocked her, as the current carried 'em under. Mr. Chouteau his breath in deep and hard. 'I've been in this country all my life,' he says, 'but I never saw anything like that!'

The captain fell silent; the grimness of nature's tragedy held him in the retrospect.

"Poor, bewildered brutes," he said at last. "They used to get out on the ice, and not know it was ice; and the ice would start to breakin' up and it would grind 'em up, until their bodies would cover the banks and the sandbars." And the veteran of fifty summers on the wild and turbulent Missouri, who has had so heavy and so honorable a share in the hardships and perils of that pioneer period whose sacrifices were the price of comfort and security of the present generation, rose and bade me good day.

The Gate City.

MAY 29, 1896.
Entered in Keokuk Postoffice as Second-Class Matter.



THE PALATIAL STEAMER PITTSBURGH

Leaves Keokuk for St. Louis
Every Monday and Friday at
7:00 a. m.

A reliable line of light-draught steamers, thoroughly equipped with every modern improvement and commanded by able and experienced officers.

By All Odds the Best Way to Spend a Portion of Your Vacation.

For rates and information apply to
1896 JOHN McNAMARA,
Or, ISAAC P. LUSK,
Gen. Pass and Freight Agent, St. Louis, Mo.

NEWS OF THE BOATS.

The Steamer St. Paul, Reported Lost, Arrives at the Levee Safe and Sound.

PITTSBURGH IS SWAMPED.

The River is Steadily Rising—Congregational Church Excursion to Quincy Encounters Cool Weather—
Packets and Raft Boats.

The whistle of the packet St. Paul which sounded about 8:30 o'clock last night was a most welcome sound and the sight of that floating palace moving majestically into port brought gladness to hundreds of Keokuk people. It was reported that the packet had been sunk by the St. Louis tornado. Captain Burke was interviewed by a Gate City reporter last night. He said that the packet left the landing some time before the storm broke and was considerable distance above the Merchants' bridge and out of the tornado's path. The captain said that the packet did not stop but continued her course. The wind blew quite stiff but he says that he has been out in much worse gales. However, the rain fell in a terrific flood and there was considerable hail. The St. Paul had intended taking a moonlight excursion out of Quincy last night, but the people were in no mood to go on the river, being frightened by the St. Louis tornado, and the weather being cool. The packet

leaves for St. Louis at 7 o'clock this morning.

The Pittsburgh was due to arrive up tonight on her through trip to St. Paul. She will probably not be up this way this week if the dispatches are correct. According to a report received last night the boat was lying at the wharf boat at St. Louis Wednesday evening when the tornado struck the levee. The hawser lines were snapped and she was blown across the river to the Illinois shore, where she was swamped in shallow water. No loss of life is reported, although the report states that the loss of life on the boats which were blown away from the landing was small, owing to the orders which were given to all persons to remain on board.

The river is steadily rising. There has been a general rainfall all over the northern Mississippi valley and extending over the territory which run all the tributary streams of the great river. In fact the whole land this side of the divide has been struck with an almost unprecedented rainy season. This has had the effect of keeping the stage of water up to past the average mark. Last night the government gauge at this point registered 9 feet and 6 tenths above low water mark, a rise of 3 tenths of a foot.

The Silver Crescent and barge left yesterday morning for St. Louis with the Congregational church excursion. There was a small crowd, a fact which is no doubt largely due to the steamboat disasters caused by Wednesday evening's tornado at St. Louis. They returned last and report a fine time had. The weather was a little too cool however for perfect enjoyment of the night time ride.

The Cyclone passed down yesterday afternoon with a raft of logs for the Taber Lumber company.

The Lucia came up from government work below Warsaw with a barge in tow.

THE DAILY GATE CITY. OCTOBER 25, 1895. AN OPEN WINTER.

Rivermen Say the Mississippi Will Close Late.

Captain Blair Has Several Sure Signs, All in Line, That Point That Way—
The Cornshuck, the Goosebone
and Other Indications Are
All Right.

Capt. Walter A. Blair, of the steamer W. J. Young, Jr., does not aspire to the dignity of a weather prophet, but he has some ideas of his own on the subject, nevertheless, and he bases them on observation and experience, says the Davenport Democrat. According to his belief this winter is going to average mild. If it behaves badly at all, he

thinks it will do so toward the latter end; the first part will be mild.

"We are going to stay out the whole month of November," he said to a Democrat Reporter, as he stood at the levee just after landing from the last trip to Burlington.

"How do you know you will? You didn't do it last year, or the year before?"

"I know that, but all the indications point our way this year."

"As, for instance—?"

"Well, I have watched this thing a long time, and I have observed that the direction of the prevailing winds about the time of the equinox is the direction of the winds for the next three months following that event. This has been the rule, with few exceptions. Now you may remember that at the time of the September equinox this year we had hard and steady south winds, with high temperature. If that indication indicates, as it has in past years, we shall have more southerly winds during the next two months than winds from any other quarter, and the river is not usually closed while a south wind is blowing.

"Another circumstance not to be forgotten is that our cold snaps generally come while there is a full moon, or a bright moon, at any rate. Very seldom has the river in past years closed during the dark of the moon. That rule, likewise, has very few exceptions. I know, for I have watched it for years. Now, then we shall have a full moon in about another week. That is too early a date for the river to close, surely. If the rule holds good, and the closing does not take place in the dark period following this bright one we are now entering, the closing will have to be deferred till the next full moon, and that will come in December. I am willing to bet on it, anyhow.

"And that isn't all. Look all around you. See the cornhusks. They are not close fitting like the paper on the wall, this year. You can run your hand up into them without opening them up, they are so loose. The hazelnuts have been dropping out of their hulls, the latter were so loose and open. It's too early for hog killing at our place, so I don't know about the hogs' meat, but there are other little things that old river men rely on as indications, and they all show a long fall, and rather an open winter."

"How about the goosebone?"

"The goosebone? I haven't had a chance—yes I have, too. Say, come down and eat dinner with me today, and we'll see about it right then and here. I have wild goose for dinner today, and it will be the chance of your life to make that investigation."

It need only be added that the goosebone in question was white, thin and soft, and indicated in every respect that the goose that owned it had made preparations against a hard season. Now we will stand back and watch for the fulfillment of the captain's pleasing

prediction. He could hardly have given us a meteorological bill of fare that would have suited better, in view of the coal shortage and other things.

Constitution-Democrat.

NOVEMBER 24, 1890.

BOATS THROUGH THE BRIDGE.

What the Record Kept at the Draw Shows for the Season.

Last year the canal closed November 23d. The first snow fell November 18th and was very light. The second fall of snow was on the 27th. November 28th came the first floating ice; thermometer sixteen degrees above zero. January 21st, 1890, the river was blocked. Thursday, January 23d, the ice started and ran about three hours, taking the government boom out. Tuesday, January 28th, the ice moved out all the way down. Saturday, March 1st, the river was blocked again with ice, but moved out March 12th. Navigation opened March 18th, when the Patience passed down.

Below is given a list of the steamboats that passed through the bridge during the season of navigation just closed with the number of times each passed through:

Libbie Conger, 2; Mary Morton, 38; Pittsburgh, 40; Sidney, 40; St. Paul, 16; Gem City, 6; Park Bluff, 15; J. C. Atlee, 14; Josephine, 16; White Eagle, 2; Enterprise, 1; Eagle (Warsaw ferry), 2; Patience, 2; Nellie Bly, 79; Elsie, 22; Gen. Barnard, 10; Lucia, 128; Vixen, 70; Lilly (lighthouse steamer), 6; Ada, 4; Edith, 1; Charlotte Boeckler, 36; Eagle (tie boat), 68; Geo. Lysle, 6; Bart. E Linehan, 44; Signal, 1; Prescott, 170; Lumberman, 36; Jack Frost, 16; Polar Wave, 14; Inverness, 42; Kit Carson, 25; Abner Gile, 35; Dick Clyde, 1; Garden Gate, 5; Thistle, 44; Col. Patterson, 60; Borealis Rex, 1; Frankie Folsom, 2; Daisy, 32; Helene Schulenberg, 36; Russell Hinckley, 2; Pauline, 36; Reindeer, 22; Sea Wing, 8; Julia, 46; Satellite, 46; Bella Mac, 26; Mountain Belle, 28; Emma, 29; Louisville, 16; Lizzie Gardner, 16; Ravana, 14; Natrona, 18; R. A. Speed, 2; Gen. H. F. Devoll, 2; Dan Thayer, 14; Josie, 4; Bro. Jonathan, 4; Luella, 12; Scotia, 15; Racket, 2; The New Idea, 2; Isaac Staples, 8; Maud, 2; J. W. Vansant, 4; Carrie, 8; Pearl, 1; J. G. Chapman, 2; Musser, 2; Axtell, 2; Irene D., 4; Ed. Durand, Jr., 1; Hannibal Eagle, 1; a total of 1,587 trips, by steamboats, through the draw during the season. Six hundred and twenty-four barges and 197 rafts also passed through.

THE DAILY GATE CITY.

JULY 16, 1887.

Entered at Keokuk Postoffice as second class matter.

DANGERS OF NAVIGATION.

Losses on the River So Far This Season and Their Cause

Travel on the Mississippi river and its tributaries, although far safer than in former days, is still not entirely destitute of the element of danger. The assaults by the engineer department upon the insidious sand bar and the deadly snag and sawyer, have rendered danger from these sources far less threatening than when the river was in its pristine condition, but the victory of art over nature is as yet by no means complete, while the highly combustible nature of the boats and cargoes will always lend an uncertainty to traffic over the western waters. The changing current of the western rivers, and the consequent shifting of the bars, is responsible for the principal losses by sinking. The tributaries to the Mississippi are more subject to this danger than that river itself, and the loss from this cause amounts annually to a very considerable sum, although the damage in individual instances is seldom great, as a sunken boat can generally be raised, and the destruction of the cargo is rarely total. Among the losses by sinking that have occurred during this present year, the largest was that of the steamer H. K. Bedford, which ran into a dam near Granville, on April 26, on the upper Cumberland, knocked a large hole in her bottom and sunk. Most of her cargo, consisting of lumber was saved, but the steamer was an entire loss. On May 9 the Eclipse struck a sandbar near Fort Berthold, on the upper Missouri, and went to the bottom. Her cargo, of a miscellaneous nature, was seriously damaged by water, but the steamer will probably be raised, and again ply on the Missouri. The Charley Bowen was sunk on the Mississippi, but was raised and is now on the river. The other boats that have been sunk during the year are the Gen. George H. Thompson, Freddie Robinson, the Louise and the Pat McLaughlin, all of small value.

The danger from fire is much the greatest that threatens boats on the river. Owing to the shallowness of the water and the consequent necessity for light draught, the steamers can not be built with boilers and fire room far below the waterline, and removed from the vicinity of an inflammable cargo, as is the case in ocean steamers. The boats are universally constructed of light wood, which is as inflammable as tinder, and the wonder is that the loss by fire is not tenfold what it has proved to be during the last few years. A number of vessels have been burned during the present year, but all things

considered, the loss has been astonishingly small, lighter than ever before known in the same period of time. The first victim of fire was the steamer Peninah, which was burned near H. S. Landing, on the Red River; 300 of the 400 bales of cotton with which she was freighted was saved. On the 8th of March the Yazoo City caught fire just above Grand Ecore, on the Red River, and was a total loss. On March 26 the Chesapeake was seriously damaged by fire near New Madrid, and on April 24 the Issequena caught fire while at the Vicksburg dock, and was nearly completely consumed, with a large loss of cargo. The Ed Durant, Jr., the Hettie Bliss, the H. L. Abbott, the Queen City and the W. H. Gardner complete the list. Scarcely a life was lost in these wrecks and fires, and the loss, compared to the amount represented by the boats and cargoes of the western rivers is scarcely worthy of remark.

THE GATE CITY:

HOWELL & CLARK, Publishers.

FRIDAY MORNING, SEPT. 15, 1887.

THE RIVER.

The Princess, formerly known as the C. K. Peck, is due from below to-day. Her cabin has been enlarged, and repairs made throughout.

Among the steamboatmen of a former generation, on the upper Mississippi river, was Captain Enoch Price, who commanded the steamer Lynx in the St. Louis, Davenport and Galena trade some forty years ago. He was well known to the old-time residents in this region. He was born in Maysville, Ky., Sept. 9, 1796, and was therefore almost 86 years old when he died in Boston, Mass., last Friday. He was a steamboatman on the Ohio and Mississippi when a young man. He brought the first cabin boat from Pittsburgh to St. Louis, and ran her in the St. Louis and New Orleans trade. He and old Capt. Webb, the popular commander in this upper trade in the 50's and 60's, were on the lower river at the same time, and it was through Capt. Webb's influence that he tried the upper trade. Capt. Price was buried in the Bellefontaine cemetery, near St. Louis.

KEOKUK CONSTITUTION

KEOKUK, FRIDAY, JANUARY 26, 1887.

Steamboat Sunk by the Ice.

CAIRO, Ill., Jan. 28.—A heavy cake of ice struck the steamer T. T. Hillman while lying at the wharf this morning, sinking her. She is badly listed. The main deck on larboard side is under water; the starboard side is dry.

THE GREAT DUST HEMP CO.
R. J. BICKEL, KEOKUK, IOWA

PRINTED BY
GALES & SEATON,
THREE TIMES A WEEK, ON TUESDAYS, THURSDAYS,
AND SATURDAYS.
Price, for a year, — six dollars, $\frac{1}{2}$ Payable in advance.
For six months, — four dollars.

WASHINGTON.

MONDAY, DECEMBER 12, 1825.

TRADE OF THE OHIO AND MISSISSIPPI.

FROM THE LOUISVILLE GAZETTE.

A friend has obligingly favored us with the following list of steam-boats actually engaged in, or building and destined for, the trade on the Ohio and Mississippi. Although the tonnage of steam-boats has not increased very rapidly on these rivers within the last three or four years, yet the commerce has augmented with a regular and rapid pace. The steam-boats now make trips in little more than half the time that they required eight years ago. In 1817 the Washington came from New Orleans to Shippingport in 22 days, which was the quickest trip that had then been made, and gave rise to much conversation and many newspaper paragraphs. The time required to go down at that period was from 12 to 14 days. Now boats come up in from 10 to 14 days, and descend in six! So that every boat can make nearly double as many trips, in a season, as were made by those that ran in 1817. The benefits of steam navigation have already been felt in every quarter of the civilized world, although the discovery seems to be but yet in its infancy, and improvements are daily making to lessen the quantity of fuel, and simplify the machinery. In a few years we confidently anticipate an entire revolution in the commerce of the world by means of steam vessels. For although it may not be found practicable so to reduce the quantity of fuel as to adapt them to long voyages across the ocean, yet that they will generally supersede all other kinds of vessels for the navigation of rivers, bays, and coasts, where fuel can be obtained without difficulty, is very evident. The people living on the Ohio and Mississippi, and their tributaries, have, so far, derived greater advantages from the invention than those of any other portion of the globe, and they must always regard it as an epoch of the first magnitude in their annals.

The preservation of valuable lives which it has already effected is immense: not only by enabling boatmen speedily and cheaply to return to their homes without the fatigue and danger of a toilsome march through a wretched climate, but in greatly diminishing the number of hands required in the navigation, and entirely doing away the horrid slavery of rowing and cordelling up barges and keels.

No farther back than 1812, when the writer first visited New Orleans, the first steam boat that ever entered the Mississippi was plying between that city and Natchez, and no steamboat had ever ascended the river higher than the latter place. At her arrivals and departures from New Orleans, the whole city was agog to see the steam-boat. What a wonderful change has been effected in the short space of 13 years!

The following list must continue to increase with the rapidly increasing population, wealth, and commerce, of the West.

Steam Boats in the trade on the Ohio and Mississippi Rivers.

	TONS.		TONS.
Patriot	280	Feliciana	400
Lexington	220	Ramapo	100
Pioneer	200	Packet	140
Washington	333	Louisiana	140
Paragon	355	Natchez	250
Caravan	280	Mississippi	300
Ron Roy	240	Helen McGregor	340
Mexico	160	Lawrence	150
Mechanic	160	Olive Branch, towing	280
Cavalier	190	Expedition	230
Caledonia	350	Missouri	180
Favorite	262	Grecian	160
oolumbia	200	Natchitoches	130
Beile Creole	140	Florence	100
Sciota	160	Owens	130
Hibernia	275	American	75
Belvidere	200	Ariel	50
Philadelphia	335	Rotary	35
Tecumseh	220	Phœbus	75
Clinton	200	General Pike	130
William Penn	140	Pittsburg	175
General Clarke	100	Pennsylvania	120
Emerald	170	Ohio	120
Gen. Jackson	170	Atlanta	175
Eclipse	200	Pilot	100
President	260	Courier	150
Friendship	180	Velocipede	100
Nashville	180	*Indiana	150
Congress	180	*Aurora	120
Gen. Neville	150	Herald	150
Steubenville	160	<i>In the Mobile trade.</i>	
Gen. Brown	170	Henry Clay	196
Phoenix	150	Elizabeth	200
Magnet	160	Belize	180
Post Boy	120	Fanny	160
Miami	70	Columbus	270
Louisville	75	And six boats going round	
Robert Emmett	75	the first rise in the water.	
Fort Adams	180		

NEW BOATS BUILDING.

7 at Pittsburgh, 2 at New Albany.
2 at Marietta, 1 at Brownsville, Pa.
9 at Cincinnati, 92 in all—and 5 at Mobile.
1 at Big Bone Creek.

* For Mobile.

National Intellipencer.

WASHINGTON.

WEDNESDAY, MAY 4, 1825.

DREADFUL STEAM-BOAT ACCIDENT.

About 2 o'clock on the morning of the 14th of April, about ten miles below Natchez, the boiler of the Teche burst, by which three men were killed, and several others scalded more or less severely, and the boat set on fire, and, with her cargo of cotton, entirely consumed.

Mr. Miles, of Kentucky, who had his foot scalded, had reached New Orleans, and given the following particulars: The Teche left Natchez landing after dark on Wednesday evening, with 65 or 70 passengers, many of whom came on board at the moment of her departure, and were unknown to each other. Having proceeded about ten miles, the night proved so dark and hazy that Captain Campbell concluded to lay by. About 2 o'clock, the steam having been raised, and at the instant of getting under weigh, the boiler burst with tremendous explosion; every light on board was extinguished, and all the batches thrown off. In the scene of confusion

that ensued, a cry was made that the vessel was on fire in her bow. Mr. Miles informs, that, anxious to ascertain the truth of this, he pressed forward, and fell eleven feet through one of the hatchways, where his foot was scalded in the hot water, and where he should have perished from excessive heat, but for the immediate exertions of the crew who drew him out with ropes. By this time the flames began to ascend, and each one made exertions to save himself. Those who could not get on board the yawl (which made three trips to the shore) threw over cotton bales, upon which they floated until her return—and in a short time all the survivors were conveyed to the shore.

But the extent of the calamity had not yet arrived. The steamboat Washington soon after passing up and being hailed, hove too, and a boat load of survivors, supposed to be 12 or 18 in number, their names unknown to our informant, who attempted to get on board her, were accidentally upset and drowned.

There were from 450 to 500 bales of cotton on board the Teche, when she left Natchez. We cannot but feel, says the Louisiana Advertiser, a deep sympathy for this last of the misfortunes of Captain Campbell, the worthy commander and part owner of the Teche.

NEW ORLEANS, APRIL 19.—On Tuesday evening a splendid Ball was given in honor of General LAFAYETTE. We never saw, in this city, a more numerous and brilliant assembly. More than one thousand persons were present. The General seemed, by his attentive politeness, to express how much he was flattered with the reception he met with. On Wednesday evening, the public square was illuminated. The triumphal arch and the rows of trees were all lit up with thousands of lamps, and a view of them from the levee, terminated by the dazzling appearance of the Cathedral and City Hall, gave to the whole scene an appearance of enchantment.

On the 15th, General Lafayette departed from our city. He proceeds to St. Louis in the steam boat Natchez, and thence perhaps to Nashville. On leaving the city, he was accompanied by a vast concourse of citizens, who greeted in sighs a last farewell to the Friend of their Fathers, and the early defender of their country.

NATIONAL INTELLIGENCER.

WASHINGTON.

"Liberty and Union, now and forever, one and inseparable."

THURSDAY, DECEMBER 2, 1852.

THE EXPLOSION OF THE BUCKEYE BELLE.—By this disaster it is now ascertained that thirty lives were lost, and three or four more of the wounded it is supposed will die. Wm. C. Entler, John V. Seelers, and Mr. Evans, of Hampshire county, Virginia, in addition to Ezra Bussard, of Frederick county, Maryland, are among the dead. The coroner's inquest has rendered a verdict that "the explosion was caused by the improper management of the second engineer, Joseph Daniels, of Harmar."

NATIONAL INTELLIGENCER.

WASHINGTON.

"Liberty and Union, now and forever, one and inseparable."

SATURDAY, DECEMBER 4, 1852.

SNAG-BOATS ON THE MISSISSIPPI.

The Philadelphia "American" notes the fact that snag-boats are once more to be set to work clearing the Mississippi and other Western rivers of those dangerous obstructions caused by fallen trees. At the last session of Congress \$150,000 was appropriated for this purpose. It is true the amount is altogether disproportionate to the immensity of the work required to be done; but, in view of the entire neglect of those great Western highways of late years, it is perhaps a source of congratulation that any appropriation was made at all.

According to a Congressional report on the steam marine of the United States, the number of steamboats lost on the Western rivers, as far as could be ascertained, down to and including the year 1849, was 736, of which 419 were by snagging. As regards the amount of property lost by these 419 disasters, we have no statistics in a separate form, but it may be judged of by the fact that in the loss of the whole 736 boats the loss of property was \$5,643,791 on the boats, and \$12,698,529 on the cargoes, or in the aggregate, \$18,342,329.

In one year, ending July 1, 1851, there were 69 steam-boats lost on the Western waters, and that year was one in which fewer disasters took place than had occurred for a long while. Although the number of steamers on the Western rivers and lakes is but one-sixth greater than the number on the ocean coast of the United States, the number of disasters is nearly four-fifths greater. In fact, the proportion of boats lost there to those actually built in those regions is 44½ per cent., as is shown by the following figures which we quote from the report mentioned: The boats built at the West prior to the year 1849 numbered 1,656, and the number of boats lost by disaster, as stated above, 736. The loss of life by those accidents is not known, but it was very great.

In view of these facts, it is a source of great pleasure to know that Congress, at its last session, returned to the proper course in this matter, and it is sincerely to be hoped that at the approaching session it will be still more considerate of the public interest, and make a more adequate appropriation.

NATIONAL INTELLIGENCER.

WASHINGTON.

"Liberty and Union, now and forever, one and inseparable."

THURSDAY, AUGUST 11, 1853.

The packet boat "Pennsylvania," Captain Sherra, on Thursday last, went by the Wabash and Erie Canal to the Ohio river. It is the first trip ever made by a boat from Lake Erie to the Ohio.

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THE GREAT DUST HEAP CALLED HISTORY
R. J. BICKEL
KEOKUK, IOWA

EARLY NAVIGATION ON THE DES MOINES

An Historical Sketch by Hon. James F. Daugherty, a Pioneer Citizen.

June 2 1909

RIVER IMPROVEMENT ATTEMPTED IN EARLY DAYS

**H Enshed According o Plans Poser y Would Have Been
Benefed —Simmers ha Nav gaed he Des Mones
—Early Scheme to Make tha Stream Nayable**

James F. Daugherty, one of Keokuk's oldest living citizens and prominent business man of half a century's standing, having lived in Keokuk over sixty-seven years, is familiar from personal experience and observation with the history of early navigation on the Des Moines river. That stream was navigated as early as 1837 and as far north as Fort Dodge. By request Mr. Daugherty has furnished the Constitution-Democrat with the following interesting and accurate historical sketch:

Mr. Daugherty's History.

Major Meigs recently made a trip down the Des Moines from the capital to the mouth of the river at Keokuk in an electric launch, for the purpose of ascertaining the practicability of making the old historic stream again navigable for steamboats, as it was of yore, away back in the thirties and up to the eve of railroads west of the Mississippi—up to the year 1860.

Major Meigs' report of this trip brought back vividly to my memory my own experience when a boy and being one of a surveying party that started out of Keokuk either in the year 1852 or 1853 from Keokuk to the then small town called Fort Des Moines. A complete survey was to be made and levels were to be taken on the ice, the river then being frozen solid. Soundings were made through holes cut in the ice at different points in the river to ascertain the depth of the water and it was proposed also to plat the meanderings of the stream, also surveying any proposed changes required in the course of the river to straighten the channel and cut off the many short bends, and to take any other necessary data as might be required for the improvement of the river for navigation of steamers.

Our chief engineer in the party was the eminent civil engineer from New York city, E. R. Blackwell. His first assistant and chief-in-charge of our outfit was our old and honored fellow

citizen, Guy Wells, who had full charge of this survey, and had assistants under him composed of several young engineers from the office of the chief engineer in New York.

Early Trip Up Des Moines.

We had numerous supernumeraries from Keokuk, viz., a wagonmaster by the name of Sublett, several chain men, ax men and my position was commissary for this exploring expedition.

We started from Keokuk accompanied by the celebrated Henry O'Reilly, then of national reputation, he being one of the greatest telegraph magnates of the United States. My recollection is he was interested in the first cable across the ocean. His son, a young blood, was with us to learn the ways of the wild and woolly west.

My recollection is that Henry O'Reilly was in some way interested with a New York syndicate in the improvement of the Des Moines river with locks and dams, which were to open navigation for larger steamers that were then plying the river and had a contract with the state solons of Iowa for the improvement of the river, which was afterwards partly completed under this contract. Several locks and dams were built and others located and partly finished.

But before its final completion, the state abandoned the work and the whole scheme was finally abandoned and the old Des Moines Valley Railway Co., composed mostly of Keokuk citizens, absorbed and gobbled up the Des Moines River Improvement Co., this company agreeing to parallel the river with a railroad.

In consideration for the railway, the original land grant, which, if my recollection serves me correctly, was to be the alternate sections of land along the Des Moines river, on either side of the stream, if not previously disposed of, given to pay for the improvement of the Des Moines river, was to be turned over to the railway company as fast as the railway should be com-

pleted, the objective point being Fort Dodge, Iowa.

This entire proposition of a land grant ran up into tens of thousands of acres, a large proportion of which is today the most valuable land in the state of Iowa. The value today of this land grant would paralyze and stagger the original old Keokuk syndicate which took over the old-time Des Moines river improvement scheme. Now, if they could wake up from their Rip Van Winkle sleep (all of the members of this old company are now deceased), and they could witness the many millions of dollars they let go of in this modest deal they would see that the present price of this land would build and equip the road ten times over, but they let it slip through their fingers.

But, in spite of this favorable contract with the state, with the panic

and scare of 1857 coming on, they were forced to hypothecate their bonds, using many thousands of Keokuk city bonds for that purpose.

The Valley Railroad company finally built the road and received this valuable land grant, but the capitalists in the east kept squeezing the old company from time to time and took large fortunes away from the Keokuk original promoters, but still in the wind-up, they were all left comfortably situated. And now some of the families and children of these original promoters are basking in the sunshine in Europe, living on the proceeds of the early ventures in high grade financing on a small capital and plenty of cheek of their sires.

It certainly was a mistake of our state solons to have ever abandoned the original scheme of completing this Des Moines river improvement for the navigation of steamboats, as it was already partly completed with locks and dams and many thousands of dollars had already been expended on this improvement, and numerous passenger and freight steamers and tow boats, often towing two large model barges of over one hundred and fifty tons capacity each, that plied between the city of Keokuk and the capital, Fort Des Moines, and in high water on up to Fort Dodge. On these trips the steamers would carry many passengers and large cargoes of general merchandise, and on their return trips they would be loaded down with grain, pork and miscellaneous freight, gathered up at the different landings.

The Des Moines river was used by Indian traders, trappers and the government for transportation of Indian and government supplies. Prior to the thirties they used what was known as keel boats and used oars or sweeps, which were handled by two men. Then two long tow lines were used, which would be strung out over one hundred feet in length and the boats would be towed up-stream by man-power, if the banks of the stream were passable. But when the river was full of sharp bends and its banks were rough, the boatmen propelled their craft with sweeps and pike poles. The trips, starting at St. Louis, were long and tedious, and often lasted for a period of months.

STEAMBOATS OUT IN FEW WEEKS

Everything Looking Toward Bright
Opening With Packets Early
This Spring and River
is Clear.

CAPTAINS OF BOATS

S. R. Dodds on Keokuk, Captain Wm.
Burke again on Dubuque, and
Elder Streckfus on
Sidney.

Within a few short weeks now, the siren whistle of steamboats will be heard on the big river and the craft which have been hibernating north of St. Louis during the winter season will turn paddles and big stern and side wheels will be oiled up shortly for a season which rivermen hope and expect to be the busiest in the history of their business.

Although March many times proves itself to be a tricky month there is not much probability of the river freezing over again.

The channel has been free from floating ice, at Keokuk for a couple of weeks and the waters look inviting although the air is still a bit sharp.

River Captains Announced

Captain R. H. Trombley of the new management of the Diamond Jo Line who is at Dubuque, has announced the following steamer captains for the coming season:

Boats running between St. Paul and St. Louis; St. Paul, Capt. Con McGee; Quincy; Capt. Maurice Kileen; Sidney; Capt. John Streckfus; Dubuque, Capt. William Burke.

Boats running between Quincy and Davenport: Helen Blair, Captain H. Lanxter; Columbia, Capt. Charles Ferris; Keokuk, Capt. S. R. Dodds and Wenona, Captain William Dipple.

Excursion boats and packets: Eclipse, Capt. E. J. Lancaster; Red Wing, Capt. Newcomb; the W. W., Captain Joseph Streckfus; Clyde, Capt. Ike Newcomb; Ben Hershey; Capt. A. Day; Lydia Van Sant, Capt. Joseph Bulisson; La Crosse, Capt. Gus Clause; Mars, Capt. George Winnans; Rutledge, Capt. Robert Cassidy, and Kalitan, Capt. R. H. Trombley.

As early as 1837 old Captain Bill Phelps was in possession of the steamer Pavillion and carried Indian supplies clear up to Fort Dodge. Phelps later ran the steamer Dove and one or two other small boats, which made trips with supplies up to 1842. In that year there were several small boats making regular trips up the river in high water. I can now call to memory the names of many of these steamers, viz.: The Glance, Badger State, Skipper, Col. Morgan, Charles Rogers, Alice, Clara Hine, Ed Manning, Nevada, Flora Temple, Ad Hine, Des Moines City, Island City, Chippewa Falls, Belfast, Cedar Rapids, Oakland, Dan Hine and barges, Globe, Caleb Cope, Jno. B. Gordon, Kentucky, Agatha, Luella, Des Moines Belle, Defiance, Julia Dean, Jenny Lind, Michigan, Little Morgan, N. L. Mihurn, Revenue Cutter, Geo. H. Wilson, a powerful towboat; Time and Tide, S. B. Science, Alexander Rogers, Pearl, Providence, The Maid of Iowa, Light, Pandaloding and New Georgetown. A few odd trips were made in this river by other steamers. Often there would be over a dozen of these Des Moines river boats lying at the Keokuk wharf receiving and discharging freight.

The old-time prince of the western merchants was old Isaac Gray of Athens, Mo., on the Des Moines opposite Croton, Iowa. He did an immense business, in the early forties and clear on up to the commencement of the war of the rebellion, in northeast Missouri and the surrounding country and for many miles into Iowa. And during the long winter months when navigation would be closed he would pack large quantities of pork, fill immense store rooms with grain and produce, and in spring charter a large New Orleans steamer at St. Louis, which would come up to Athens in the spring when the water was at a floodstage and be loaded to the guards for New Orleans. At New Orleans the steamers would be reloaded with large quantities of Turk's Island salt, hogsheads of New Orleans sugar, molasses and sundry groceries. I remember the names of two of the steamers that were chartered, the Jno. J. Roe. They were immense freighters carrying from fifteen to eighteen hundred tons, I believe, and they were nearly three hundred feet long. Often our big Keokuk packets would go to Gray's warehouses for cargoes of pork and grain.

This shows what great changes have taken place since that time, and we are surprised to see how this once navigable river has degenerated in little over half a century of time. The reason for these changes was that the state solons diverted the large land grant from the River Improvement company to the old Des Moines railroad corporation, which resulted in the building of a railroad on a route where no railroad should have been constructed because of the nearness of such a large navigable river. It was inevitable that the building of the railroad should result in the

abandonment of enterprises for making permanent improvements on the river. If the river had been improved according to the original plans and specifications, and contracts already entered into by the state authorities, the result would have been a great and lasting benefit for all time to come to all the citizens of Iowa, especially to the people living between Keokuk and Fort Dodge.

The first lock on the Des Moines was located just above the Des Moines river railroad and wagon bridge, within the city limits. Hundreds of cubic feet of huge cut stone were hauled to this site. A canal was planned and partly excavated from this point for a distance of 12 miles above. This has since been filled up and leveled over for agricultural purposes. However, the banks and cuts of this old abandoned canal can be easily traced. The main purpose of the canal was to straighten the channel of the river. At the time when the enterprise was abandoned, at least two locks and dams, if not three, were finished. The first lock finished was at Croton, Iowa, across the river from Athens Mo. The second completed was at Bentonsport, Iowa. Since the abandonment of the enterprise several buildings have been erected in Keokuk out of the stone intended for building the locks.

Guy Wells' nice home, now owned by William Horn, No. 326 South Sixth street, was built entirely with this stone, and many other buildings have foundations and walls constructed of the stone intended for the first lock on the river.

On our surveying trip with the big moguls, Henry O'Reilly and son, and the young blooded engineers from New York, while we of the rank and file had a rough time they fared sumptuously on all the delicacies the land could furnish. Housed in this extreme cold weather when no work could be done, they were warmed by a red-hot stove in their double-walled headquarters tent enjoying themselves playing cards, and we, the younger set, acting as waiters, mixing them hot drinks until late at night.

I got tired of the trip, and arriving at Fort Des Moines, sold my blankets and outfit to the wagonmaster for a small sum to pay for my meals back to Keokuk, as there was no money to pay us off. I finally returned home to Keokuk, but had to run my check for part of my stage fare with the old-time stage line of Frink, Walker & Co., who ran stages for nearly three-quarters of a century pushed from the east to the west by railroads until they were finally pushed clear to the coast and at last the old stages were worn out in the Rocky mountains. One of the old ones was purchased by Capt. Bill Cody for his Wild West show and used in his Indian scalping scene to illustrate actual happenings and scenes perpetrated by the wild savages on the plains.

J. F. DAUGHERTY.

THE GREAT DUST HEAP CALLED HISTORY
R. J. BICKEL KEOKUK, IOWA

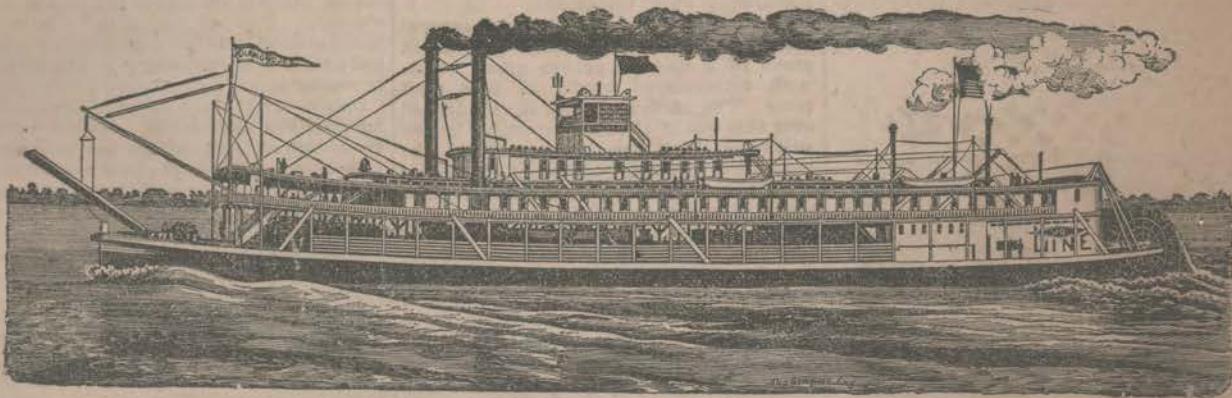
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LISTEN TO WHAT WE SAY!

You can travel by the Old Reliable

DIAMOND JO LINE STEAMERS

and view the Magnificent and Ever-Changing Scenery of the Upper Mississippi
cheaper than you can board at a First-Class Hotel.



The BEST ROUTE to the
GOLDEN SUMMER RESORTS
of the North.

The BEST ROUTE to the
POPULAR WINTERING PLACES
of the South.

The trip from ST. LOUIS to ST. PAUL and return

Occupies about ten days at an expense of about \$2.50 per day, including Meals and Berth,
making this by all odds the best way to spend a part of your vacation

Excursion Tickets by River, Lake and Rail.

Our Steamers run regularly during the entire season, and being of light draft run
through at all stages of water.

Consult your own interests by getting our rates before purchasing Tickets by any other
Route. Send for route list.

JOHN McNAMARA, Agent,
KEOKUK, IOWA,

FRED A. BILL,
Gen. Pass, Agent, DUBUQUE, IOWA.

THE DAILY GATE CITY.

AUGUST 11. 1889.

Constitution-Democrat

AUGUST 7, 1896.

Established 1883.

PALATIAL PACKET.

New Diamond Jo Steamer Quincy Coming Down the River.

Is The Finest Steamboat Ever Seen on the
Upper Mississippi—Description of
the New Craft—River
News.

The new steamer Quincy of the Diamond Jo line was billed to leave the Eagle Point ways at Dubuque Thursday afternoon and depart for St. Louis on her maiden trip towards evening. She is due to pass this point some time tonight or tomorrow morning. She is the gem of the fleet and by all odds the most complete and the handsomest packet ever run on the upper Mississippi. She will run between St. Louis and St. Paul as long as the state of water will permit and will then enter the Keokuk and St. Louis trade for which she was built.

The Quincy will be commanded by that veteran of the upper Mississippi, Capt. John Killeen, superintendent of the Diamond Jo line. Ed. West, another name familiar on the upper river for quarter of a century, will be in the pilot house and with him will be Al. Hill or Hi Beadle, both well known to patrons of the Diamond Jo line. The clerks will be Chas. Mather and Ed. Paul. The former is an old hand at the business while Mr. Paul has been on the river long enough to be thoroughly familiar with his duties. The cuisine will be in charge of Steward Thos. Reardon who handles a crowd with that facility which made Barnum's ticket seller famous. Ed. Sauers is head engineer and Thos. McGee and Dan Breen mates.

Of the new boat the Dubuque Telegraph says:

The Quincy is 266 feet long, 42 feet beam and 65 feet over all. Her depth is seven feet. She is equipped with Scotch marine boilers, compound condensing engines and electric light plant. The boiler deck back of the engines is roomy and much higher than formerly seen on the upper river. There are large spaces in the rear and on the sides for carrying live stock, there being much demand for these accommodations in the lower river trade.

But the cabin is the Quincy's chief glory. The interior is a great, long apartment of purest white relieved by gilt and borders of palest blue or steel. There is a great mirror at either end, luxurious carpets and rugs between, and over the door a painting of Quincy from the trained hand of the artistic Thos. Maher. There are seventy-three state rooms including the bridal chambers and the tables will seat 150. The stairway leading up from the boiler to the cabin deck issues into a quarter

circle railed on both sides so that no room is lost. Space on the promenade deck will be further economized by keeping it clear of baggage. The ladies' trunks will be stored in a room off the first platform and the men's baggage on the boiler deck.

The Quincy will probably be able to run in this trade for two months. The only bad spots in the river are between LaCrosse and Winona and these will be improved when the lowering water cuts out a channel. From Lake Pepin to St. Paul the government, after dredging and building wing dams for years, has at last succeeded in establishing a channel so reliable and unobstructed that it is possible to make progress, time and money in low water. It may seem to the outsider that there isn't a great deal of money in the passenger business on the upper Mississippi considering that it is necessary to feed the passengers and compete with the railroads but experience has shown that there is big money in it when good time can be made. The steamboat dinner, while very much to the liking of the outing party, being composed largely of fruits, vegetables, melons, pastry and duffy stuff, is less expensive than the sirloin steak and other substantial provided by the hotel and in time the steamboat men themselves tire of it though it is perennially appetizing to the man out for a holiday. Experience has shown that the best way to feed the maximum of passengers at the minimum cost is to make time. The time from St. Louis to Keokuk is 18 to 20 hours. The best way to make time is to carry no barges. None are carried by Diamond Jo steamers nowadays except that the boat, to save time in coaling at Dubuque, takes out a barge. This is unloaded before reaching Caesville, where it is dropped to be taken back to Dubuque on the return trip. The boat takes on enough coal to carry her to St. Louis. There is an art in producing a boat which will burn as little coal as possible and economy is studied in the construction of the furnaces. The Mary Morton was sold because a mistake was made in the construction of her furnace pipes and she consumed \$50 worth of coal per day. The other boats of the Diamond Jo line got along on \$40 worth and the Quincy is expected to do the same though her tonnage is 1,200 and the Mary Morton's only 700.

Experience has also demonstrated the popularity of the side wheeler. The Pittsburg, a well-kept boat treading the water like a swan, could not compete for passenger traffic with the old Fanning side wheel tubs sent into these waters by Commodore Davidson in former years. The public taste in this regard has always been a mystery to steamboatmen but the Diamond Jo line has wisely accepted the fact that it exists. The Pittsburg just as the storm at St. Louis left her, a mass of wreckage save the hull, lies at the Eagle Point ways. She could be built up in six weeks but the trade does not demand it and it will be well along in the fall before she will be ready for business again. In fact she may not be seen at the levee again until spring. In the absence of side wheelers on the upper river she became popular and perhaps her form will not be changed but this has not been decided. Her hull is well-proportioned and well adapted to these waters.

To build these two boats and to maintain headquarters mean the expenditure of a good deal of money in Dubuque and

yet, for some unexplainable reason, Dubuque is the poorest steamboat town on the river. This is true of both freight and passenger business. When the St. Paul comes in the people are at the levee to meet her and they overrun the boat until it becomes necessary to sound the bell to get them off, but few Dubuquers make the trip.

The river at this point is deserting the best interests of the boat men and falls rapidly each day. The drop during the past twenty-four hours was 0.6 of a foot, so that the gauge at the bridge this morning registered a stage of 4.6 feet above the low water mark of 1864.

The Silver Crescent went out this morning on her regular trip to Quincy, with her usual good load of freight and some passengers.

The Diamond Jo line steamer Sidney is due up the river this evening from St. Louis on her way to St. Paul.

The St. Paul, of the same line, is due down the river Sunday morning from the north, and the Grey Eagle will come up from St. Louis Sunday evening and return down the river Sunday morning.

The John Barrett, the great tow boat of the Joy Lumber company, of St. Louis, came down the river late Thursday evening with a tow of six barges laden with lumber.

The little United States steamer Ruth passed up from the lower river late Thursday evening and passed down this morning towing one barge.

The rafter Sea Wing, from the northern lumber regions brought down a raft this morning and carried it southward.

The City of Warsaw came up the river this morning and took out a big load of excursionists for that city, where they spent the day in the enjoyment of the Modern Woodmen's celebration.

THE GATE CITY:

WEDNESDAY MORNING, JUNE 15.

Boats and Barges to be Sold.

The following steamboats, barges and wharfboats will be sold in St. Louis, Thursday, July 14th, to satisfy a deed of trust: The hull and body of steamboats "War Eagle," "Northwestern," "Belle of LaCrosse," "Alex. Mitchell," "Clinton," "Rob Roy," "Minneapolis" and "Red Wing," together with all and singular their engines, machinery, cabin furniture, tackle and appurtenances, also the hulls and bodies of the following barges, to-wit: The barges "North," "Janet," "Frank," "West," "Fanny," "Jerry," "East" and "Keokuk;" also the wharfboats, two in number, lying at the port of St. Louis, between the foot of Olive street and the foot of Vine street.

96

THE GREAT DUST HILL CALLED HISTORY
R. L. BICKEL, KEOKUK, IOWA

THE KEOKUK GATE CITY AND CONSTITUTION - DEMOCRAT

Historic Nauvoo Ferry Stops Running After 56 Years of Service on the Mississippi

JULY 16, 1943 By MRS. GEORGE HARSCH

NAUVOO, Ill., July 16.—The ferryboat "City of Nauvoo," after 56 years of faithful service between Nauvoo and Montrose each summer, is no longer plying the waves. From early in April to late in the fall as the weather permitted, usually about the end of November, it operated on "The Father of Waters" each year. Leslie Reimbold, owner of the boat, who captained it until two years ago when he took over the management of the former Oriental hotel, now the Hotel Nauvoo, after the death of his uncle, William C. Reimbold, stated that it did not seem feasible. For the past few seasons the boat's business has been mostly excursions except during the grape harvests.

The "City of Nauvoo" was built at Rock Island for Warren Dundy in the summer of 1885. In July that year the local paper carried this news item: "Warren Dundy and George Rentchler are negotiating for a new ferryboat, which is to have a model bow, two smokestacks, entirely new machinery and be somewhat larger than the one used at present." The "one used at present" was the A. Burtin, which made its last trip in the fall of 1885.

The "new" ferryboat was brought down from Rock Island by the Steamer Park Bluff on a Wednesday morning, October 28, 1885, and anchored out from the old ferry landing at the foot of Main street. After being viewed by Nauvoo citizens it was taken to the old government canal (the Des Moines rapids canal located between Nauvoo and Keokuk, which went out of existence when the Keokuk dam was built) to have the work of putting in the machinery started immediately.

First Trip in 1886.

The following spring on Wednesday, March 24, 1886, the City of Nauvoo was brought up from the canal. It started making regular trips between Nauvoo and Montrose, April 14, 1886. Besides regular trips, many an excursion was held on the City of Nauvoo. The first one was held on the May 1, in 1886 when the citizens of Nauvoo and Montrose were "treated to a pleasant ride on the new steam ferry 'City of Nauvoo.'" The famous Wright's brass band was expected to play, but failed to arrive and the Montrose crowd brought their K. of P. band. Later that month, May 26, a "social dance was held on the boat in honor of the 22nd birthday of William A. Dundy," Captain Warren Dundy's son. Another big occasion of that first summer was when three excursions met at Mormon Springs, located about halfway between Nauvoo and Niota, for a picnic. The City of Nauvoo took a large crowd from Nauvoo and Montrose, the Rescue brought excursionists from Keokuk and the J. C. Atlee from Burlington.

For the following 56 years the ferry made regular trips each sum-

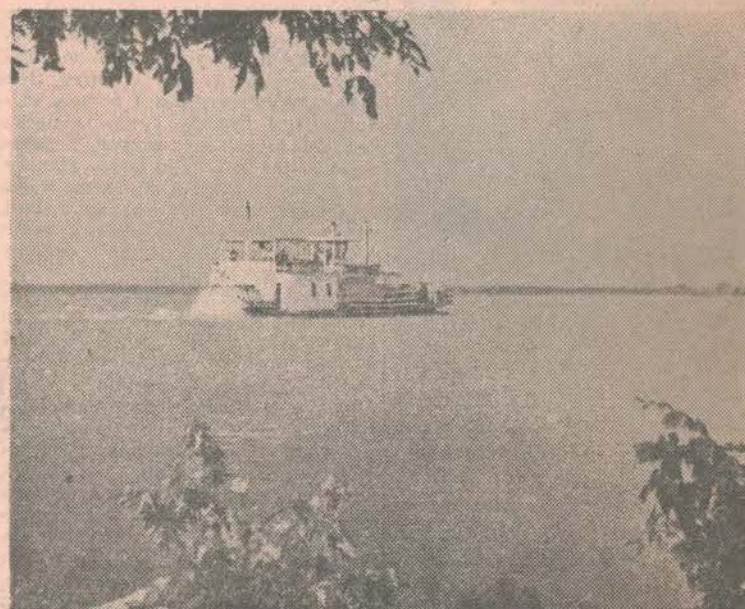
mer, in the earlier years bringing the mail and freight from Montrose. The town's supply of coal was also ferried across and during the grape harvest the boat made many extra trips every day, in good years as many as 150 to 200 car loads of grapes being taken across the river for shipping.

There are reports that the boat is to be sold, but Mr. Reimbold refuses to confirm this, stating that "there may be a better story in a few weeks."

Many Boats Used.

The City of Nauvoo is the last of nine ferries to operate here between Nauvoo and Montrose. The first, in use when the Mormons were here, is spoken of, in an old copy of the Nauvoo Independent, as the "Iowa Twins," but in the

Entered In Pages Of History



NOV. 2, 1943

—Gate City Staffoto.

This scene, a familiar one to Lee and Hancock county residents for the past half century, has become relegated to the pages of history with the announcement that the "City of Nauvoo" is being dismantled. The well-known ferryboat began operation on April 14, 1886, and has made regular trips back and forth across Lake Keokuk ever since except when ice prevented. It is shown above as it left its Montrose dock and headed for Nauvoo.

mer, in the earlier years bringing the mail and freight from Montrose. The town's supply of coal was also ferried across and during the grape harvest the boat made many extra trips every day, in good years as many as 150 to 200 car loads of grapes being taken across the river for shipping.

After highway 96 was built much of this business was taken care of by trucks. The ferry, however, continued to have enough trade to warrant its regular trips each season and excursions on the boat were becoming increasingly popular with the thousands of tourists who visited Nauvoo during the summer.

Sold in 1912.

The ferryboat, run by Warren Dundy and son, William A. Dundy, for many years was brought in 1901 by John G. Weber and in 1912 John W. Reimbold became owner and

Mormon church chronology of 1843 it is called the "Maid of Iowa." This boat ran only a short time when it was wrecked in an ice jam at the Nauvoo ferry landing and the hull lay in the river there until it rotted. The Mormon's next boat was the Lucy Neal, which ran for a few years.

In 1851 Reuben Loomis and James Gifford had the "Iowa" built at Rock Island. Gifford soon sold out to Loomis who ran the boat until 1854, when he sold it to William Dundy and sons, William and George. When this boat was smashed in an ice jam they bought another boat named "Iowa," which was also broken up by floating ice. The Dundys and James Gifford then bought a large barge at Fort Madison, put the Iowa's machinery on it and called it the General Wayne. This boat was sold in 1864 and for a time Nauvoo was with-

out a ferry.

The next boat, the Kate, bought at Guttenberg, Iowa, ran only a short time before it was condemned by inspectors. In 1866 Jack Frisby, Louis Sleight and Jos. Violet sent James Gifford to LeClaire, Iowa, to have the Ida built. This was a horse power ferry and was run the first season by Sleight and Leonard Hudson. Shortly afterward it was equipped with a 4 h.p. engine and operated by Hudson and Gifford until 1874. The Nauvoo Independent's first printing press, a Washington hand press, was brought over on this ferry in 1873.

The steamer A. Burtin, a side-wheel, single engine scow, was built at the George Anderson boat yard in Montrose and placed in trade here in 1875. Andrew Burtin, owner, had been granted a charter by the Nauvoo city council to operate it and also received a bonus of \$1500 from the business men of Nauvoo. This boat was taken out of service here in the fall of 1885 after the "City of Nauvoo" had been made ready to take over the ferrying the next summer.

Smith Rescued by Boat.

On June 23, 1843, when the Mormon prophet, Joseph Smith and his wife were returning from a visit with her sister at Dixon, Lee County, Ill., he was arrested and an attempt was made to take him to Missouri, but the interference of friends at Dixon prevented this 'kidnapping'. News reached Nauvoo on June 25 that he had been kidnapped and 175 men immediately started on horseback to his rescue. Smith arrived safely in Nauvoo on June 30 and on July 2, the church chronology has this entry: "The steamboat, Maid of Iowa, returned to Nauvoo, after a very adventurous trip in search of Joseph. The brethren who had participated in that river expedition, numbering about eighty, were blessed by the prophet."

So passes another colorful chapter in the history of the Mississippi.

DAILY GATE CITY

OCT. 30, 1943

Nauvoo Ferry Is Dismantled

NAUVOO, Ill., Oct. 30.—The ferryboat "City of Nauvoo," which until this past summer, has been in operation between Nauvoo and Montrose each year since 1886, when it made its first trip on April 14, has been dismantled the past week. L. E. Reimbold, who operated it for the last 14 years and who moved to Davenport recently, has had a crew of workmen remove the engine, boiler and other machinery, which was purchased by parties from Davenport. The superstructure and hull will also be dismantled for the material.

Schedule Nauvoo-Montrose Ferry

SEASON OF 1934

Continuous Trips Sunday

10:30 a. m. to 6 p. m.

Continuous Trips Week

Days

7:15 a. m. to 6 p. m.

Moonlight trips Sat. and Sun. evenings Lv. Nauvoo at 8:15 and 9; Lv. Montrose at 8:30 and 9:15. Dancing and refreshments.

**Nauvoo
Transportation Co.**

THE GATE CITY
MARCH 22, 1941

River Pilots Need Good Eyes

It's one thing to drive an automobile over a ribbon of concrete from Keokuk to Canton, Mo., and something entirely different to pilot a steamboat between the two cities—if you don't believe it examine the following directions for the stretch of river between Canton and Keokuk prepared by W. F. Towle, captain of the U. S. coast guard cutter Wakerobin.

"From main lock chamber to a little open on one black buoy, then steady up a little between Meyer Light, stern holding on college dome in back of Canton passing one red buoy, then shape up by two red buoys, then to 50 yards open on Polly Towhead Light. From Polly Towhead Light steady up on Curtis Point Light, up this shore easy distance out from Curtis Light to open on Buzzard Island, deep, then steady up open on Lifers Lower Light, passing one red buoy, deep.

"On up this shore till from Lifers Light to a little open on Gregory Light, passing one red buoy on rock, 13½ feet. Shape up shore above Gregory Light easy distance out, when above Gregory Daymark steady up a little open on Fox river Daymark, passing two black buoys, 14 feet, then to open on Fox Island Lower Light. When a little above Fox Island Lower Light till to open on Bledsoe Daymark passing one red buoy, then up this shore till from Bledsoe Light to open on Fox

Island Light passing two black buoys, deep.

"On up this shore to open on Alexandria Landing, then to open on bluff at Warsaw, passing one red buoy, 16 feet, till from above Warsaw Light to Des Moines river Light, passing four red buoys on dams, 16 feet, then shape up by three red buoys a little open on Keokuk red lighted buoy (fasher), passing one black buoy 12½ feet. Then to open on Major Meigs red lighted buoy (fasher), passing two black buoys, 13 feet, shape up by one red reflector buoy through either draw channel span of Keokuk drawbridge, then to lock chamber lock 19."

98

The Gate City

Entered in Keokuk Postoffice as Second-Class Matter.



The Palatial Side-Wheel Steamer
GEM CITY

LEAVES KEOKUK FOR ST. LOUIS

Every Monday at 7:00 a. m.

A RELIABLE line of light draught steamers, thoroughly equipped with every modern improvement and commanded by able and experienced officers.

BY ALL ODDS THE BEST WAY TO SPEND A PORTION OF YOUR VACATION.

For rates and information apply to
1894 JOHN McNAMARA,
Or, ISAAC P. LUSK.
Gen. Pass. and Freight Agt., St. Louis, Mo.



The Palatial Side Wheel Steamer
GEM CITY

Leaves Keokuk for St. Louis
every Monday, 7 a. m.

Steamers leave Keokuk for St. Paul every Wednesday and Saturday at 10 p. m., and steamers leave Keokuk for St. Louis every Sunday, Monday and Thursday at 7 a. m.

Steamers will leave Keokuk for St. Paul as follows:

St. Pittsburgh, Wednesday, July 24 10:00 p. m.
" Sidney, Saturday, " 27, 10:00 p. m.
" St. Paul, Wednesday, " 31, 10:00 p. m.
" Pittsburgh, Saturday, Aug. 3, 10:00 p. m.
" Sidney, Wednesday, " 7, 10:00 p. m.
" St. Paul, Saturday, " 10, 10:00 p. m.
" Pittsburgh, Wednesday, " 14, 10:00 p. m.
" Sidney, Saturday, " 17, 10:00 p. m.
" St. Paul, Wednesday, " 21, 10:00 p. m.
" Pittsburgh, Saturday, " 24, 10:00 p. m.
" Sidney, Wednesday, " 28, 10:00 p. m.
" St. Paul, Saturday, " 31, 10:00 p. m.

For information, apply to
1895 JNO. McNAMARA,
Or, ISAAC P. LUSK, Gen. Pass. Agt.,
St. Louis, Mo.

The Daily Enquirer.

LOCAL DEPARTMENT.

Cincinnati, Ohio

FRIDAY MORNING. NOVEMBER 12

STEAMBOATS.

FOR NEW ORLEANS, FROM LOUISVILLE.
The splendid steamer BELLE KEY, Payton A. Key master, will leave as above on SATURDAY, 13th inst., at 4 P.M.
no12 CAMPBELL, RUSSELL & CO.

FOR NEW ORLEANS, FROM LOUISVILLE.
The fine steamer PRINCESS, Holmes master, will leave as above on TUESDAY, 16th inst., at 4 P.M.
no12 CAMPBELL, RUSSELL & CO.

FOR NEW ORLEANS, FROM LOUISVILLE.
The unrivaled steamer ECLIPSE, E. T. Surgeon master, will leave as above on SATURDAY, 20th inst., at 4 P.M.
no12 CAMPBELL, RUSSELL & CO., Cincinnati.
BENEDICT & CARTER, Louisville.

FOR SAINT LOUIS.—THE FAST-RUNNING
passenger steamer LADY FRANKLIN, Tucker master, will leave THIS DAY, 12th inst., at 4 P.M.
no12 ROGERS & SHERLOCK.

FOR SAINT LOUIS.—THE FINE STEAMER
EMPIRE STATE, A. Stein master, will leave for the above and all intermediate ports
THIS DAY, 12th inst., at 4 P.M., positively.
no12 JAMES P. JACK, Agent, 46 Front street.

FOR NASHVILLE.—THE FINE STEAMER
SAM CLOON, Sam Cloon, Jr., master, will leave for the above and all intermediate ports
THIS DAY, 12th inst., at 4 P.M.
no12 JAMES P. JACK.

FOR FRANKFORT.—THE FINE STEAMER
DIANA, G. W. Triplett master, will leave on SUNDAY, 14th inst., at 10 A.M.
no12 JAMES P. JACK, Agent.

FOR PITTSBURG.—THE FINE STEAMER
EMPEROR, Geo. Bell master, will leave THIS DAY, 12th inst., at 4 P.M.
no12 PAUL & MURDOCK.

FOR PITTSBURG.—SATURDAY PACKET.
The fine steamer CINCINNATI, H. Kountz master, will leave SATURDAY, 13th inst., at 10 A.M.
PAUL & MURDOCK.

FOR SAINT LOUIS.—THE FINE STEAMER
FANNY SPARHAWK, R. Prichard master, will leave THIS DAY, 12th inst., at 4 P.M.
no12 PAUL & MURDOCK.

FOR SAINT LOUIS.—THE FINE STEAMER
EMPIRE STATE, Stein master, will leave THIS DAY (12th inst.) at 10 A.M.
no12 PAUL & MURDOCK.

FOR HICKMAN AND MEMPHIS.—THE
fine steamer SACRAMENTO, Weaver master, will leave THIS DAY, 12th inst., at 10 A.M.
no12 PAUL & MURDOCK.

FOR NASHVILLE.—THE FINE STEAMER
GENERAL GAINES, Cope, Master, will leave on THIS DAY, 12th inst., 4 P.M.
no12 PAUL & MURDOCK.

FOR VICKSBURG.—THE FINE STEAMER
BRIGADIER, Stokes, master, will leave on THIS DAY, 12th inst., at 4 P.M.
no12 PAUL & MURDOCK.

FOR PITTSBURG.—THE FINE STEAMER
JEFFERSON, Johnston master, will leave THIS DAY, 12th inst., at 4 P.M.
no12 PAUL & MURDOCK.

FOR KANAWHA.—THE FINE STEAMER
OLIVIA, Parker master, will leave THIS DAY, 12th inst., at 11 A.M.
no12 PAUL & MURDOCK.

FOR MADISON.—THE REGULAR PACKET
HOOSIER STATE, Capt. J. E. Wright, will leave THIS DAY, 12th inst., at 11 A.M.
no12 A. IRWIN, Jr. & CO.

FOR LOUISVILLE.—THE FINE STEAMER
TWIN CITY, Capt. McElveen, will leave THIS DAY, 12th inst., at 10 A.M.
no12 A. IRWIN, Jr. & CO.

FOR NEW ORLEANS.—THE
steamer PERSIA, Capt. B. F. Hutchinson, will leave THIS DAY, 12th inst., at 4 P.M.
no12 A. IRWIN, Jr. & CO.

FOR PITTSBURG.—FRIDAY PACKET.
The fast packet ALLEGHENY, Charles Batchelor master, will leave on THIS DAY, 12th inst., at 10 A.M.
A. IRWIN, Jr. & CO.

FOR NEW ORLEANS.—THE SPLENDID
steamer J. M. NILES, Capt. A. R. Irvin, will leave on THIS DAY, 12th inst., at 4 P.M.
no12 A. IRWIN, Jr. & CO.

FOR SAINT LOUIS.—THE PASSENGER
steamer CUMBERLAND VALLEY, Capt. Green, will leave THIS DAY, 12th inst., at 4 P.M.
A. IRWIN, Jr. & CO.

FOR MEMPHIS AND ARKANSAS RIVER.
The passenger steamer SACRAMENTO, Capt. Weaver, will leave THIS DAY, 12th inst., at 4 P.M.
no12 A. IRWIN, Jr. & CO.

FOR NEW ORLEANS.—THE SPLENDID
steamer WINFIELD SCOTT, Capt. D. Carpenter, will leave on THIS DAY, 12th inst., at 4 P.M.
A. IRWIN, Jr. & CO.

FOR NEW ORLEANS.—THE SPLENDID
steamer GEN. SCOTT, Capt. F. F. Logan, will leave on SUNDAY, 14th inst., at 4 P.M.
no12 A. IRWIN, Jr. & CO.

FOR NEW ORLEANS.—THE SPLENDID
passenger steamer NORMA, Capt. D. M. Foster, will leave on MONDAY, 15th inst., at 4 P.M.
no12 A. IRWIN, Jr. & CO.

POSTED UP.— From indications, the river yesterday was pretty much at a stand. Water enough has come down to let the lighter class of boats over the Falls at Louisville with full loads.

This is the regular day for the *Allegheny*, Capt. Batchelor, to leave for Pittsburgh, and as she is the packet, she will get off at eleven o'clock, which is the usual hour for starting. We noticed that the "horns" presented to Capt. B. by Capt. Mose McLellan, of the *Telegraph*, for beating his time up from Louisville, have been gilded and fixed upon the top of the derrick; underneath is a gilded plate, upon which is inscribed the letter of Capt. McLellan, that accompanied the horns. They are in quite a conspicuous position.

The *Charleston*, Capt. Jas. Bugher, has got all her furniture in and now her Captain is bestirring himself to get in her freight. She will be off either to-morrow or on Monday. Her destination is Memphis.

In a few days the steamer *Echo*, Capt. Withenbury, will pull in her lines and put off for New Orleans.

From certain indications we are satisfied that the *Fanny Sparhawk* is preparing herself to make a trip to St. Louis, which she claims as her old trade. Billy Gordon may be found about her decks looking over bills of lading, &c., &c.

We learn that the *Hiram Powers* will drop down to the landing in a day or two, to take in a load for New Orleans. That "broth of a boy," Bob Gray, clerks her.

Capt. Gormley showed himself in our streets yesterday, and we judge from that that the *Jas. Millingar* is somewhere near, and will soon make her appearance.

Freight slowly finds its way into the hold of the *Winfield Scott*, of which Davis Carpenter is Captain—but not so slowly as to prevent his getting away for New Orleans to-morrow evening.

In consequence of an unlooked for detention, the *Empire State*, Capt. Stein, could not get away to St. Louis yesterday. She will possibly go this afternoon, Capt. Stein says.

Capt. Collier, of the *Hungarian*, informed us yesterday that he should endeavor to be ready to leave for New Orleans on Monday next.

This is the regular day for the mail packet *Telegraph*, Capt. Mose McLellan, to leave for Louisville. Don't forget the hour—half past II o'clock.

To those bound for Madison, we would say, step on board of the *Hoosier State*, Capt. Jim Wright, and he will land you there in time to take the cars for Indianapolis.

The Daily Enquirer.

LOCAL DEPARTMENT.
Cincinnati, Ohio

TUESDAY MORNING. NOVEMBER 13 OCTOBER 19.

ITEMS ABOUT THE RIVER. — For the past week we have been rather negligent in regard to the Ohio river and our landing. They are favorite spots, and we should pay them together with what is going forward on them, our particular attention, but the election took place last week; we were called away to attend the opening of the Phillips House, at Dayton, causes which drew our special attention, but if excused now, we shall be more faithful to our old stamping ground for the future. We noticed, yesterday morning, about a dozen or fifteen boats at the landing, which is more than were there at any one time last week. These were of the lightest draught, such as could almost run in a channel where a heavy dew had fallen, and they seemed to be doing a pretty fair business in the way of freight and passengers between this and the ports they were bound for.

Within the past thirty hours the river has risen about 20 inches, and that has drawn out quite a number of expectants in steamboat pursuits for the ensuing season. Capt. Sam Mason and John List, members of the new company who have established a line of boats between Louisville and Wheeling, one of which is building at Madison, came up from Madison yesterday on the *Lady Franklin*, on business connected with their boats, probably to purchase the furniture, boilers and engines, for them. Capt. McLellan, who, by industry, perseverance and requisite suavity of manners, has won his way to the command of one of the finest boats owned by the mail company between this city and Louisville, was also a passenger on the boat from Louisville, where he has been laid up in ordinary for several days. The rise of water whispers to him that there may be water enough in a very short space of time to let out his pet, and the public's pet, the *Telegraph*, which has recently felt the renovating and ornamental touch of that compounder of white lead and oil—the painter. He will control her trips which she will be supposed to make during the coming fall and winter season, and he could not command a finer boat.

Captain Fuller, of the *Pike*, is on the *qui vive* for another turn of the wheel of his elegant craft. She has been fixed since she was passed by that pet of the Auroraans, and can

now carry a greater head of steam all the time, so that she can show a faster stern than ever.

Give them a chance, and the *Norma*, Capt. Dunning Foster; the *Gen. Scott*, Capt. F. F. Logan; the *Eliza*, Capt. Stevens; the *Scallop*, Capt. Klinefelter; the *Buckeye State*, Capt. Sam Dean; the *Keystone State*, Captain Stone; the *Allegheny*, Capt. Batchelor, and the *Cincinnati*, Capt. Boles, that will pitch into the trade as soon as weather and water will permit.

Then there are the Cincinnati and Pittsburg packets, the *Brilliant*, Capt. Grace; the *Pittsburg*, Capt. Kountz; the *Messenger*, Capt. Kilnefelter; the *Buckeye State*, Capt. Sam Dean; the *Keystone State*, Captain Stone; the *Allegheny*, Capt. Batchelor, and the *Cincinnati*, Capt. Boles, that will pitch into the trade as soon as weather and water will permit.

In the Memphis trade will be the *Charleston*, a new boat now nearly completed for Capt. Jim Bugher; the *Memphis*, Capt. W. C. Mann, another new boat, and the *Sam Cloon*, Capt. Sol. Catterlin.

The Nashville people will find in this trade, the *Statesman*, Capt. H. G. McComas, and the *Mattie Wayne*, Capt. Reeder, with whom the merchants and business men of that community are well acquainted.

By noticing the above our readers will see what a stir there will be as soon as there is a sufficient rise in the Ohio.

OUTRAGE ON A STEAMBOAT. — The steamer *Prairie City*, Capt. Robinson, arrived here on Sunday from St. Louis, and we are under obligations to the clerk for papers of a late date. The *Louisville Courier*, of Saturday, states that a most revolting outrage was perpetrated on the person of a woman by the name of Sarah Pierce, who, with her husband, had taken deck passage for this city. On the arrival of the boat at Louisville, the husband, Wm. Pierce, gave information to the police, and Marshal Ronald, and officer Gilmore went to the boat and endeavored to arrest the villain, but he had fled.

From the statement of the husband, it appears that while he was in the forward part of the boat, the watchman, or some one else belonging to it, went aft and outraged the woman, who was in a very delicate state, and greatly endangering her life. One of the engineers stated that the perpetrator of the deed was Wm. Steenson, the watchman, who shipped on board at this place. While the boat was in the canal he escaped.

Capt. Robinson delayed his boat sometime in Louisville in order to offer every facility to the police to find the man; and it is due to the credit of the *Prairie City* that he was ferreted out and speedily brought to justice. The Captain bears the reputation, we know, of being an exceedingly clever gentleman, and could not have been aware of the commission of this crime upon the person of one of his passengers.

SOMETHING ABOUT THE RIVER. — Our commercial men, and every body else who has an eye to the commercial prospects of our city, can not but see, if they will visit our landing when the river is in good navigable condition, as it is now, the importance of an extension of wharf. All the actual room we have now for boats to land to do business is from Ludlow street to Walnut, and it is not enough. Clear of the buildings now known as Cassilly's Row, and those from Main, bordering on the South side of Water street to Race, and make it a public landing, owned by the city, and then we should have enough. Yesterday and the day before there was such a large number of boats arriving they could not get in, and the consequence was some had to lay outside while others were loading. It is a matter of wonder to us that the City Council does not take the matter up at once and dispose of it in such a manner as would be congenial to the interests of the steamboat community; and by doing that they would be enhancing the city's interest.

The bulk of the business done yesterday upon the landing appeared to be above Broadway, but that might have been merely appearance, as the rise of water has rendered it somewhat less, thus cramping the space for the dropping of freight.

Some portion of the crowd that were at the wharf yesterday, such as the *J. P. Tweed*, *R. H. Winslow*, *Boone*, *J. S. Chenoweth*, *Pike*, *Editor*, and *Envoy*, have got off. For surely for the coffers of these boats, they will be enabled to get over the falls in this rise of water.

The *Keystone State*, Capt. Charley Stone, one of the Pittsburg packets, arrived here yesterday, highly improved in appearance. This is her day to leave, and she will be off at 11 o'clock. This boat needs no comment from us, for she is well known to passengers.

In the Red River trade is the steamer *Echo*, Capt. W. W. Whatenbury, which lies just below the foot of Ludlow street. She will make a trip to New Orleans, and will probably leave on Saturday. Mr. Murdock, the urbane clerk, can satisfy inquirers in regard to further information.

Capt. Collier, of the *Hungarian*, has got his shingle up for New Orleans, and as soon as he can get his load in, the *H. W.* will show her stern to the city.

We missed in the clerk's office of the *Winfield Scott*, the familiar face of Lafayette Deviney, who, we learn, has disposed of his interest in the boat. In his stead is Mr. Stevens, who will hereafter officiate in that responsible post. Davis Carpenter, her Captain, informed us yesterday that he should endeavor to depart for New Orleans to-morrow evening.

The Daily Enquirer.

LOCAL DEPARTMENT.

Cincinnati, Ohio

THURSDAY MORNING. NOVEMBER 13.

SOMETHING ABOUT THE RIVER. — Our commercial men, and every body else who has an eye to the commercial prospects of our city, can not but see, if they will visit our landing when the river is in good navigable condition, as it is now, the importance of an extension of wharf. All the actual room we have now for boats to land to do business is from Ludlow street to Walnut, and it is not enough. Clear of the buildings now known as Cassilly's Row, and those from Main, bordering on the South side of Water street to Race, and make it a public landing, owned by the city, and then we should have enough. Yesterday and the day before there was such a large number of boats arriving they could not get in, and the consequence was some had to lay outside while others were loading. It is a matter of wonder to us that the City Council does not take the matter up at once and dispose of it in such a manner as would be congenial to the interests of the steamboat community; and by doing that they would be enhancing the city's interest.

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who will hereafter officiate in that responsible post. Davis Carpenter, her Captain, informed us yesterday that he should endeavor to depart for New Orleans to-morrow evening.

For St. Louis to-day is the *Empire State*, and as she has been a regular packet so long between this port and that, all we need say to passengers is, that she is going to-day. Call upon the industrious and persevering Capt. Stein, for all the requisite information.

Will be seen to-day, the splendid steamer *Charleston*—and when we say splendid, we mean it—Capt. Jas. Bugher. She occupies the place which the *Memphis* vacated, and she will be the next packet that leaves for Memphis. She commenced receiving freight yesterday afternoon, and she had a great many visitors just to take a look at her magnificent cabin.

To-morrow evening the *J. M. Niles*, Capt. Aleck R. Irvine will have taken on all her freight and be ready for her departure to the Crescent City. She is one of the boats that can always be relied upon for safety and good living.

It did not occur to us until yesterday, that R. L. Mulford was Captain of the *Jenny Lind*, but by stepping on board we ascertained the fact that he is. The *Jenny Lind* is in the Cincinnati and Nashville trade, and she will positively leave for Nashville this afternoon.

It has been asked of us frequently within a few weeks, where the fine steamer *Sam Cloon* would run for the season. We can now most positively answer the question. Her future commander, Sam Cloon, Jr., informs us that her destination on Saturday evening next, will be Nashville, and that she will continue in the trade between that port and this, in which trade she has become so deservedly popular. We venture to say that under the administration of which we have spoken, she will lose none of her popularity. Recollect on Saturday afternoon next she will be ready to depart.

The regular packet this morning for Louisville, is the *Ben Franklin*, Capt. Blair Summons. As a matter of course she will stop at all the intermediate ports. Half past 11 o'clock is her hour to leave.

Passengers bound for Madison will find the *Wisconsin*, Capt. Tom Wright, at the foot of Sycamore street, ready to receive them, take their money, and give them staterooms.

From a circumstance that could not possibly be avoided, the *New World*, Capt. McClelland, did not get away yesterday, but we are authorized by the captain to say that she will positively leave this morning at 12 o'clock without fail, and she is the only boat that leaves to-day for New Orleans.

STEAMBOATS.

FOR NEW ORLEANS, FROM LOUISVILLE.
The splendid steamer *BELLE KEY*, Pevton A. Key master, will leave as above on SATURDAY, 13th inst., at 4 P.M. CAMPBELL, RUSSELL & CO.

FOR NEW ORLEANS, FROM LOUISVILLE.
The fine steamer *PRINCESS*, Holmes master, will leave as above on TUESDAY, 16th inst., at 4 P.M. CAMPBELL, RUSSELL & CO.

FOR NASHVILLE.—THE FINE STEAMER *JENNY LIND*, R. L. Mulford master, will leave for the above and all intermediate ports on THIS DAY, 11th inst., at 4 P.M. For freight or passage apply to JAMES P. JACK, No. 46 Front street.

FOR SAINT LOUIS.—THE FINE STEAMER *EMPIRE STATE*, A. Stein master, will leave for the above and all intermediate ports on THIS DAY, 11th inst., at 4 P.M. JAMES P. JACK, Agent, 46 Front street.

FOR NASHVILLE.—THE FINE STEAMER *SAM CLOON*, Sam Cloon, Jr., master, will leave for the above and all intermediate ports on THIS DAY, 11th inst., at 4 P.M. JAMES P. JACK.

FOR MADISON.—THE REGULAR PACKET *WISCONSIN*, Capt. T. T. Wright, will leave THIS DAY, 11th, at 11 o'clock, A. M. A. IRWIN & CO.

FOR NEW ORLEANS.—THE SPLENDID steamer *J. M. NILES*, Capt. A. R. Irvine, will leave on THIS DAY, 11th inst., at 4 P.M. A. IRWIN, JR. & CO.

FOR PITTSBURG.—THURSDAY PACKET. The splendid passenger steamer *KEY-STONE STATE*, Capt. Chas. Stone, will leave on THIS DAY, 11th inst., at 10 A.M. A. IRWIN, JR. & CO.

FOR MEMPHIS AND ARKANSAS RIVER. The passenger steamer *SACRAMENTO*, Capt. Weaver, will leave THIS DAY, 11th inst., at 10 A.M. A. IRWIN, JR. & CO.

FOR SAINT LOUIS.—THE PASSENGER steamer *CUMBERLAND VALLEY*, Capt. Green, will leave THIS DAY, 11th inst., at 10 A.M. A. IRWIN, JR. & CO.

FOR PITTSBURG.—FRIDAY PACKET. The fast packet *ALLEGHENY*, Charles Batchelor master, will leave on FRIDAY, 12th inst., at 10 A.M. A. IRWIN, JR. & CO.

FOR NEW ORLEANS.—THE SPLENDID steamer *GEN SCOTT*, Capt. F. F. Logan, will leave on FRIDAY, 12th inst., at 4 P.M. A. IRWIN, JR. & CO.

FOR NEW ORLEANS.—THE SPLENDID steamer *WINFIELD SCOTT*, Capt. D. Carpenter, will leave on FRIDAY, 12th inst., at 4 P.M. A. IRWIN, JR. & CO.

FOR NEW ORLEANS.—THE SPLENDID steamer *SUSQUEHANNA*, Capt. J. S. Hurd, will leave MONDAY, 15th inst., at 4 P.M. A. IRWIN, JR. & CO.

FOR NEW ORLEANS.—THE SPLENDID passenger steamer *NORMA*, Capt. D. M. Foster, will leave on MONDAY, 15th inst., at 4 P.M. A. IRWIN, JR. & CO.

FOR NEW ORLEANS.—THE SPLENDID passenger steamer *NEW WORLD*, Capt. McClelland, will leave THIS DAY, 11th inst., at 10 A.M., positively. A. IRWIN, JR. & CO. This boat belonging to a southern trade will positively leave in order to reach it in time.

FOR PITTSBURG.—THE FINE STEAMER *HURON*, McMullen master, will leave THIS DAY, 11th inst., at 10 A.M. A. IRWIN, JR. & CO. PAUL & MURDOCK.

FOR NASHVILLE.—THE FINE STEAMER *GENERAL GAINES*, Cope, Master, will leave on THIS DAY, 11th inst., at 10 A.M. A. IRWIN, JR. & CO. PAUL & MURDOCK.

FOR HICKMAN AND MEMPHIS.—THE fine steamer *SACRAMENTO*, Weaver master, will leave THIS DAY, 11th inst., at 10 A.M. A. IRWIN, JR. & CO. PAUL & MURDOCK.

FOR PITTSBURG.—THE FINE STEAMER *RETURN*, Stoops Master, will leave on THIS DAY, 11th inst., at 10 A.M. A. IRWIN, JR. & CO. PAUL & MURDOCK.

FOR PITTSBURG.—THE STEAMER *JOHN MCPADEN*, Captain J. F. Cole, will leave THIS DAY, 11th inst., at 10 A.M. A. IRWIN, JR. & CO. PAUL & MURDOCK.

FOR PITTSBURG.—THE FINE STEAMER *EMPEROR*, Johnston master, will leave THIS DAY, 11th inst., at 10 A.M. A. IRWIN, JR. & CO. PAUL & MURDOCK.

FOR KANAWHA.—THE FINE STEAMER *OLIVIA*, Parker master, will leave SATURDAY, 13th inst., at 12 M. A. IRWIN, JR. & CO. PAUL & MURDOCK.

FOR PITTSBURG.—SATURDAY PACKET. The fine steamer *CINCINNATI*, H. Counts master, will leave SATURDAY, 13th inst., at 10 A.M. A. IRWIN, JR. & CO. PAUL & MURDOCK.

FOR VICKSBURG.—THE FINE STEAMER *BRIGADIER*, Stokes, master, will leave on THIS DAY, 11th inst., at 10 A.M. A. IRWIN, JR. & CO. PAUL & MURDOCK.

The Daily Enquirer.

JAMES J. FARAN AND H. H. ROBINSON,
Cincinnati, Ohio.

TUESDAY MORNING NOVEMBER 16

The Buckeye Belle Calamity.

In our paper of Sunday morning we had a telegraphic account of the explosion of the boilers of the *Buckeye Belle*, at Beverly, some eighteen miles above Marietta, on the Muskingum river.

A letter to the Columbus Journal, dated at Beverly on the night of the 19th, mentions some of the particulars:

The boat is the most complete wreck that was ever seen. Even the lower deck and hull are so completely torn to fragments that there hardly remains a whole plank forward of the wheel house, and the cabin, pilot house, and every thing back of the wheel house shivered to atoms and strewn to the four winds, covering the ground and water for a great distance around with kindling wood, furniture, trunks and baggage, limbs and bodies of men, in the most awful manner that the imagination could possibly conceive.

There were about 40 passengers on board, (beside the boat's crew,) among whom were seven or eight ladies from this town, some with their children, every one of whom escaped with their lives, and with only one or two slight injuries, which was most remarkable, as the ladies cabin was completely broken up—even the floor fell almost to the lower deck; but as fortune would have it, the cabin did not fall to crush them—they remained on the stern of the boat (outside the cabin) until they were rescued by their friends in skiffs.

From among the passengers and crew, seven were killed outright, and two have since died, and probably one or two more will die before morning. Their names could not be ascertained except Mr. Barbour, from Pittsburg. Among the wounded are your friend Lealand Murry, who is badly scalded, and somewhat bruised, but I think not dangerously; Mr. C. C. Cooley, formerly of McConnellsburg, right leg broken below the knee; Mr. Okey, Representative from Monroe county, badly scalded; Mr. Barlett, Representative from Washington county, do.; Mr. Whisson, clerk, leg badly broken; Calvin Stull, pilot, leg broken; Mr. Evans, do.; Mr. Daniels, engineer, badly scalded; Mr. —, mate, arm broken; Capt. Hahn, scald inwardly, and arm injured, and five or six more that have broken limbs, or are scalded more or less. And there are from six to ten or twelve that are missing, and are among the ruins of the wreck, or in the water, which cannot be told until to-morrow, when the wreck is cleared out.

The Daily Enquirer.

LOCAL DEPARTMENT. Cincinnati, Ohio

WEDNESDAY MORNING OCTOBER 27

Steamboat Register.

ARRIVALS.—Pike, Louisville; Lady Franklin, do; Hartford, Pittsburgh Express; Madison; Irene, Maysville; Ben Lee, Dock, U.S. Adm. Big Sandy; Forest Queen, Aurora; Ionian, St. Louis; Lancaster, New Richmond.

DEPARTURES.—Allegheny Clipper, Louisville; Lady Franklin, do; Pike, do; Reveille, Portmouth Alliance, Pittsburgh Financier; do; H. T. Yeatman, St. Louis; Irene, Maysville; Express, Madison; Forest Queen, Aurora; Lancaster, New Richmond.

MEMORANDA OF STEAMER *MALTA*.—Left St. Louis October 10th, P.M.—In port for Ohio River—Hamburg and Indiana; met James Franklin at Heroncreek, Federal Arch at Rush Island; met Buckeye Belle, at mouth of Apple Creek, False bridge on Table Bar; passed Western World at Powers Island near Gen. Pike, Honduras and Ohio, in Hackett's Bend; Boston; Sultan, Hormuz; James Milligan and Eliza at Cairo; met Lexington at Little Chain, Return at Cumberland Bar; 21st—Met Toledo No. 2 at Walker's Bar, Forest City and D. A. Givens at Ford's Ferry, Wash. McLean in Mississippi Bend, Thier below Diamond Island, Hindoo at Hender son's Island; 22d—Met Friendship, G. W. Sparhawk and George Campbell below French Island, Prairie City—ground at same place; met Lassette at Little Hurricane Island; passed Adelaide at Owensburg; met Dove at Cannetton, John Simpson and Salem at Little Blue, York State at Schooner's Point; 23d—Met Forest Rose, J. Q. Adams and Trenton at Louisville; 24th—Met Gen. Gaines at foot Vevey Bar, Lady Franklin at same, John McFadden at Vevey Island. Five feet water in Mississippi and falling; three feet scant on the bars in the lower Ohio.

SHERIFF'S SALE.—STATE OF OHIO, HAMILTON COUNTY, ss.—By virtue of an execution (l. fa.) from the Court of Common Pleas within and for said county and to me directed I will sell to the highest bidder, on MONDAY, the 1st day of November, A.D. 1852, at 10 o'clock, A.M., the following described goods and chattels, viz: The steamboat "Grand Prairie," her engines, apparel and furniture, where she is now lying at the Fuel Company landing, in the Ohio river, between Pike and Butler streets, Cincinnati, Ohio.

To be sold at the suit of John Cline against the steamboat "Grand Prairie," a boat navigating the waters in and bordering upon the State of Ohio.

Terms of sale cash. C. J. W. SMITH, Sheriff of Hamilton county, Ohio.

Cincinnati, Oct. 22, 1852.
THOS. J. HENDERSON, Atty.

MEMORANDA OF STEAMER RETURN, FROM ST. LOUIS.—Boats in port for Cincinnati, Hindoo, John Quincy Adams, Prairie City. Met steamer Tempest at Rozier's Landing, and Jeannie Deans and Ohio at Selma; St. Paul at Cape Girardeau; Aleck Scott and C. Hays below Commerce; Clipper No. 2 and Ben Cousin at Cairo; Luella at Old Smithland; Clifton aground below Smithland dam; Alleghany Clipper and Fanny Malone at Irish Jimmy's; Matthe Wayne and George Campbell at Walker's bar; Alabama and Sam Cloon at Tradewater; Beauty, Memphis and Norma, below Shawneetown; Lexington and Georgetown were aground at Soulentown; Warren aground at Friend Island; Dr. Franklin No. 2 at Rockport; Farms at Cloverport; two boats in the night, names unknown; U. S. Mail at Portland; Ionian at Louisville. 175 cabin passengers, 75 deck do, lost 24 hours by fog.

The Daily Enquirer.

JAMES J. FARAN AND H. H. ROBINSON,
Cincinnati, Ohio.

TUESDAY MORNING NOVEMBER 23

"Buckeye Belle" Victims.

Nineteen dead bodies have been found and recognized, and six or eight are missing yet. The killed were, as far as reported: FRANKLIN HAMUCK, Zanesville; JOHN BARBOUR, Pittsburg; MR. JOHNSON, Roxbury; MR. WHEELED, Portsmouth; JOHN WEST, Coal Run; STULL, Second Clerk; BUTLER, First Steward; HENRY NUTCHER, Deck Hand; M. E. WHISSEN, First Clerk; C. C. COVEY, Senator, from Washington and Morgan, (died on the 17th.) The injured were: THOS. F. NEVITT, Zanesville; MR. POOL, New Orleans, badly scalded; A. H. DILLON, Zanesville; SULLIVAN, First Mate; CALVIN STULL, Pilot; DANIELS, Engineer; MURRAY, Second do; SELON MURRAY, Beaver, probably mortally hurt.

THE GREAT JUST HE'D CALLED HISTORY.

NATIONAL INTELLIGENCER.

PUBLISHED BY GALES & SEATON.
THRICE A WEEK.
SIX DOLLARS A YEAR—PAYABLE IN ADVANCE.

MONDAY, APRIL 12, 1852.

ANOTHER FRIGHTFUL STEAMBOAT DISASTER.

The telegraph from Lexington (Mo.) informs us that the steamer Saluda, bound for Council Bluffs, exploded her boilers at that place on Friday. She had on board, besides other passengers, a large number of Mormon emigrants. All the officers of the boat were killed except the first clerk and mate. *About one hundred lives are supposed to have been lost.* The boat is a total wreck. Her boilers had been in use several years.

FEARFUL STEAMBOAT EXPLOSION.—The Buffalo Republican has some additional particulars of the explosion of the steamer *Glencoe*, at St. Louis. It says:

"A later despatch informs us that not less than one hundred and fifty lives have been lost by this awful calamity. The scene is described as heartrending in the extreme. When the explosion took place the boat was completely rent asunder, and human bodies, mangled and whole, and pieces of the wreck, flew up a great height into the air. Numbers were seen struggling in the water for a few instants, whose wounds were such that they soon sunk to rise no more."

"The passengers and crews on the other boats at the landing crowded to the sides of their vessels in order to see the arrival of the ill-fated Glencoe. Many of them were killed, and a great number terribly injured. The shrieks and wailings of the wounded, the red glare of the fire, and the consternation of the surrounding crowd, beggar description. It was an awful scene."

"The names of the passengers on the Glencoe, or those on the other boats who were killed and wounded, are not yet ascertained. Several are reported killed on boats lying alongside the Glencoe at the time of the explosion."

NATIONAL INTELLIGENCER.

WASHINGTON.

"Liberty and Union, now and forever, one and inseparable."

TUESDAY, APRIL 13, 1852.

THE STEAMBOAT EXPLOSION AT ST. LOUIS.

FROM THE ST. LOUIS REPUBLICAN OF APRIL 5.

We are called on to record a most terrible catastrophe—the explosion of the steamer Glencoe, and the destruction of a large number of human beings; it cannot be ascertained how many.

The steamer had just arrived, on Saturday evening, between seven and eight o'clock, from New Orleans, heavily laden, and was endeavoring to effect a landing between Pine and Chesnut streets.

The steamers Aleck Scott, Georgia, Cataract, and Western World were lying, one beside the other, at that point, and the Glencoe was attempting an entrance between the Cataract and the Georgia. She lay with her bows a little above the stern of the Georgia, when two or more of her boilers exploded, spreading death and destruction in every direction about her.

From a young gentleman who, during the upward trip of the Glencoe, acted as her assistant clerk, we learn that she carried eighty deck passengers, more or less, and from twenty to twenty-five cabin passengers. The boat had touched at several adjacent steamers a sufficiently long time to allow many persons from shore to board her, swelling her numbers considerably.

The explosion was, as we have intimated, a tremendous one. The entire upper works of the Glencoe forward of the pilot-house—unfortunately the part where the majority of the passengers had gathered to witness the landing—were torn away. Chimneys, boilers, timbers, and freight were scattered about, with many human beings, in every direction.

The work of destruction was not confined to the Glencoe. The after upper works of the Cataract, which lay close by, taking in the whole of the ladies' cabin were destroyed. Other boats near by were visited, but to a less extent, by the calamity.

Shortly after the explosion the boat was discovered to be on fire, and simultaneously with the discovery commenced floating down. The full extent of the ruin presented itself as she passed down.

The cabin forward of the wheel-house was gone. A portion of it had been thrown on the freight piled at the forecastle, this mass rising as high as the after hurricane deck. The flames were burning fiercely about where the boilers had been, and spreading rapidly to all sides. From the shore many human beings, men and women, could be descried hurrying from one side to the other, desperately seeking some place of escape.

One or two poor fellows, who had been scalped and afterwards caught in the falling timbers, were seen motioning and heard crying wildly for assistance, as the flames reached and enveloped them. The scene was a most horrible one. As the boat continued to glide down her yawl became filled with her surviving passengers. The yawls of some other boats also were pushed out and succeeded in saving others. We can make no correct estimate of the number of persons lost by scalding and drowning. It is supposed that from sixty to seventy were saved. Allowing this estimate to be correct, from thirty to forty, or even more, lives have been lost.

The scenes witnessed immediately after the occurrence of the catastrophe are of the most heart-rending description. We noticed several men, their faces blackened, their clothes wet and soiled with ashes, hurrying along the levee and crying for relief. One body on the Cataract had the head blown entirely off. We saw also the legs of a boy or girl, the body having lodged in some other direction. The body of a lady, so horribly mangled that it scarcely held together, was taken from the ruins of the Cataract's ladies' cabin. She was not, of course, identified. The bodies recovered, with two exceptions, were horribly mutilated. The limbs seemed all to be broken, literally crushed, and in several instances many of them were separated from the trunks.

The burning Glencoe lodged at first about the foot of Spruce street, where some of the survivors who had not escaped by the yaws succeeded in gaining the wood boats and thence reaching shore. Afterward she swung round and floated until within a few blocks of the gas works, where she permanently lodged and burnt to the water's edge. The fire was communicated to the wood-boats she had passed, seven of which that were fully freighted were destroyed. Five other empty wood boats were also consumed. The flames spread next to the corded wood on shore. It is estimated that from 250 to 300 cords of this wood was consumed. Fortunately the fire did not spread to the buildings on the levee.

The catastrophe is one of those which, from their disastrous and general effects, blot out all means of ascertaining the number and the names of the sufferers. The book containing the passenger list is gone, with every thing else in the clerk's office, except the freight record, the clerks themselves are dead, the comparatively few bodies recovered are unrecognizable, and it seems impossible that even the loss of life will be correctly ascertained.

NATIONAL INTELLIGENCER.

WASHINGTON.

"Liberty and Union, now and forever, one and inseparable."

SATURDAY, MARCH 19, 1853.

The boilers of the steamer Bee exploded on Wednesday at West Franklin, on the Ohio, killing Mr. Smith, one of the pilots, Mr. Bryan, the steward, and Mr. Stark, first clerk of the boat. Mr. Reeder, second clerk, and four of the deck hands, were dangerously scalded.

NATIONAL INTELLIGENCER.

WASHINGTON.

"Liberty and Union, now and forever, one and inseparable."

TUESDAY, DECEMBER 28, 1852.

A STEAMBOAT DISASTER ON THE MISSISSIPPI.

We find in the Natchez Courier of the 17th instant the following particulars of a late steamboat disaster on the Mississippi river, of which we have before had a brief account by Telegraph. This statement was furnished to the Courier by a passenger on the ill-fated boat:

The steamer Western World, from St. Louis, bound for New Orleans, had arrived about two hundred miles below Memphis at half-past four o'clock on Tuesday morning, the 14th instant. It was dark and raining. A large steamer was seen coming up stream, which afterwards proved to be the H. R. W. Hill. The pilot of the World tapped his bell twice. The Hill replied with one tap. The World again tapped twice. The Hill again replied with one tap, and came bow on towards the World. The pilot of the World backed her wheels, and strove to get out of the way, but the Hill struck her some twenty feet from her bow, and cut her deep down into the water.

The passengers were then informed that the boat was sinking in one hundred feet of water. In about four minutes from that time she was turned bottom up, and in as many minutes more her cabins were broken up and floating from the wreck.

There were about forty deck passengers lost. Never shall I forget the wild shriek of agony that for a second rose above all other sounds as the vessel rolled over, and they were launched into eternity. One poor man got on board the Hill with his two youngest children, and turned to look for his wife and three more children that were following him, but in that brief space they had passed to the world of spirits.

The Hill remained by the wreck as long as she could, but the deck passengers had but a poor chance of escape, as the World's guards were full of oxen, and the other passages blocked up with corn. It is thought all the cabin passengers were saved. Mrs. Fitzwilliam, her three children, father, and servants, found themselves on board the Hill, in the same dress that they rose from their beds with, with the exception of a quilt the lady had around her. Another young lady was carried from her state-room by the cook, fainting. Fortunately, these were the only lady passengers. There were about seventy in the gentlemen's cabin, and so noiselessly did they flee for their lives that scarcely a sound was heard in the cabin—cry of fire adding, if possible, speed to their flight. Little or no baggage was saved, and but few escaped with a full suit of clothes.

NATIONAL INTELLIGENCER.

WASHINGTON.

"Liberty and Union, now and forever, one and inseparable."

SATURDAY, DECEMBER 11, 1852.

DREADFUL TRAGEDY.—We have a telegraphic report of a sad occurrence on the steamboat James Miller, from St. Louis, while on her way to Louisville. Among the deck passengers was a family composed of Daniel Street, his wife, and four children. When near Evansville, the wife suddenly seized her child, an infant, and jumped into the river with it. The husband immediately leaped after her, probably to rescue her, and all three sunk to rise no more. The three remaining children were taken charge of by the passengers, and were landed at New Albany, in the care of their grandfather. Nearly sixty dollars were contributed by the passengers for the support of the children.

NATIONAL INTELLIGENCER.

PUBLISHED BY GALES & SEATON.

THRICIE A WEEK.

SIX DOLLARS A YEAR—PAYABLE IN ADVANCE.

MONDAY, JANUARY 10, 1853.

Another Steamboat Explosion.

LOUISVILLE, FRIDAY, JAN. 7.—The steamer John Simonds, which left here this afternoon for New Orleans, when rounding out from Portland, (three miles below this city,) collapsed the flues of her boilers, blowing out the aft-heads. It was at first supposed that about twelve persons were killed and a great number scalded; but it appears that six firemen are missing, and all the passengers escaped unharmed.

RED RIVER RAFT.

CONGRESS having recently amended the act providing for the removal of the Red River Raft, the advertisements heretofore inserted on this subject have been withdrawn, and the following substituted in their stead:

REMOVAL OF RED RIVER RAFT.

Proposals will be received at the War Department, until the first day of April next, for removing the obstructions in Red River known as the Red River Raft, and keeping the navigation of said river open and free from obstruction by rafts for a series of one or more years, as follows, viz:

Each bidder will propose to remove the said raft and to keep the navigation free from obstruction thereby for a specified period, for the sum of \$100,000; specifying in his bid the time within which he proposes to complete the removal, (the said time not to be later than the first day of January, 1855,) as also the number of years (counting from said removal) during which he binds himself to keep the navigation of the river free from obstruction for the said sum; and the contract shall be awarded to the bidder (provided the Department be satisfied with his responsibility and with the security offered by him) who shall propose to remove said raft and to keep the river free from obstruction thereby for the longest period of time.

The contractor will be required to give his bond for \$20,000, with two good sureties, each for the sum of \$10,000, conditioned for the faithful execution of the contract. Each bidder will transmit, at the same time with his proposals, the names of the persons whom he offers as sureties, and a declaration, signed by them, that they will sign his bond as sureties as above-mentioned; and also the certificate of a district judge of the United States for the State in which he resides, that said securities are respectable citizens, and that he considers them worth \$10,000 over and above all their debts and liabilities. No bid will be examined unless these conditions shall be complied with.

TERMS OF PAYMENT.

Of the sum of \$100,000 appropriated for the above object, \$50,000 shall be paid as the work of removing the raft advances, as follows, to wit: Whenever the contractor shall report that a portion of the raft has been removed, the same shall be inspected by an officer appointed by the War Department; and if it shall appear that such is the fact, the Department will pay such a proportion of the said sum of \$50,000 as the portion removed shall bear to the entire raft, provided no partial payment shall be made for less than one-tenth part of the whole work. The remaining \$50,000 will be paid in equal annual installments corresponding in number with the number of years during which the contractor shall bind himself to keep the navigation open, of which fact the Department is to be the sole judge.

Each bid must be for the whole work, that is, for the removal of the raft, and for keeping the river open for a specified period. No separate proposals for portions of it will be considered.

The proposals will be addressed to the undersigned, marked on the envelope, "Proposals for removing Red River Raft."

J. J. ALBERT,
Colonel Corps Topographical Engineers.
Jan 11—20d&2awt April

All papers which have published the former advertisements on this subject are hereby authorized to publish this; and, in addition, the Gazette and Democrat, of Little Rock, and the Telegraph, of Washington, Arkansas, twenty times daily, and then twice a week until 1st April.

Each paper advertising will send a copy of the paper containing the advertisement.

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THE GREAT JUST HEAP CAUSED HISTORY
BY BICKEL KEOKUK IOWA

On the Julie N, You Learn of Indian Maid Potosi's Love Affair

Des Moines Sunday Register
Third News Section 5-T
Aug. 13, 1967

(The Register's Iowa News Service)

DUBUQUE, IA.—Many here look on the Julie N Dubuque as "queen" of the Mississippi excursion boats in the Tri-State area.



HENRY BARR

MILLER became president of the boat-building company in 1943.

His hope was to build excursion boats for rivers in all parts of the nation.

As the years went by, he built excursion boats that sail the rivers at Cincinnati, Philadelphia, Pittsburgh, Houston, Mi-



Julien Dubuque
Built Walled City

ami, Fort Lauderdale, Booth Bay Harbor, Maine, and Wisconsin Dells.

But he centered his skills and his pride on the Julie N Dubuque I, built in 1955.

He took tours of river fans up and down the Mississippi on the first Julie — from Dam No. 11 to Julien Dubuque's grave, near Catfish Creek.

Julie I did her work well — but she was too small for the many who wanted to ride on her.

So, in 1960, Miller built Julie N Dubuque II.

Julie I is now on the Missouri River.

Recently, a Chicago woman who had grown up in Dubuque

Her builder — and raconteur of river history — is Henry Barr Miller, president of the Dubuque Boat and Boiler Co.

Miller became president of the boat-building company in 1943.

His hope was to build excursion boats for rivers in all parts of the nation.

As the years went by, he built excursion boats that sail the rivers at Cincinnati, Philadelphia, Pittsburgh, Houston, Mi-

Trial Run This Week For New \$300,000 Boat

DUBUQUE, IA.—This week, a new boat, Captain Clark's Showboat, a 400-passenger excursion boat done in gold and white and valued at \$300,000, will make its trial run down the Mississippi from the Dubuque Boat Works.

If all is well, the new excursion boat will leave for New Orleans, La. It will then travel the inter-coastal waterways along the north side of the Gulf of Mexico and then to Corpus Christi, Tex.

It will there become a part of the fleet owned by Capt. Nathan Clark of Corpus Christi.

She, too, narrates fascinating stories as the boat goes up and down the broad stream, in some places a mile wide.

As the boat moves downstream people invariably ask Mr. Miller or Mrs. Miller:

"What are the most famous boats ever built in Dubuque?"

Captain Miller, his wife, and pilot, Capt. G. W. Nelson, are unanimous in their first choice:

"Big Mama." This boat, built in 1903, smashed the world's towing record in 1907 when she towed four barges and 56 coal boats.



Julie N Dubuque II

returned here with her husband and children so they all could take a river excursion.

"I have never forgotten that boat ride down the Mississippi," she said. "Now we have traveled miles so that my family could enjoy seeing the place where Julien Dubuque, the first white settler in Iowa, set Catfish Creek on fire to impress the Indians. I'll never forget that story told by Mr. Miller."

Miller has made a specialty of his tour talks on the Julie N Dubuque II.

One of his favorite tales is of the young French Canadian who, at 21, was Iowa's first white settler, and who married beautiful Potosi, daughter of Chief Kettle of the Fox Tribe.

The Indians owned the rich lead mines of the area.

Julien Dubuque taught them how to mine the lead and smelt it. He and the tribe became wealthy, according to

Miller.

As the Julie N Dubuque II goes down the Mississippi, Miller points out the place where Julien Dubuque built his great walled city where he and Potosi lived in splendor.

When Dubuque died, at the age of 48, Miller tells how chiefs and Indian dignitaries came from many miles distant to carry his body, in a spectacular torchlight procession, up the 200-foot limestone bluff to the summit — now marked with a large monument and a park which bears his name.

Miller now has four excursion boats on the Mississippi — Prairie Gal at Prairie du Chien, Wis., Grove Belle at Savanna, Ill., and Lady at Hannibal, Mo., as well as the Julie N Dubuque II.

Miller's wife is as adept at Mississippi folklore as her famous husband.

"Big Mama" is now in the River Museum at Vicksburg, Miss.

"When she was built" said Miller, "she had the largest stern wheel in the world — 40 feet in diameter!"

The "Herbert Hoover," built in 1931, became the largest diesel-powered towboat in the world. She is still running, according to Miller, and is on the Mississippi as "The New Orleans."

Captain Nelson, who calls his summer work on the Julie N a vacation, has his own excursion boat on Saguaro Lake, on the Salt River in Arizona. Captain Nelson pilots his boat which he calls "The Desert Belle" during the winter months.

Eugene Robinson's 3--Floating Palaces--3

MUSEUM, EXPOSITION OF WONDERS AND GRAND OPERA HOUSE
KEOKUK, IOWA.

TWO DAYS ONLY,

Monday and Tuesday, June 17, 18.

HUMAN-FACED CHICKEN JUMBO!

A mountain of flesh; heaviest man on earth
weighing 749 pounds.

THE ONLY FIVE-LEGGED COW!
One of nature's strangest freaks.

THE SMALLEST LADY LIVING!

THE HUMAN VOLCANO!
And hosts of nature's strangest works in both the
human and animal kingdom.

Two separate and distinct shows in our
GRAND OPERA HOUSE.
Presenting a Select Company of Specialty Stars and a
company of Comedians in the side-splitting
Comedy in two acts, entitled

"MULDOON'S PICNIC."

The Fanniest of all Funny Comedies.

ADMISSION, 50c.
Children under 12 years, 25c.

AFTERNOON at 1 o'clock. EVENING at 7 o'clock.

CONSTITUTION - DEMOCRAT.

THURSDAY, AUGUST 1, 1889.

DEATH OF "JUMBO JUNIOR."

The Fat Man Who Was the Big Attraction With Eugene Robinson's Show.

Eugene Robinson's floating palaces passed down the river this morning en route for Warsaw where two exhibitions were given to-day. From Manager Wall it was learned that James Jay Jewett, "Jumbo," the fat man who was one of the biggest attractions with the show, in more respects than one, died recently. A few weeks ago, while the palaces were at Caruthersville, Mo., "Jumbo," while descending the stairs into the museum, fell. His great frame was considerably shaken, and his sufferings for a time were intense. It was thought, however, by the attending physicians, that his injuries were not essentially fatal. "Jumbo" recovered and was able to be viewed here, at Burlington and other up river cities. He suffered a relapse from his injuries at Rock Island and was sent to a hospital at St. Louis. Sunday morning Manager Wall received a telegram stating that this human phenomenon had died

from his injuries the night previous. There is a feeling of general regret caused by the gentleman's death, among the management and others of the combination, of which he was a member. He was as good-natured and funny as he was great in avoidupois. "Jumbo's" maximum weight was 749 pounds, this being the figure at which he tipped the beam when frequently weighed by the audience. His weight was decreased 100 pounds by his illness. Jewett was a "Hawkeye" by birth, having been born and raised in Northwood, Worth county, Iowa. He was in his twenty-sixth year. He had a slight knowledge of music and used good English in speaking.

CONSTITUTION - DEMOCRAT.

JUNE 17, 1889

WELL WORTH A VISIT.

The Performances Given on the Floating
Palaces Lying at Our Wharf.

Eugene Robinson's floating amusement palaces arrived at the wharf shortly before noon yesterday. This floating amusement enterprise is novel and unique in every respect. It must be seen to be appreciated. The boats used for museum purposes and to serve as

a theatorium are elegant in all their appointments. The visitor, after passing the ticket office on the bow of the first boat is ushered into the museum hall, filled with animate and inanimate curiosities, together with numerous illusions, interesting freaks of nature, trained animals, and wonders of every description from all parts of the world, and of which it would be almost impossible to give a detailed account in the brief space of a newspaper article. After an hour spent in viewing the many interesting objects on exhibition in the museum, the visitor passes into the opera house, one ticket admitting to all, and is given a pleasant surprise. The theater is a little gem, perfect in every respect. It is seated with folding opera chairs, and has a gallery. The opera house will seat about 1,000 people. The stage is complete in all its appointments, and is specially adapted to the performances which are given afternoon and evening. At this afternoon's entertainment a novelty company presented several first class specialties such as Moletamo, the Cuban wonder, Prof. Simons, ventriloquist, Prof. Horne, with his trained tropical birds, a lightning gun drill artist, the Irish team Murray and Maley, Sig. Verona, the man of mystery, Miss Jennie Quigley and Miss Fannie Gray in character songs. Then a carefully selected dramatic company closed the entertainment with the presentation of a rattling two-act farce-comedy which kept those present this afternoon roaring with laughter. Another performance will be given to-night at which there will be an entire change of program. To-morrow two performances will be given, afternoon and evening, with a change of bill at each. The boats are lying at the foot of Johnson street and are easy of access.

Unitarian Excursion

to QUINCY on

Steamer Majestic
SATURDAY, MAY 21st

Leaves Keokuk 9:00 a.m.
Leaves Warsaw 9:30 a.m.
Leaves Alexandria 9:45 a.m.
Leaves Canton 11:00 a.m.
Arrives Quincy 12:30 p.m.
Leaves Quincy 5:00 p.m.

Fare: 75 Cents for Adults,
40 Cents for Children
Including War Tax

Street cars will meet boat on
its return.

Music and Dancing 1921

WE HAVE JUST HAD CALLED NOTICES
A. L. BUCKEY, KEOKUK, IOWA

The Gate City.

PUBLISHED BY
THE GATE CITY COMPANY,
KEOKUK, IOWA.

OCTOBER 10. 1901.
CAPTAIN DUNDY

Of the Montrose-Nauvoo Ferry Shot This Morning.

HE DIED IN HALF AN HOUR

Cal. Beird Fired the Fatal Shot and Now Languishes Behind Prison Bars.

Captain W. A. Dundy, of the Montrose-Nauvoo ferry, was shot Saturday morning at 1 o'clock and died soon after.

The shooting occurred at Ninth and Main streets and the man who shot him is Calvin C. Beird, a printer of this city.

There were several witnesses to the shooting whose stories agree perfectly. Captain Dundy came out of the saloon on that corner and went to Bland's lunch car standing there. He tried to get inside the door and was stopped partly by the arm of the proprietor.

Beird was standing there and said:
"Who the h---l are you?"

Captain Dundy retorted and after a few words Dundy struck Beird in the mouth, still retaining his hold on the door of the lunch car and his body partly inside. Beird then pulled him from the car and the men struggled away a distance of seven feet toward Main street.

Beird then pulled a pistol, fired one shot and put the gun back in his pocket. Dundy hung on to Beird and the two men wrestled all over the sidewalk for several minutes.

In the meantime the police had been telephoned and ran up with the wagon. The grasp of Captain Dundy upon Beird was not relaxed until the police arrived. He was then lying on the sidewalk just east of the lunch car, his face pale and his muscles very weak, but he was conscious and answered the questions of the representative of The Gate City who went up with the police.

He was put on the stretcher and taken to St. Joseph's hospital in the ambulance at once and surgeons telephoned for. Beird had been arrested in the meantime and was taken to headquarters by the officers.

He had thrown away the gun, but it was found by one of the officers. It is a little 32-caliber, five shot revolver.

The bullet struck Captain Dundy in

the right side of the lower part of the chest in front directly over the stomach. It was necessarily fatal and the victim died in half an hour after receiving the shot.

County Attorney Marshall was sent for at once but could not arrive in time to take an antemortem statement.

Dundy died from hemorrhage and lost consciousness before the hospital was reached. Dr. R. H. Fegers, Dr. C. H. Fegers and Dr. O. D. Walker were called, but found him dead on their arrival.

Examination showed that the wound was five inches below the nipple and two and a half inches to the left of the middle of the body.

The police department did excellent work. They arrested Beird and found the gun in the first five minutes. Officer Grimm, who went out with the patrol wagon, sent for Chief Hennemann and County Attorney Marshall while Captain Dundy was being placed in the wagon and both were on hands in a few minutes.

Chief Hennemann ordered Beird to be locked up in a cell and that nobody be allowed to talk to him.

The body of Captain Dundy was taken to the undertaking parlors of Perkins & Crimmins after being viewed by the coroner's jury.

Judge Rice H. Bell, acting coroner impanelled a jury at 2:20 o'clock. It is composed of W. J. Perkins, William Moore and Officer Lafeber, and viewed the body at the hospital. It will continue the inquest Monday at 10 o'clock.

Captain Dundy was about 35 years old and was reared at Nauvoo. He was unmarried and his mother is living. He was a Mason.

O. C. Hoessig of Fort Madison, a friend of Captain Dundy, happened along and went to the hospital with the ambulance.

(From Sunday's Daily.)

The Gate City gave yesterday morning all the facts about the killing of Captain W. A. Dundy by Cal. C. Beird, which occurred just before the first edition was closing its forms for the press.

There is no change to make in that report of the sad occurrence, and the circumstances as there given will be those testified to at the trial of Beird. There is no uncertainty about the facts, as some of the most credible men in town were eyewitnesses of the affair and agree perfectly as to what happened immediately before and after the shooting.

The remains of Captain Dundy are now in Nauvoo and the funeral will be held there with interment in the cemetery of that city.

Beird is in the county jail closely watched from within and guarded from without. He is in a nervous state and evidently feels his position deeply.

NO PRELIMINARY.

He will not have any preliminary examination, but the case will be presented directly to the grand jury of the district court which convenes Monday afternoon. He will be indicted at once and then it will be a contest between the lawyers in court.

Captain Dundy died from hemorrhage

as stated yesterday. The post mortem developed that the ball had penetrated the liver and cut through many blood vessels there.

Beird claims self defense as justification for the shooting, and his defense will be along that line.

Some Nauvoo people in town yesterday talked of coming down last night to take Beird away from the officers. The officers here did not take that matter seriously, but placed Beird in the impregnable county jail and arranged to prevent any mob getting near him.

The actions and whereabouts of both Captain Dundy and Beird are being enquired into carefully for the period of all the evening before the tragedy occurred.

THE WITNESSES.

The most important witnesses of the killing are M. F. Dunn, of 1509 Fulton street; A. A. Bland, the well known colored citizen, and Frank Wentzel, who works at the county house.

Within five minutes of the shooting each of these told his story to a representative of The Gate City on the ground, and all agreed in every way. Bland's observations stopped after the shooting, and Dunn tried to separate the men without avail until the police arrived.

The account of these men does not conflict in general with the defense of Beird which has so far developed. It is the account of the occurrence given in The Gate City yesterday morning.

THROUGH THE LIVER.

The post mortem examination was completed a little before 6 o'clock yesterday morning by Dr. R. H. Fegers, Dr. C. H. Fegers and Dr. O. D. Walker. It was very thoroughly done.

They found that the ball entered the body as told in The Gate City yesterday morning, struck the stomach and proceeded toward the right side. It made a groove in one part of the liver and then penetrated another portion of the liver, finally striking a rib on the right side and falling, spent, into the abdominal cavity where it was found behind the bladder.

In passing through the liver the bullet cut a number of arteries which bled profusely, causing death from hemorrhage. The wound was necessarily fatal from the first owing to its location.

TAKING HIM HOME.

Yesterday, John Dundy, an uncle of the dead man, and a cousin, L. L. Hudson, came down to care for the remains. The uncle, as well as Captain Dundy, was an Odd Fellow and requested the assistance of the members of that order here.

Representing the different lodges in Keokuk, Frank L. Griffey, Frank O. Wright, Charles O. Schmidt, William B. Wooley and Fred Koechling acted as a guard of honor, and Sherman I. Rutledge, Al. Kiefer, James Cameron, Theodore Bode, John Elisenhuth and John H. Wolff acted as pallbearers in taking the body from Perkins & Crimmins' to the train.

In a black casket with a silver plate the body was taken to Nauvoo by way of Montrose on the 2:10 train in the afternoon. His own boat carried his body

across the Mississippi for the last time.

Many people gathered at the undertaking parlors during the day but were refused admittance.

POLICE PRECAUTIONS.

It was reported that there was much feeling at Nauvoo, where the dead man was very popular. The police received friendly tips several times that a mob would come from Dundy's home city to take out Beird and hang him.

It was considered that these reports were exaggerations of the facts, and it was not believed that any such action would be taken by Nauvoo people. But in order that every precaution might be taken, any such attempt was made impossible.

Beird was taken over to the county jail and delivered to the sheriff's office. The police department prepared to assist the sheriff against any possible outbreak. The whole force was ordered to be within instant call all night, and as it contains some old regular army soldiers, and is altogether in a fine state of discipline, it could be counted on to keep back any mob.

It was stated at once that Keokuk does not intend to have her name stained with lynch law, and that an invasion from Illinois would be repelled at whatever bloody cost, if necessary. At the same time nobody had any real idea that a mob would come.

BEIRD'S DEFENSE.

Beird was nervous yesterday. Nobody was allowed to see him except some lawyers, his wife and some doctors.

His defense is that he found himself attacked by a man many times his superior physically, and when he had been badly pounded up, he became fearful of his life and shot to keep from being killed himself.

As to the pounding he received, he had Dr. Dorsey and Dr. Payne examine him last evening for bruises, a number of which were evident to a casual observer. When these doctors went to the jail they were accompanied by Dr. C. E. Ruth, professor of anatomy, and clinical surgery in the medical college, as an expert for the state. Beird is a slight man, and Dundy was a very strong one.

Hon. James C. Davis saw Beird and gave him some good advice yesterday, but will not be an attorney in the case. Beird has set up briefs for Mr. Davis for twenty years in printing offices, and the big heart of the lawyer prompted him to see that all of the arrested man's rights are conserved until he secures an attorney to conduct his case.

THE STATE WORKING.

Both the police and the county attorney's office were very energetic yesterday in working on the case preparatory to appearing in court. It was decided to take the matter directly before the grand jury, instead of having a preliminary examination, and this will be done as soon as the coroner's verdict is in.

The coroner's inquest will take testimony tomorrow, and if Beird gets a lawyer to cross-examine the witnesses it may take more than one day.

County Attorney Marshall is very busy on the case and is not letting any-

thing slip that will strengthen the side of the state when the case comes to trial. The police are looking up every clue to witnesses who may throw light upon the previous relations of the men.

BEFORE THE SHOT.

Captain Dundy arrived in Keokuk on the 8:20 o'clock train the evening before he was killed. During the evening he was considered sober by those who saw him up to midnight. At the time of the disturbance, he was somewhat under the influence of liquor. Previously in the night he had been making a little trouble in a saloon on Main street a block from the scene of the tragedy.

Beird had been revelling on Main street all evening in a masquerade costume, and with a banjo and a big jag. One of his companions says that he was as drunk as a man can get. He had been acquainted with the man he killed for some years and the police are especially anxious for accurate information about their relations in the past year or two, about which there are rumors.

SOBERED HIM.

As soon as he could get away from the death grip of Captain Dundy, Beird started to run down Main street and threw away the revolver with which he had shot the river captain. He was gathered in by Special Officer Kilker, and at once became rather vociferous in a line of talk that carried the inference that he was not the man wanted.

He did not appear drunk then, and kept saying that he did not have a weapon.

"I haven't got any gun, search me and see!" he kept repeating to the officers around.

WHO BEIRD IS.

Beird has a wife here and a mother living in Warsaw. Two brothers, Edward Beird and Emory D. Beird, live at Bluffs, Ill., and one of them publishes a paper there. He was born in Warsaw.

His reputation here seems to be a general agreement that he is ornery to the superlative degree, although nobody expected him to kill anybody, and he was looked upon as a harmless but disgusting degenerate. He is said to have been very good-natured when sober, and the same thing is said of the man he killed.

Evidently, the cause of the tragedy was a combination of intoxicants and carrying a gun; it started with bandying words and grew progressively to the shooting of Dundy by Beird in the middle of a mixup.

The Gate City.

MARCH 14, 1895.

WILL WALK THE DECK.

Upper Mississippi Steamers and Their Masters for This Season.

The steamers that will ply the upper Mississippi this season and their masters are as follows:

Dolphin, Charles Skemp; W. J. Young, Jr., Walter A. Blair; Abner Gile, B. Jenks; Lillie Turner, E. H.

Hallingshead; Quickstep, Tony Gallagher; Kit Carson, Peter O'Rourke; Prescott, R. S. Owen; Sam Atlee, A. W. Woodward; Kate Keen, L. Arnold; Robert Dodds, George Tromley, jr.; Helen Schulerburg, F. D. McCaffrey; Patience, Jas. McCaffrey, jr.; F. Weyerhauser, George Reed; J. K. Graves, John O'Connor; F. C. A. Denkmaun, O. E. McGinley; E. Rutledge, Wm. Whistler; Myline, J. H. Waeson; Dan Thayer, Al. Short; Saturn, George Winans; Jo Long, N. B. Lucas; Irene D., D. A. Dorrance; West Rambo, J. G. Sutler; Silver Crescent, no appointment; Lone Star, C. Schricker; Verne Swain, John Streckfus; Pilot, Orrin Smith; Eclipse, E. J. Lancaster; Volunteer, no appointment; Ten Breech, W. S. Mitchell; Netta Durant, George Rutherford; Chauncy Lamb, Al. Day; Lady Grace, John Moore; Reindeer, Tom. Withrow; Gardie Eastman, C. Carpenter; Lumber Boy, George Senthause; R. J. Wheeler, Wm. Davis; Zalus Davis, Peter Hire; Glenmont, Pete Larivere; Van Sant, no appointment; Musser, not known; Gardner, Tom. Dolson; Thistle, M. M. Loury; Pauline, Wm. Kratka; Mountain Belle, A. Lambert; Linehan, Wm. Dobler; Inverness, Tom. O'Rourke; Louisville, Chris. Adolph; Bella Mac, Charles White; Helen Mar, M. McCarthy; Juniata, Henry Slocum; Lion, H. C. Wilcox; Hershey, C. Buisson; Cowles, J. Buisson; Lafe Lamb, J. E. Kaiser; Ravenna, C. Davission; Menomonee, E. D. Dickson; Clyde, John Hoy; Cyclone, Tom. Hoy; Henrietta, Geo. Brosser.

Champagne "Imperial" per
bottle Family Bitters, per gal. @ 2200
@ 200

THROUGH TO



Davenport and Rock Island.

Packet "ROCK ISLAND,"
CAMPBELL, Master; MATHER, Clerk.

Packet "NEW BOSTON,"
MELVILLE, Master; PARKHURST, Clerk.

JULY 3, 1870

One of the above popular boats will leave the St. Louis and Keokuk Packet Depot at Keokuk DAILY for Davenport and Rock Island and intermediate points

At 9 O'clock p. m.,

making connections here with the Keokuk and St. Louis Packets.

For low rates of freight and passage apply to S. M. ARCHER, at St. L. & K. Packet Depot.

May 17

100 CASES WINSLOW'S CORN, for sale by ROBERTSON & ALBERS.

THE GREAT DUELLING CHAMPS
OF THE MISSISSIPPI RIVER

OCTOBER 9, 1901.

CAPTAIN DUNDY WAS KILLED

Cal. Beird Fired a Bullet Into His Stomach.

An Awful Tragedy the Fateful Issue of Carnival Night—Claim of Self Defense is Set Up.

Captain Wm. A. Dundy of Nauvoo, Illinois, aged 37 years and the commander of the ferryboat plying between Nauvoo and Montrose, Iowa, was shot at 1 o'clock Saturday morning by C. C. Beird, a printer, and died within half an hour. Beird was arrested and locked up at police headquarters and the remains of Dundy were, upon the order of the acting coroner, transferred from St. Joseph's hospital to the undertaking establishment of Perkins & Crimmins.

WAS A POPULAR MAN.

The shooting is an exceedingly unfortunate affair and will cause widespread regret among the acquaintances of Captain Dundy, who was a whole-souled man of fine and attractive personal qualities. Reports concerning the tragedy are somewhat conflicting against Beird as he approached the car in their character and the full facts will not likely be ascertained until the inquest is completed or the preliminary examination conducted. Statements respecting the affair are quite contradictory in several important particulars, but sufficient is known to demonstrate that the murder was not a pre-meditated one and there is a serious question as to whether or not Beird acted in self defense, though his action may have been unduly hasty and make him guilty of manslaughter. No personal enmity had existed between the two men and they had never quarrelled previously. In fact they were acquaintances of some years standing and Beird said this morning that he had been on hunting trips with Dundy and that they had always been friendly.

When the truth is ascertained, as it will be, it will be found that the tragedy was the indirect result of the excessive drinking of the dead man and that of the living one who will be accused before the law of his murder. Captain Dundy came to Keokuk Friday morning to enjoy the street fair and spent the day with friends, of whom numbers scores in this city. From 9 to 12 o'clock Friday night Captain Dundy was in the company of Marshal Charles Hennemann, they being ac-

quaintances. Marshal Hennemann said this morning that Dundy was not intoxicated but that he had taken four or five drinks of whiskey. They separated about 12.

THE SHOOTING.

Dundy is next heard of in the Exchange saloon at the corner of Eighth and Main streets, just one block from the point where he received the mortal wound. Dundy drank at the bar and is said to have displayed a sort of semi-ugly disposition. He is credited by one witness with having said that he "could lick the man behind the bar." In any event a relative of the proprietor of the place anticipated there would be trouble and by diplomacy succeeded in piloting Dundy out of the resort. He next appeared in the saloon at the corner of Ninth and Main. About 1 o'clock he made his exit. On the corner stood the lunch car of A. A. Bland, a colored citizen who resides at No. 1029 High street. What was said and done during the succeeding few minutes is not positively known at this time, as the several eye-witnesses have not as yet made their statements. One story is to the effect that Dundy tried to get inside the lunch car, which Bland resisted, and that Beird grabbed hold of him and said, "Who in the — are you?" Thereupon Dundy struck him in the face and Beird withdrew and fired the fatal shot. The other statement as to the preliminary circumstances preceding the shooting is as follows and there is said to be good evidence to sustain it. Beird had taken part in the carnival during the earlier part of the evening and had been in costume and stopped at the car for a lunch on his way home. Dundy is said to have come out of the saloon and in the remark, "Who in the — are you?" and Dundy replied with a sim-

ilar interrogation. Dundy is then said to have dealt Beird a heavy blow in the mouth, which staggered him. The men almost clinched when Beird drew the weapon from his righthand rear pocket and fired at Dundy in the region of the stomach. Dundy grabbed Beird saying as he did so, "You shot me and you can't get away." Owing to weakness Dundy soon released his hold and Beird arose.

THE POLICE ARRIVE.

While the scuffling was going on some one notified the police headquarters and the patrol wagon responded with Officer Grimm driving and Special Officers McLaughlin and Kilkern in the wagon. Dundy was found stretched out on the pavement, with his head to the north, and his feet within a foot or two of the lunch car. Beird still remained in the vicinity and was put under arrest. One report has it that he started to run and was caught by the special officers before he had gone fifty feet.

Dundy was placed in the ambulance and started for St. Joseph's hospital, where he died shortly after his arriv-

al. The immediate cause of death was hemorrhage resulting from the bullet wound. Drs. R. H. Fegers, C. H. Fegers and O. D. Walker were summoned but they were unable to reach the hospital before death had ensued, the victim expiring just as the Drs. Fegers reached the door of the hospital. Assistant County Attorney R. M. Marshall was summoned for the purpose of taking an ante-mortem statement, but Dundy's condition made this impossible. After death Acting Coroner Rice H. Bell was summoned and he empanelled a jury consisting of W. J. Perkins, Officer Wm. Lafevre and William Moore. The coroner also ordered that an autopsy be made and it was conducted by Drs. Fegers and Dr. Walker at the undertaking rooms, being concluded at 5:30 o'clock Saturday morning.

THE AUTOPSY.

The examination of the physicians showed that death was produced by hemorrhage. The vest of the deceased was perforated by the bullet in its passage and was powder burned. The outer shirt was bloody and perforated by the ball and somewhat powder burned. On the undershirt was discovered quite an amount of hemorrhage and it had been perforated by the ball. The entrance of the ball into the body was at a point five inches below a line drawn through both nipples and two and one-half inches to the left of the median line. The course of the ball was inward and backwards to the right and slightly upwards, cutting the muscular coats of the stomach near the pyloric orifice; grooving the left lobe of the liver, cutting off the blood vessels at the transverse fissure and passing entirely through the right lobe of the liver; perforating the diaphragm at the tenth rib, falling down and rebounding; the ball was found behind the bladder in the pelvic cavity.

THE PRISONER.

Beird is about 30 years of age and is married and a printer employed at the Leake job plant. He is thin and frail physically and much smaller than the man he claims he killed in self-defense. Early in the day he sent for James C. Davis for counsel and the latter may defend him, though he devotes very little attention to criminal cases. Beird declined to make a statement when requested to do so by a representative of the Constitution-Democrat. He was nervous and trembling and scarcely in either mental or physical condition to be interviewed. He expressed regret over the occurrence and said he had known Dundy personally. Beyond stating that he had acted in self-defense he had nothing to say. That will be the defense in court. Beird will claim that Dundy assaulted him without provocation and that he was afraid he would be killed and to save himself drew a weapon and fired. Beird's lips are badly swollen and discolored as the result of the blow which Dundy dealt him. He is also bruised about the head and body as a result of the strug-

gle in which the men engaged. Late information seems to indicate that Baird did not run away from the scene of the tragedy. When the evidence of the two or three eye-witnesses is obtained many points and circumstances that now appear obscure will be cleared up.

Acting Coroner Bell adjourned the inquest until 10 o'clock Monday morning. The prisoner will probably be arraigned to plead on the same day in the superior court. Baird is married and was born in Warsaw, where his mother still lives. He has two brothers, Edward, and Emory D. Baird, who publishes a paper in Bluffs, Ill. He has never had the reputation of being a vicious or quarrelsome fellow.

THE REMAINS.

Hundreds of people called at the undertaking rooms to view the remains of the popular man who came to so sudden a death. His friends are indignant and incensed, assuming of course that there was no provocation for the shooting, which is a fact that is yet to be judicially determined. The evidence on the surface seems to indicate that there was provocation, though there might not have been justification. There are rumors here of a mob gathering at Nauvoo and Montrose to come here and lynch Baird but this is regarded as idle talk and could not be consummated if it were attempted in fact.

The remains of Captain Dundy were taken to Nauvoo Saturday afternoon and were buried in that city. He is survived by his aged and widowed mother, with whom all people will sympathize in her great sorrow, and one brother, Charles Dundy of Omaha, who is a railway attorney. George Dundy, an uncle of the deceased, and L. L. Hudson of Nauvoo, arrived in the city on an early morning train to take charge of the remains.

It is an exceedingly unfortunate event to occur during the festivities of the street fair when there were mirth and hilarity upon all sides and all people appeared to be happy in commingling together. Before the public forms final judgment it may be well to await the findings of the legal investigations that will be made in the immediate future.

Evidence Before the Coroner's Jury Was Unfavorable, But There Was No Cross-Examination.

The inquest over the remains of Capt. Wm. A. Dundy was not completed until 5 o'clock Monday evening. The evidence adduced was not so favorable to Baird as his friends expected it would be. It seems conclusive that at first he denied the shooting and ran away after he had fired. An eye witness testified that he first took hold of Dundy and it is still a question whether the defendant's swollen lips were produced by a blow from Dundy or by a blow or a fall after the fatal shot had been fired. The coroner's verdict finds that Baird fired feloniously. The following is a synopsis of the testimony before the coroner's jury:

A. A. BLAND

Testified his lunch car was at Ninth and Main streets on the morning of Oct. 5. Dundy was going into the wagon to get a lunch. I saw Baird first in the wagon and asked for a sandwich. He said, "Bland, I want to talk to you on some private matters." Dundy went by and Baird said, "Who in the hell are you?" Dundy said the same thing. Baird said, "I own Main street." Dundy said, "the hell you do, I don't own so much." Dundy was hanging on the wagon. I thought there would be a fuss and both ducked as I went to the door. Dundy had one hand on door and Baird grappled with him and they scrambled on the street. My impression is Baird had the pistol and heard it go off. They were right together when I saw the flash of the pistol. Dundy fell on one foot and finally threw Baird near the front wheel of the wagon. They fell on the ground and Dundy said, "He shot me, I'll hold him till the police come." Baird started away and finally went down Main street. I heard some one say, "There he goes, catch him." Dundy was placed on the patrol wagon and started for the hospital. They brought Baird back. Baird did not knock Dundy down and Dundy did not knock Baird down. There was no fighting but a clinch and a scuffle.

WILLIAM SHORT

was the next witness. He said: "I know Baird by sight. Saw Dundy at Ninth and Main at 1 o'clock and shook hands with him. Dundy came up and said, "I don't know you but I can shake hands with you. I heard the shot and saw Baird take his revolver in his right hand and place it in his pocket. I saw Baird and Dundy scuffling and Baird fell and called for help. Dundy said, "You're a d— coward, I'm not going to hurt you." I couldn't lift Dundy's arm. I told men in the saloon that Dundy was shot and started to telephone the police. They pulled Dundy off of Baird while the latter was on the ground. Baird ran down the side of the building to the Bijou bakery and was caught by the officers. I saw him take the pistol and put it in his pocket. I

turned my head after the pistol was fired and saw the smoke of it. Baird stayed right by Dundy. I did not notice any one with Baird when he started down Main close to the building."

Under this note appears the name of M. F. Dunn.

Said he knew the parties and saw them about on the morning of the 5th inst. I saw Baird putting something in his pocket. They scuffled and Dundy threw Baird on the sidewalk and held him. I saw no blow struck but Baird's mouth was bleeding. Baird went down Main street and officers arrested him. Dundy said, "You shot me," and then Baird put his gun in his pocket. They wrestled and Dundy got him nearly under the lunch car and they were there several moments. I tried to pull Dundy off but he looked up and said, "I've got a bullet in me; you go and get Charley Hennemann and I will hold this man." Baird was asking me to take Dundy off but he was too heavy for me and I couldn't do it. Dundy finally fell over and the patrol wagon came and Dundy was placed in it. I was trying to get Dundy off but did not know he was shot as badly as he was. I thought he might strike Baird. I was inside the saloon when I heard the report of the pistol and came out of the saloon."

JOSEPH BULLARD,

a special officer, testified: "I came up on the patrol wagon. I found a pistol near the door of the Bijou bakery on the grate, about three and one-half feet from the wall of the building."

Here the weapon was introduced in evidence and identified by the witness. Witness gave the pistol to Officer Deitz but did not look to see whether any of the chambers had been discharged.

JAMES M'LAUGHLIN,

a special officer on the night of the shooting, testified: "When we got to the bakery we saw Baird running and he said, "I've done nothing, let me go." I said, "That's the man who did the shooting." Baird said he had no gun, but the latter was afterwards found. Kilker and I took Baird down to the station."

THOMAS KILKER,

Another special officer in his testimony said: "We met Baird running and caught Baird in the bakery door way and arrested him. Baird claimed he did not shoot the man and that he did not have a revolver."

DR. R. H. FEGLERS

testified that Dundy was dead when he first saw him after the shooting. Here the witness gave a description of the fatal wound, which has heretofore been published. The ball dropped a distance of about ten inches in its course and caused death by abdominal hemorrhage. The vest was perforated and powder burned and the two shirts were penetrated by the ball. We got the ball and turned it over to Chief Hennemann.

DR. C. H. FEGLERS

said he was called to the hospital and found Dundy dead when he arrived there. The description of the wound was the same as that given by the preceding witness. The wound was suff-

WEEKLY CONSTITUTION.

DEMOCRAT:

OCTOBER 9, 1901.

FINDINGS OF CORONER'S JURY

Baird Did the Shooting
Feloniously.

cient to cause death and did do it.

DR. O. D. WALKER testified: He was called in the Dundy case and was present when the post-mortem was made. Witness described the perforations of the clothing and powder marks made by the passage of the bullet. There were blood stains on the clothing and a hole was found in the body five inches below the nipple and two and one-half inches to the left of the median line. The stomach had been wounded at the right end. The bullet cut the mucous coat of the stomach and passed through the right lobe of the liver. The wound produced death. Hemorrhage was the immediate cause of death.

ROBERT REDMOND, a street fair special officer, was the next witness. He said: "I saw Beird between 9 and 10 going down Main. He was masked and had a pistol in his hand. The man with him said, 'Let's go back,' and then Beird said, 'the man I want to see is on Fourth street.'"

POLICEMAN GRIMM, who drove the patrol wagon, said: "I was called to Ninth and Main and drove the wagon. I saw Dundy laying there and saw a man going down the street. I said, 'Catch him and never mind the other.' Two specials got off the wagon and arrested Beird. After Dundy was placed on the stretcher I went to Beird to search him and he said, 'I didn't do it, I've no gun.' The other officers took him to the police station and I drove to the hospital with Dundy."

SAM BROWN, another special officer, said he was sent to Ninth and Main. Two men had Beird by the arms and Dundy was laying on the pavement. Beird said, "They've beat my heat nearly off." Some one pointing to Dundy said, "There's the man you want," and then witness let loose of Beird's arm."

Perry Griggs, special officer, testified to the same effect as the preceding witness.

The jury then retired and after ten minutes' deliberation returned a verdict finding that Wm. A. Dundy came to his death "by a pistol shot wound and the pistol shot was done by the hand of C. C. Beird and that said shooting was done feloniously by the said C. C. Beird."

The Daily Constitution

KEOKUK CONSTITUTION CO.

FEBRUARY 10. 1887.

PREFER A SOLID WALL.

PILOT AND RIVER MEN OF KEOKUK
INTERVIEWED.

They All Prefer a Solid Wall to a Floating Boom, it Being More Substantial and Durable.

The CONSTITUTION has noted the difference of opinion as to the merits of a floating boom and a solid wall to correct the troubles at the Keokuk bridge, and a representative of the CONSTITUTION

called upon the citizens of Keokuk whose practical opinions upon the subject is of the most value, with the following result:

Charles A. Hutchinson, secretary of the Mississippi Navigation company, and interested in both the Diamond Jo. and St. Louis & St. Paul freight companies, said he was in favor of a solid pier in preference to a floating boom as it would answer the purposes of navigation better and would be more substantial. "A solid pier," he continued, "would prevent the strong cross current just below the canal wall which flows in toward shore and which renders navigation through the draw so perilous at present. Rafts could then be floated through the draw without the aid of pilot boats. Besides, a floating boom is apt to be carried away by the ice. Floating booms were tried at Hannibal for two years and then removed on account of their not giving satisfaction. The current at the Haanibal bridge is difficult, but not so bad as it is at Keokuk."

Jesse D. Mefford was next interviewed and said he had been on the river for thirty years, of which he had acted as pilot five years. He thought there was no question as to the superiority of a solid pier in preference to a floating boom. It would be much more substantial in the first place; then the cross current above the draw and around the end of the canal wall would cause the boom to bag in the centre and cause boats or rafts to run into it. At Burlington the floating boom was fastened by piling driven into the river, but that could not be done here owing to the bottom of the river being of rock, and stone piers would have to be built to keep it in place; making the cost of construction of the boom about as great as that of a solid stone pier, while the advantages of the boom would be much less.

Captain Taber was asked the following question: "What, in your opinion as a river man, would you recommend—a floating boom or a solid pier from the end of the canal wall to the pivot pier at the bridge, to correct the troubles at the bridge?" He answered: "There is a difference of opinion in this matter, and I do not care to take sides on this subject. Of course, a solid pier from the canal wall to the pivot pier of the bridge is the more substantial and better structure, but I don't care to express any opinion on the subject."

Thomas H. Gilbert, a pilot of thirty years' experience, expressed a decided preference for a solid pier, as it would not only be much more durable,

but would be safer for steamers and rafts in passing through the draw. "A floating boom," he said, "would simply act as a guide, while on account of the strong cross-current, boats and rafts would have to be rushed toward the draw at a high rate of speed instead of floating steadily down, as the boom would not affect the current, while a solid pier would divert this cross-current. A floating boom would also be apt to bag in the centre unless protected by several stone piers, and this bagging might cause damage to rafts or boats that might happen to strike it."

Capt. Albert Wempner said he had been a rapids pilot since 1849. He was most decidedly in favor of a solid pier. It would not be damaged, as a floating boom would be, and in the end would undoubtedly be cheaper, as the repairs on the boom would soon make up the difference in the original cost. In addition to this, owing to the strong cross current in the river just below the canal wall, which would be done away with if a solid pier was put in, it would be necessary to put in stone piers at intervals to keep the floating boom in place, while at the same time rafts would be in danger of being drawn under the boom by the current.

Charles Gillespie, a pilot for twenty-five years, thought a solid pier would be preferable to a floating boom.

Constitution-Democrat.

JULY 27, 1899

IN THOSE VERY EARLY DAYS

Pioneer Steamboating on the Mississippi River.

Historical Sketch Prepared By an Old Resident of Rock Island—Some of the Very Earliest steamers on the River in Pioneer Times.

S. W. McMaster of Rock Island, has written the following historical sketch of pioneer steamboating on the upper Mississippi:

"The first steamer to arrive at Fort Snelling was the Virginia, Captain Crawford, in 1823. The second was the Rufus Putnam, David G. Bates, captain, in 1825. Captain Bates I knew quite well in Galena, in 1823, and later. He came up to Galena in 1819, in command of a keel boat propelled by a crew of Frenchmen from St. Louis. While living there he thought

he had discovered a gold mine, and taking a sample of the glittering metal he started on a fleet horse to St. Louis to enter the land on which the treasure was found. A near neighbor of his started at the same time on the same errand. When Bates arrived in St. Louis he went straight to an old French chemist with his precious sample. The old Frenchman tested it and said, "He very good sulphur." He had ridden his horse so hard that it died the next day.

Up to 1826 there were some 16 arrivals of boats from St. Louis at Fort Snelling, among which I note the Josephine, commanded by Captain Clarke, who later established Clarke's ferry at Buffalo. Captain Throckmorton of the famous old steamer Warrior, took part in the capture and dispersion of Black Hawk and his warriors at Bad Axe, Wis. Captain Joseph Throckmorton was one of the best known and most popular captains on the upper river. He built and ran six or eight boats, Red Rover, Winnebago, General Brooke, Burlington and Cora. During the latter part of his life he was in the employ of the United States, under Colonel Macomb, in Rock Island, on the upper Mississippi. He died in December, 1872.

Another equally noted and popular steamboat captain was Captain Orrin Smith of Galena. He commanded the Heroine in 1835, the Missouri and Fulton in 1836, and later the steamer Brazil, which was sunk on the Rock Island chain, and from her wreck was built the Clarion, the only steamer then built and owned in Rock Island. The New Brazil, Senator, Nominee, Northern Light and a number of others were built and run by him. When he commanded the Nominee there was an immense emigration seeking homes in Northern Iowa and Minnesota. He died in Dubuque in 1881.

Another thorough, all around steamboat captain was D. I. Harris of Galena. His father's family came to Galena in 1819. He and his brother scribe were first employed by Captain David G. Bates as pilot and engineer on his boat in 1828. In 1835 the two brothers fitted up a keel boat as a steamer called the Jo Davies.

In 1836 they built the Frontier at Cincinnati, intending her for the Rock river trade. The boat was partly loaded for the river, and went up as far as Dixon. When the boat returned Captain Harris landed at what was the upper landing in Spencer & Case's addition. Spencer & Case gave the two brothers a corner lot on the levee, which I sold to Jacob Riley for \$2,600 in 1868. Captain Harris built the Otter, War Eagle, St. Paul, Grey Eagle and some others. When the Grey Eagle was sunk at Rock Island bridge, when he was at the wheel, he was so mortified that he quit the river in disgust.

He was a large owner in the Galena & Minnesota Packet company. He died at his home in Galena in 1892. The Frontier was the first boat that made a landing at this point. Before this time boats landed at a made wharf boat built by private subscription near the Buford mansion. In old-

en times there were all along the river very few well built wharves, and as a rule boats were charged from \$2 to \$5 for the privilege of landing. On the whole length of the upper river I knew of no warehouse being built by the cities.

But, alas, since the heavy traffic of former years has left the great river, mostly these warehouses are lying idle, or have been put to other uses. Steamers used for rafters are running, but are getting less and less in number from year to year. A few boats are still employed in the local traffic between the different towns along the river."

DAILY GATE CITY:

FRIDAY MORNING, MAY 19 1876

The Steamboat Pat Cleburne Blown up and a Large Number Killed and Injured.

Peter Cooper will Decline, Hoping to See the Sage of Fruit Hill Elected President.

The British Lion Hurls Defiance at the American Eagle.

The Steamer Pat Cleburne Blown Up.

CINCINNATI, O., May 18.—The steamer Pat Cleburne exploded her boilers near Shawneetown, Ill., last night. Several were killed and a number injured. All the cabin crew are supposed to be safe. Urback, a Mexican, was burned; Albert Smith, barber, hands scalded; Chas. Cotton, second mate, supposed to be lost. Passengers G. W. Smith, of Evansville, slightly scalded; G. W. Michalas of Terre Haute, hands and feet scalded; Jno. Harvey, of Cincinnati, scalded and face cut, will recover. An unknown passenger was killed.

The Evansville, Ind., Journal's Shawnee town, Ill., special says the boilers of the steamer Pat Cleburne exploded at 11 o'clock last night, six miles below Shawneetown. The Cleburne floated down about a mile and burned. Capt. Fowler was caught in the timbers and burned. Dick Partridge, express agent, was lost; Walter C. McMullendy, engineer, was blown into the river and badly hurt; D. C. Moore, mail agent, was blown overboard but saved; John Mc Cune, pilot, who was at the wheel, fell through to the boiler deck and was cut and scalded; Alex. Porter, second clerk, feet scalded and cut; Arthur Brown, freight clerk, hand and face scalded and head cut.

From the great confusion which prevails it is impossible to learn what other passengers are lost. The crew was not mentioned. One was saved. The Arkansas Belle, which was near the Pat Cleburne at the time of the explosion, was badly wrecked. Her chimneys were blown overboard, and her state rooms shattered. She was on fire in many places. The passengers and crew worked faithfully. The striker and second engineer are badly scalded. Chas. Smith, of Cincinnati, a passenger, had a leg broken. Capt. Howard was knocked down and slightly hurt. Perhaps ten persons on the

Belle were injured. Arthur Peter and J. Gillis, of Evansville, were blown and fell down the front stairs, but are uninjured.

THE GATE CITY.

MEOKUM, IOWA:

TUESDAY MORNING, DEC. 7, 1869.

River Disasters.

Captain Wm. P. Haight, of the Sucker State, has furnished the Davenport Gazette with the following valuable paper, showing the number of steamboats sunk and burned on the Mississippi river between St. Paul and St. Louis, from the year 1829 until the close of navigation 1869; also, the places where the disasters occurred. The list does not include those sunk and afterwards raised, but, of all others, is probably the most complete of any list that has been, or will ever be made:

- Ocean Spray, burned at Bristol's Point.
 - Kepuk, burned at Kessel's Point.
 - Relief, sunk at Sawyer's Bend.
 - Alton, sunk at Sawyer's Bend.
 - Baltimore, sunk at Sawyer's Bend.
 - Badger State, sunk at Sawyer's Bend.
 - Cornelia, sunk at Sawyer's Bend.
 - Fayette, sunk opposite Chain.
 - Dove, sunk opposite Chain.
 - Mungo Park, sunk above Chain.
 - New Haven, sunk above Chain.
 - York State, sunk at Madison, Ill.
 - *Not remembered, sunk at Madison, Ill.
 - Pike, sunk at Gillam's Bend.
 - Reindeer, sunk at Gillam's Bend.
 - Yuba, sunk at mouth of Missouri.
 - Jacob D. Farley, burned above Alton.
 - Edward Manning, burned above Alton.
 - J. B. Careon, sunk opposite Alton.
 - R. H. Lee, collision above Jersey Landing.
 - Lamartine, sunk at Portage, De Sioux.
 - Enterprise, sunk at Enterprise Island.
 - Iowa, sunk at Iowa Island.
 - Sarah Ann, sunk at Sarah Ann Island.
 - Missouri, sunk above Hamburg.
 - Highland Mary, sunk above Hamburg.
 - Archer, collision at Squaw Island.
 - Home, sunk above Clarksville.
 - Hannibal City, sunk at Thurmond's Landing.
 - Irene, sunk at Scott's Landing.
 - Atlas, sunk at Atlas Island.
 - Annie Livingston, sunk at Atlas Island.
 - Denmark, sunk at Atlas Island.
 - Dubuque, sunk at foot of Gilbert's Island.
 - Glancus, sunk at Glancus Island.
 - W. H. Denny, burned at the mouth of Fabius river.
 - Brownville, sunk at Brownville Slough.
 - Dominion, sunk at Dominion Rock.
 - Mexico, sunk at Nashville.
 - Mechanic, sunk above Nashville.
 - Revenue Cutter, sunk above Oquawka.
 - Prairie Bird, sunk above Keensburg.
 - Ben Campbell, burned at Buffalo, Iowa.
 - Effie Aiston, burned at R. I. bridge.
 - Grey Eagle, sunk at R. I. bridge.
 - Brazil, sunk at R. I. Rapids.
 - Science, sunk at R. I. Rapids.
 - A. G. Mason, sunk at R. I. Rapids.
 - Emerald, sunk at R. I. Rapids.
 - Danube, sunk at R. I. Rapids.
 - Royal Arch, sunk below Dubuque.
 - Doctor Franklin, collision above Dubuque.
 - Nomine, sunk at Coon Slough.
 - Lady Franklin, sunk at Coon Slough.
 - *Ben Coursin, collision above LaCrosse.
 - Argo, sunk above Winona.
 - Northern Light, sunk at Coon Slough.
 - West Newton, sunk above Buffalo Chute.
 - *Burlington, sank above Wabashaw.
 - Eolian, sunk in Lake Pipin.
 - Hamburg, sunk in Lake Pipin.
 - Ocean Wave, burned at Frontenac.
 - *Orphe, sunk in Lake Pipin.
 - Galena, burned at Redwing.
 - North Star, sunk at Prescott.
 - *Not Remembered, sunk at Hastings.
 - Fanny Harris, sunk at Hastings.
 - Wave, sunk at St. Croix Lake.
- Those marked "the hulls were raised after being wrecked."

KEOKUK CONSTITUTION.

KEOKUK, MONDAY, AUGUST 20. 1871

MONTROSE MENTION.

"Trouble Mit Der Packets" -- A Discussion With Dan Rice--Commodore Rolling Pin--Reminiscences, Etc.

MONTROSE, Aug. 20.

The packets are having considerable trouble to get over the sand-bars, and none of them are getting round on time. The Clinton came in Saturday, being the only packet to arrive in the last five days, and departed yesterday for St. Paul with a good trip.

The Tidal Wave is laying here waiting for her freight and will leave Tuesday. We stepped aboard the "Wave" yesterday to see Capt. Sencerbox, and found him engaged in an animated discussion with Dan Rice about the show business, and—well, wouldn't we all be surprised to see him "master of ceremonies" in the sawdust arena, next winter? We afterwards saw him riding out behind a blind horse, no, it was a mare, to buy some chickens or some horses, we could not find out which.

Among the many friends we found aboard the "Wave" was "Dad Dunham" whom we used to steamboat with on the old Belle of Memphis in days gone by, when Dan Musselman tapped the bell, Geo. Dean paid off the crew, and "Dad" hustled the niggers on deck. "Them's" the days when we walked ashore with a plethoric pocket-book, but alas! how things have changed! Now days steamboatmen consider themselves lucky to walk ashore with enough to buy a postage stamp.

We received a pleasant call from "Commodore Rollingpin," of the St. Louis Times, Saturday, who with his family was on his return to St. Louis from an extended tour in Minnesota, and renewed an old acquaintance of many years standing, which brought to mind the old "Richmond" with Stutt Neal on the roof. But we would mildly suggest that "Rollingpin" don't give any more stiffs about the *Dummie*.

The steamer Jessie arrived here yesterday with a couple of flat boats in tow, and proceeded down the rapids to assist the sunken steamer, Petrel.

The rapids pilots and men are busy as bees in a flower garden, making lots of trips which enable them to provide for a long winter.

PAT FORSHORN.

KEOKUK CONSTITUTION.

KEOKUK, WEDNESDAY, SEPTEMBER 12. 1871

SOME ON STEAMBOATS.

Keokuk Rivaling St. Louis as a Great Steamboat Centre.

Keokuk is to-day the most important steamboat point on the river above St. Louis, Commodore Davidson having selected it as a

base of operations which will make the levee as lively as a flea in a straw tick.

The fast packets placed on the line between Keokuk and St. Louis have been so successful that the company have determined to establish another line of swift steamers from Keokuk to St. Paul, to connect with the boats from below. These boats will be the Clinton, Belle of LaCrosse and Minneapolis, they will carry nothing but express freight and will form a separate line. During low water they will run only as far as LaCrosse, transferring there to the light draught steamer Ashland, which will make the trip through. In high water the boats will run through.

In order to shorten up the time the Eagles will leave St. Louis hereafter at one o'clock p.m., arriving here at noon. The St. Paul packets will then take their trips and depart at one o'clock. The Clinton, the first boat to leave under the new arrangement, departed at one o'clock this afternoon.

In addition to this Keokuk will be the terminus of two lines of freight boats. The Northwestern, Savanna and Red Wing will carry freight from Keokuk to St. Paul; the Arkansas and Alex. Mitchell from Keokuk to St. Louis.

This arrangement will prove of great benefit to the Gate City, as about all the supplies for the steamers will be procured here, and employment will be given to a large number of men on the levee. We are told it is to be permanent, and are certain it will pay the company to keep it so.

The Daily Gate City.

TUESDAY MORNING. NOVEMBER 14, 1871.

YESTERDAY afternoon there was considerable excitement occasioned along the Levee by the antics of a raft that had just come over the Rapids. Being a very large raft of lumber, it was considered best to divide it at Montrose, in order to get it safely over the rapids and between the piers of the bridge. The first half of the raft came down without trouble, passed the bridge in safety, but became unmanageable at this juncture, and lodged against the bow of the steamer Gipsey, which lies partly sunken in the channel in front of the city. With some exertion the raft was released and floated off. The other half, following shortly after, less fortunate, was torn into three pieces on the rapids, and one of these, in passing, struck its sharp corner into the starboard side of the Gipsey, carrying away her guards and ripping her wheel-house into flinders, damaging the boat perhaps to the extent of several hundred dollars.

The Gipsey is an unfortunate craft, and her troubles seem to be augmenting. Let her remain in her present position a few weeks longer, and the coming floating ice will cut and tear her to pieces. She was sold a few days ago, and may be raised and floated to a safe harbor. If so it had better be done quickly.

The river being so low, it is rather a hazardous business to raft lumber in large

quantities over the rapids, and it is done only at great risks.

THE GATE CITY

KEOKUK, IOWA

1869
TUESDAY MORNING, MAY 18.

We learn from Captain A. Phillips, Superintendent of the Keokuk Packet Company, that their Line is in better shape this summer to offer better facilities to shippers, in getting out freights at all stages of water, than it ever has been before. They have had the Kate Kearney upon the docks, and thoroughly overhauled, her cabin and guards taken off, which has lightened her up at least one foot, and she is pronounced now by all practical boatmen the best freight and tow boat afloat; besides having two No. 1 large barges; also two bulk barges, which they can put in use whenever the demand requires. Besides this they have just purchased the fine steamer "Bayard," which they are now painting and refitting, getting her in fine condition for the St. Louis and Hannibal trade, thus relieving their large Packets from so many landings below Hannibal, which will be a sure guarantee for getting all passengers into St. Louis to make the morning trains, and also to get the Packets to Keokuk in much better time, as it relieves them from so many stoppages below Hannibal.

The Company is also building one of the finest wharfbots afloat, which will be completed in the next ninety (90) days, for St. Louis. Her dimensions (length) is three hundred and ten (310) feet by sixty (60) feet wide, so that all drays and carriages will drive on board with their freight and passengers; this being a great convenience to shippers and passengers in rainy weather, saving the freights to be rolled through the mud and exposed to rainy, bad weather.

THE GATE CITY.

KEOKUK, IOWA:

1869
WEDNESDAY MORNING, JAN. 6.

STEAMBOAT BURNED.—The White Collar packet company has received news of the burning of the Itasca at Paducah, Ky., where she was undergoing repairs preparatory to next season's operations. She burned to the water's edge, and is a total loss.

The Daily Gate City.

SUNDAY MORNING, DECEMBER 10, 1871.

CAUGHT IN THE ICE.—Yesterday afternoon the steamer Cricket, which has been moored above the bridge, undertook to break through the ice and get below, in order to secure safer quarters. The draw was thrown open for her to pass through. When a short distance below the pivot pier the ice from above broke loose and crowded down against her, completely wedging her in, in such a manner as to prevent the draw from being swung back to its place. This put the traveling public in an unpleasant predicament. The boat struggled heroically to get out of the way, so that the teams might cross over the bridge, but the ice was master of the situation, and persistently refused to let the steamer move one way or the other. At dark last evening more than fifty teams were collected on the levee, waiting to cross. As a last resort the smoke stacks of the Cricket were taken down in order that the draw might be swung round.

This is the first serious delay that has occurred since the bridge was completed.

Several footmen, after waiting some time, crossed, with considerable difficulty, on the ice.

THE CONSTITUTION. MAY 25, 1876.

BY THOS. W. CLAGETT.

—We met "Gov." Osborn, of the Colossal this morning, and he says they are keeping hotel down on the boat now, boarding United States officials, who are pretty good fellows by the way, and if the boat isn't released before long the Governor proposes to enter regularly into the business. They are all happy, and don't seem to fear the termination of this little scrape a bit. Capt's Hall and Blakeley, went to Quincy Monday night to procure bonds, and were to return at six o'clock last evening. A suit for damages will be entered against Weston, the owner of the Enterprise for the detention of the Colossal at this point. As far as we are able to discover, the Colossal's owners have the sympathy of the river men and a majority of our townspeople in this trouble, and we never saw a set of men shoulder trouble easier than Hall, Osborn and Blakeley—rolls off of them like water from a duck's back.

KEOKUK CONSTITUTION,

1871
KEOKUK, THURSDAY, SEPTEMBER 27.

Keokuk, Warsaw and Alexandria Packet **WILD BOY.**

Two Trips Daily.

Leave Keokuk at 7:30 a.m., arriving at Warsaw and Alexandria at 8 a.m., returning from there at 9 a.m.

Leave Keokuk on the second trip at 4 p.m., arriving at Warsaw and Alexandria at 4:30 p.m., returning leave Alexandria at 6 p.m.

All perishable goods sent on the 7:30 a.m. boat will be sent on the 8:45 a.m. train on the M. I. & N. R.Y. without fail. All other merchandise will be sent on with dispatch as usual.

For freight and passage apply on board.
Jy11-tf 1871 N. B. LUCAS, Master.

THE CONSTITUTION.

BY THOS. W. CLAGETT.

River News.

The Dubuque Times says of the Arkansas disaster: "The steamer Arkansas, which sank at the town of Comanche, below Clinton, on Thursday morning, struck a snag and was run on the bar for safety. She sank in ten minutes after striking the obstruction. There is a hole twelve feet long in the after part of the hull, showing that the force of the concussion must have been great. The water is up to her fire doors. She had in her hold sashes and doors from Curtis Bros. & Co., of Clinton, and a consignment of wheelbarrows from the Clinton factory. On deck, above water, are chairs from the Clinton chair company, and a small shipment of paper. In the barges are consignments of oats from Messrs. Clune & Warfield, John Galvin, A. Habbich and H. Devry, of Galena; also, 100 barrels of mess pork, shipped by J. M. Ryan. The Galena cargo was insured for \$7,200."

A large force is at work raising the boat, and it is thought she will be fully repaired and in the track again inside of twelve days." MAR. 20, 1876

KEOKUK CONSTITUTION.

KEOKUK, TUESDAY, JULY 31, 1871

THE WHARFAGE WAR.

A Special Meeting of the City Council Resolves on an Annual Rental of \$700.

A special meeting of the City Council was called yesterday, and held last evening, at which the agreement between the attorneys of the city and K. N. L. Packet Co., and what the city asks and the packet company wishes was stated by Mr. J. H. Anderson.

An ordinance was submitted by Hon. John H. Craig, the City Attorney, amending Ordinance 59. By this amended ordinance, the Council is authorized to pass a resolution fixing the amount they will receive per year for wharfage from the K. N. L. Packet Co. The following resolution was also submitted:

Resolved, By the City Council of Keokuk, that said city hereby agrees to accept and re-

ceive from The Keokuk Northern Line Packet Company the sum of six hundred dollars per annum, in full compensation for the landing of its boats at the levee in said city, and its use for that purpose; and this resolution shall be of force and effect from and after its acceptance by said Packet Company, and shall apply to and include the current year (1877), and shall continue in force for five years from the 1st of January, A. D. 1877. But it is expressly understood and agreed by said Packet Company in the acceptance of this resolution that the same shall in no wise prejudice or affect any suit or suits now pending between said city and said Packet Company for wharfage which accrued prior to the 1st of January, A. D. 1877. But this resolution is on the condition that said Packet Company shall maintain a regular line of packets, making the city of Keokuk one of the termini of the same.

The rules were suspended and the ordinance passed. The resolution was also adopted after it had been amended so as to make the amount \$700 instead of \$600.

KEOKUK CONSTITUTION

KEOKUK, FRIDAY, JULY 27, 1871

THE WHARFAGE WAR.

The Latest Movements on Both Sides.

On Wednesday evening the officers of the city supposed the steamboat war was ended, and that both sides were ready for demonstrations of tenderness, to consist of the return of the flying Eagles, and the Mayor and Commodore Davidson fondly nestling each in the other's able-bodied bosom. An agreement was signed, by which the officers of the boats were not to be interfered with; the case now pending in the Supreme Court to be submitted under the ninety day rule upon printed argument—and the city had its option to secure delinquent and future wharfage by proceeding in attachments, which were to be so commenced as not to interfere with the business of the company, without giving them reasonable notice. This agreement is in writing, is signed by both parties, and the city proposes, in good faith, to carry it out.

On yesterday morning the Commodore, through his agent, brings the officers of the city the intelligence that Quincy is proposing free wharfage upon consideration that Davidson will make that the terminus of his Eagle line, and with this suggestion the Packet Company couples another proposition to the city, to-wit: That the city set apart 130 feet south of Johnson street for the use of the company for the boating season of 1877, in consideration of which the company proposes to pay the sum of \$300, the agreement to have no retroactive effect upon wharfage now claimed to be due by the city. This proposition involves a change in the city ordinance, which the Mayor did not feel willing to guarantee without action by the Council, and this proposition, with some changes to avoid possible legal objections, will probably be submitted to the Council at its next meeting.

THE GREAT WHARFAGE WAR
R. J. BICKEL KEOKUK, IOWA

KEOKUK CONSTITUTION.

KEOKUK, THURSDAY, JULY 3. 1877

NIP AND TUCK.

The Wild Boy and Eagle Have a Lively Brush from Warsaw to Keokuk.

One of the most exciting boat races that has occurred hereabouts for some time, was an impromptu affair which occurred last evening about 7 o'clock between the steamers Wild Boy and Eagle that runs between here and Quincey. The Eagle got the first start from Warsaw, and took the left side, but the Boy was soon in motion, and when the two boats were fairly under way, they were about ten feet apart and the Eagle one-third of a length ahead; this position was maintained for some distance, when the Boy gained a few feet and the two boats were thrown together. The Eagle was about ten to fifteen feet ahead. They ran in this manner probably half a mile, the passengers stepping from one boat to the other, shaking hands from opposite sides, &c. Directly the Boy made a burst of speed, and it could be plainly seen was crawling ahead. Just as the bows were on line, the guards of the Eagle, being the highest, were thrown over those of the Boy and lodged on a snubbing block. The boats were now tightly locked and, of course, the speed was uniform. The bow of the Eagle, as it cut through the stream, submerged the forecastle of its opponent, the excitement of all on board was intense, and we could not help thinking that each pilot was intent on keeping the boats that way—each fearing to let the other go, thinking it would run away from him. The boats ran in this way at least two miles, each fairly groaning, as the volumes of steam shot through the smoke stacks, and appearing as if they walked on top of the water. Opposite Smyth's pork house they released their hold on each other, and each did its best to make the landing first. The Eagle having the inside took the slack water below the elevator and during the remainder of the run gained about one-third of its length, coming into port in exactly the position they left Warsaw.

There was quite a crowd on each steamer, all of whom enjoyed the excitement, except a woman with a little child, the wife of one of the victims of the Red Wing disaster of last week. She was, of course, badly frightened and the passengers sympathised with her.

A large crowd on the levee took possession of the tops of cars to see the race ended, and when the boats came to the landing, they were received with immense enthusiasm. This is the first brush these boats have had, so we will expect to hear from them again, as the race yesterday was certainly a victory for neither.

KEOKUK CONSTITUTION.

KEOKUK, MONDAY, JULY 2. 1877

THE RED WING DISASTER.

Three Lives Lost—Several others Seriously Scalded—Full Particulars.

As the steamer Red Wing, one of the K. N. L. Packet Co.'s. best boats was approaching the town of Dallas, Ills., on Saturday morning, the main steam pipe leading from the steam drum to the starboard engine, exploded with terrific force and sent the hot water and steam flying in every direction and in an instant the entire deck room was enveloped in the fearful and death dealing power, scalding hot steam. Such was the force of the volume as it escaped, that it tore itself through the bulkhead and into the cook house, where the worst mischief was done. Here all were busily employed in preparing dinner for the numerous passengers with which the boat was laden and death marked for his first victim Edward Weaney, one of the most popular stewards on the Mississippi river. He had come down into the cook house for the purpose of giving some orders, and before returning partook of some lunch and had just placed his feet upon the steps leading to the pantry in company with John Pierce, the head-cook, when the explosion took place. This was the last ever seen of Weaney, and whether he was blown overboard by the steam as it escaped from the pipe, or whether in the confusion he tumbled over, will never be known. He was an extremely popular man, not only with the traveling public, but with all whom he came in contact with. He was a married man and resided at Galena, Ill., and leaves a wife and four children to mourn his sudden taking off.

In the cook house at the same time were John Pierce, Pete Goll and William Morgan, who were also severely scalded, the latter dying just as the boat landed at Montrose. He was a young unmarried man, and we believe came from St. Louis. A coffin was procured and he was interred at Montrose yesterday.

In the deck-room were John E. Darrow, M. E. Tracy and Isaac Meyer, who were deck passengers on their way down the river, and the burning, scalding steam marked them for victims, and one of the number has already passed away. These men were fatally scalded, as in all probability were all of them, from the fact that they inhaled the hot steam as it first came in contact with their persons. If this is the case there is but little possibility of the recovery of any of them. As soon after the explosion as possible word was conveyed to Dallas of the accident, and Dr. J. M. McLean, of that place, was summoned to attend the wants of the sufferers, and he remained with them until they had left the boat, seeing that their wounds were properly dressed and every want promptly attended to. At

Fort Madison he was joined by Charles Breitenstein, a young chemist of the firm of Geo. H. Schafer & Co., who lent valuable aid in ministering to the needs of the afflicted. Word was telegraphed Capt. Hutchinson, and the War Eagle was ordered to the assistance of the disabled boat and left at once for the scene of the accident. The Red Wing's people were transferred to her and she returned to this city as the Dan Hine had been telegraphed back from Warsaw and sent up for the purpose of towing her down. They arrived at Montrose about 12 o'clock and laid there until daylight on account of the rapids. News had reached that place of the accident, and quite a crowd had assembled to see the unfortunate victims of this sad affair, and all were very assiduous in their endeavors to ease their sufferings. The sight was a terrible one, and for awhile it looked as if the boat had been converted into a floating hospital. Upon her arrival here, the last mentioned three were conveyed to Dr. Hughes' hospital, where Isaac Meyer breathed his last about one hour after entering. He was from Portsmouth, O., and gave the names of his parents, who were telegraphed at once of the sad casualty. The other two appeared to be suffering greatly when we visited the hospital to-day. Pierce and Goll were taken down the river to their homes on the boat. The engineer on watch, Geo. Davis, had just left the foot-box and gone forward toward the boilers at the time of the explosion, and escaped with but slight injuries. The accident was caused by a flaw in the pipe which, it is claimed, was not noticed before the accident.

KEOKUK CONSTITUTION.

KEOKUK, MONDAY, JULY 2. 1877

20 Hours on the Fast Packets!

FOURTH OF JULY EXCURSION!

**Fare for the Round Trip \$2.50
from Keokuk, Alexandria
or Warsaw.**

Golden Eagle and War Eagle.

The elegant Steamer Golden Eagle will leave Keokuk on the 4th of July at 2:15 p. m., on an Excursion Trip. She will proceed to Clarksville, Mo., where she will meet the War Eagle. Excursionists will be transferred to the latter boat, and which will take them to Keokuk. Arrive at Clarksville at midnight, and at Keokuk, on return, at 11:30 a. m., July 5th. je25-tojy3

KEOKUK CONSTITUTION.

KEOKUK, SATURDAY, JULY 21. (87)

THE COMMODORE TALKS.

Davidson Announces that His Boats Will Bid Farewell to Keokuk and Gives His Reasons for the Withdrawal.

To the Citizens of Keokuk:

From this day, the passenger boats of the Keokuk Northern Line will be withdrawn from the port of Keokuk.

This action is not taken in haste or in anger, but as a matter of self-defence, and necessity for which the governing power of your city must be held responsible.

Believing that the wharfage tax was illegal, we applied to the courts, and that question is now pending before the Supreme Court of the United States.

The Packet Company has sought by every means in its power to arrange matters with the city until that cause shall be determined, without effect.

On yesterday I had an interview with your mayor. In behalf of the packet company, I proposed the Packet Company would pay such sum as should be a reasonable compensation for ware-house room and ground occupied at the levee. The Mayor, in behalf of the city, refused absolutely to accept any proposition made on that basis, insisting that the only arrangement which the city would make with us should be on the basis of wharfage on every boat that should arrive at the port in accordance with the ordinance.

This ordinance provides for the seizure of the boat and arrest of the officer refusing to pay wharfage.

During the past week our boats, as they arrived at the port, have each been notified that the boat would be seized and the officer arrested on failure to pay wharfage.

We think this a useless and unkind indignity. We have offered to give bond with security for all past due wharfage and that to become due, should the courts decide that we are bound to pay it. The city peremptorily declined this offer, as well as our other offer, heretofore mentioned.

There is, therefore, nothing left for us but to submit to the ordinance and pay the wharfage, right or wrong, or go through the annoyance of a contest over every boat we send to the port. We have proposed to your mayor that he should attach one of our boats, (the Dan Hine), and that she should thus be held for the total amount, but this offer was peremptorily declined. The city has made no effort to arrive at any accommodation with us.

We must submit to daily vexatious arrests or we must quit your port. The latter alternative involves loss and inconvenience to us and we do it with regret. It will involve loss and inconvenience to you as citizens and we regret this also. But we submit it to every fair and impartial citizen. Can we do otherwise?

You give to your railroads right of way on your levee without the charge of one dollar.

You have given the same railroads unlimited subsidies in the way of contributions. You are now burdened with taxes arising therefrom. You have never contributed a dollar to the packet company and we have never asked it. We can only land at your port by paying for the privilege; we have offered to pay a fair compensation for this privilege but our offer is refused.

So it stands. Your authorities are bound to drive us from port and we are compelled to go. A battery of guns would not more effectually prevent our landing than the course your authorities have taken.

We offered to pay your city as much per foot as we pay to St. Louis. Every other port between St. Louis and St. Paul is awaiting the action of the courts on this question of wharfage. If we yield the question here, we must do so at every landing.

To us this is a matter of vital importance. You can figure for yourselves the cost of a trip when wharfage is paid at every landing.

Respectfully,

W. F. DAVIDSON,

President.

For freight or passage apply to the office of the Company, corner Blondeau and Levee.

S. M. ARCHER, Agent.

\$2.00.—The fare to St. Louis on any of the boats belonging to the White Collar Line will be \$2.00 until further notice. Not a *free ride*, as some advertise, and then charge seventy-five cents for each meal during the trip. 4-31 S. M. ARCHER, Agent.

KEOKUK CONSTITUTION

KEOKUK, THURSDAY, MARCH 22, 1883.

RAFTING.

Few people have any idea of what an immense business the tow and rafting business is. There are seventy-five or more raft boats on the upper Mississippi river, which pass and repass this place every season. We append hereto a list of tow steamers, the names of which are nearly all as familiar as those of the regular steamers which ply between here and St. Louis. These rafters will all engage in trade this season, and a lively business will be carried on in that line. The following is the list:

STEAMERS,	MASTERS,
Charlotte Boockler	Robert Dodd
Heleine Schulenburg	Ezra Chacev
Robert Dodd	George Brassar
B. E. Linehan	Late Parker
Helen Mar	W. R. Slocum
Louisville	Andrew Larkin
Menomine	Stephen Withrow
J. G. Chapman	John Conner
Lizzie Gardner	Aas Wo dward
Lumberman	H. Bursee
Sam Atlee	James Hugunin
Prescott	Sam Speeks
D. C. Fegel	Fred. Fegel
Kit Carson	A. R. Young
Isaac Staples	Vincent Peil
Silver Wave	John McKenzie
Jas. Fisk, Jr.	Thos. Doislon
Le Claire Belle	I. E. Short
F. A. Denkman	Wm. Whistler
C. J. Cafrey	Geo. Carpenter
Stil water	Alf. Carpenter
Edilse	John Lancaster
Silver Crescent	O. P. McMann
Evansville	Edward Root
St. Croix	Geo. Tromley, Jr.
Moline	I. H. Wasson
J. S. Kastor	L. A. Day
Pilot	John McCaffrey
Golden Gate	John Rutherford
W. J. Young, Jr.	Paul Kerz
J. W. Mills	Walter Blair
D. Boardman	James Reilis
Chautauqua Lamb	Wm. Savage
Lafayette Lamb	Si King
Artemus Lamb	Stephen Hanks
Lady Grace	Toliver McDonald
Paul ne	Al. Hollinshead
Abner Gile	Lorne Short
B. Hersby	S. Buisson
Gardie Eastman	Jo. Buisson
Iowa	Frank Wild
A. Reiling	A. J. Davis
C. W. Cowles	George Winans
Ruby	Gardner
Bella Mac	T. Cassidy
Mollie Mohler	N. B. Lucas
Dexter	Peter O'Rourke
Tiber	Wm. Kratka
Dan Hine	G. L. Short
Flying Eagle	Al. Short
City of Winona	Wm. McReany
Julia	Wm. Slocum
Silas Wright	Jack Walker
Clyde	Dick Dickeson
Bro. Jonathan	C. G. Carpenter
A. T. Jenks	O. J. Newcomb
R. J. Wheeler	Ira Fuller
Nettie Durant	Al. Duncan
Nina	Wm. Wooden
Ten Broeck	Chas. Meade
Ida Fulton	John Head
David Bronson	H. L. Peavy
Penn Wright	

The officers for the following boats have not been assigned:

Zada, B. F. Weaver, Alfred Toll, Hartford, Buckeye, Jessie Bill and Dispatch.

THE GREAT DUST HEAP CALLED HISTORY
R. J. BICKEL
KEOKUK, IOWA

DAILY GATE CITY.

FRIDAY MORNING, APRIL 10, 1874.

The Peoria *Democrat* has the following concerning the Grey Eagle, which has recently re-entered the trade between this city and Quincy:

With sincere regret we announce that which we are confident will be unwelcome news to a large share of our readers, viz: that the Grey Eagle has departed for the Mississippi trade, and that her daily trips will no longer plow the waves of the Illinois.

On Friday morning Captain Morris received a telegram from Quincy, the headquarters of the company, directing him to report with his boat at that place next Monday, for the purpose of taking the place of the Spread Eagle, running from Keokuk to Quincy. It was a surprise to the people here, and along the river to Henry. Capt M. even went so far as to telegraph back to inquire whether there had been any mistake in the matter. The former orders were reiterated, and he at once began to shape matters to that end. At first he intended to make another trip up to Henry yesterday, but on further consideration concluded that would hurry him too much, so he left yesterday evening for the "Father of waters."

Peoria loses, in the departure of the Grey Eagle, a valuable contributor to her prosperity. A large amount of the up-river trade was brought to this city by the daily visits of that steamer. Her withdrawal is also an inconvenience to the riparian citizens from here to Henry, but, in a business and pecuniary point of view, Peoria is decidedly the greatest loser. Every trip brought money into the city, and took away goods Peorians had to sell, and in this respect worked up foreign trade, which will now in a measure be lost. The upper towns lose most in inconvenience of travel to this city, but in business their loss is merely nominal.

DAILY GATE CITY.

WEDNESDAY MORNING, MARCH 18, 1874.

RIVER NEWS.—The Northwestern was wind bound at Montrose yesterday, and did not arrive here as expected. She probably passed down some time last night.

The Lake Superior and Colossal were due from below last night, and will leave for St. Louis this morning.

The executive committee of the Keokuk Northern Line Packet Company have made the following appointment of officers for their boats the ensuing season: Steamer Clinton, J. B. Hall master, C. D. Carroll first clerk, Robert Baxter second clerk; Northwestern, J. L. Davidson master, J. E. Snow first clerk, M. Cooley second clerk; Andy Johnson, Samuel Gray master, E. B. Merchandise first clerk, John Hallett second clerk; Rob Roy, D. R. Asbury master, no appointment of clerks; Alex. Mitchell, W.

H. Laughton master, J. A. Hauser first clerk, N. P. Rhodes second clerk; Bell La Crosse, C. Sencerbox master, N. B. Hatcher first clerk, Ed Young second clerk; Lake Superior, J. Worden master, A. Havlin first clerk, Dan Garin second clerk; Minneapolis, J. Wood master, C. C. Mather first clerk, Lee Wells second clerk; Red Wing, W. P. Hight master, S. Grinnell first clerk, George Lenmon second clerk; Dubuque, J. B. Rhodes master, W. W. Wells first clerk; Minnesota, D. C. Smith master, D. V. Dawley first Clerk, A. L. Dawley second clerk; Muscatine, M. Green master, B. A. Congar first clerk; Rock Island, A. La Monte master, A. C. Jones, first clerk; Davenport, J. S. Mackey master, C. W. Mitchell first clerk, E. Van Norte second clerk; Charlie Cheever, L. J. Ball master, J. R. Robinson first clerk; J. H. Wilson, G. W. Duncan master, J. K. Shephard first clerk; Dan Hine, Robert Farris master.

STAGE OF WATER, as reported by the U. S. Signal Service, Keokuk: The river at this point is 8 feet above low water mark of 1873, fallen 5 inches.

THE CONSTITUTION.

By S. H. CLAGETT.

KEOKUK, MAY 17, 1876.

Watery Statements.

Mr. George Williams has secured the steamer Cricket to assist in raising the lighter that sank some time ago below the elevator. After this is done, the Cricket takes the tow up the Tennessee river.

Here's another one on Capt. Sencerbox of the Alex. Mitchell. It seems that the captain, in addition to being a steam-boatman, showman and lecturer, was also at one time a great speculator. Five years ago, late in the fall, he arrived here in command of the Dexter. While lying here the Captain conceived the idea that there was a "spec" in chickens. So he turned the roustabouts out of their bunks, bought a lot lath and converted the whole lower deck of his boat into an immense coop. Then he sent the clerks, the mate and the crew out to buy up all the pullets they could find, in the meantime taking a hand in the purchase himself. They scoured Keokuk over, and soon secured every chicken in town. Then they raided the country, and in a day or two you could not step on the lower deck without planting your foot on an old rooster or a hen. About the time the Captain got ready to leave, the river froze up, and then, as he expressed it, he was in "a devil of a fix." There was the boat frozen up tight and fast, and there were a million or more chickens to take care of. The Captain was sick of chickens, and he

came up town and tried to inveigle Geo. Smith into taking them off his hands at a sacrifice, but George wouldn't tumble to his racket, and the Captain, returning to the boat, gave orders for a grand slaughter. The deck ran with chicken gore as the roustabouts cut off the heads of the poultry, for two days. Then the feathers were piled up six feet high as the plucking process progressed. They were all finally cleaned and sent to market. There were so many of them that the St. Louis market was "beared," and so was the Captain's purse. Observing passengers, who have traveled much with Sencerbox, note, to this day, that he never eats any chicken when at the table. George Smith never fails, when the Mitchell arrives, to ask the Captain if he wouldn't like to go into a little chicken speculation, but George always hurries ashore immediately after making the inquiry.

THE CONSTITUTION.

By S. H. CLAGETT.

KEOKUK, APRIL 19, 1876.

THROUGH THE BRIDGE.

Steamers and Barges that Have Passed the Draw from March 13th, 1874, to March 31st, 1876.

A CONSTITUTION reporter held a very pleasant interview with Mr. M. Lefler of the Keokuk and Hamilton Bridge Company, Monday morning, and during the powwow gleaned the following interesting facts: From March 13th, 1874, to November 26th, 1874—the close of navigation—1,348 steamers and 815 barges passed through the draw. The first steamer, in 1875, passed through the draw on the 31st of March. The river closed November 22d, 1875, and during that time the draw opened for 1,347 steamers and 704 barges. There were 22 days less in the season of '75 than in '74, yet there was within one as many boats passed through, despite the fact that in August there were 16 days when no boat went through on account of the extreme low stage of water on the rapids. These 16 days added to the 22, spoken of, makes in all 32 days less for the season of '75 than of '74. The season of 1876 was a remarkable one for navigation. Boats were running to Keokuk, with the exception of a few days only, throughout the winter. January 3d, a boat passed through the draw; January 4th, another; January 6th, another, and January 8th, another, all passing down stream, something that doesn't very often happen. The real season commenced this year on the 4th of March. From the 4th to the 31st, inclusive, 56

baats and 33 barges have passed the draw—a gain on last year of 55 boats, as there were no boats through in '75 until the 31st of March. There are fewer accidents happen on the Keokuk and Hamilton bridge than on any in the river. The striking of a boat against the piers was almost an unheard of thing until the accident happened to the McDonald yesterday morning, and the number of rafts that are broken up are very few.

DAILY GATE CITY:

The River Interests.

The alleged decline of commercial interests on the Mississippi and other western rivers is receiving attention from commercial writers. The *Nautical Gazette*, in an article on the subject which will interest our readers, says that there has been no permanent decline, as Inspectors' books show that the registered tonnage has not diminished in the principal inspection districts. While the capacity of boats has been increased, the number of short packets boats is larger than ever known before. That there has been a large falling off of freight and passenger business, the writer does not deny, but the apparent discrepancy is in a measure accounted for by the increased capacity of steamers and the use of barges for transportation. He says:

The present demand for cheap transportation has created an interest in water transportation heretofore unknown. And it is reasonably expected that Congress will ultimately be aroused to the importance of these great highways of commerce sufficiently to make adequate appropriations for their improvement.

A few years since an average of 100 new steamboats per annum was a low estimate for all points on our rivers. In 1874 there was but a single boat built of any considerable capacity, of the usual kind, for freight and passengers, and but very few towboats, or any other character of boat.

The millions of money annually paid out for the encouragement of this great industry, in former years, has now been directed into other channels, and I leave it for members of Congress and political economists to determine whether the ends have justified the means.

Another important reason may be mentioned for the falling off in water transportation—that of the great cost of navigating boats. Not that it is more so than formerly, but it has not been reduced in proportion to the reduction of prices of transportation, induced by the insane competition of railroads, nor can it be with the present cost of lumber and supplies. While building is comparatively cheap, the cost of many articles of outfit are high. The numerous government requirements, many of which are worse than useless, ought to be removed.

While Congress is appropriating small sums of money annually, for removing natural obstructions from our rivers, it is granting railroad and bridge companies charters to place artificial obstructions in

them, far more destructive to navigation. And if, a recent decision of the Supreme Court of the United States (that of insurance companies against the steamer *Mollie Moulen*, at St. Paul,) is to determine future suits of similar character, no other reason may be sought for the abandonment of water transportation. In this case the court makes the monstrous assumption, that steamboatmen do not recognize the right of railroads to bridge the streams, and consequently run their boats against the piers (and by inference, sacrificed their property, and endanger their own lives and those of their passengers and crew, of course,) with the hope that they will ultimately compel the removal of the bridge. I know nothing of the facts in the case, but am bound to suppose the verdict was in accordance with the law and the evidence. But the assumption of Judge Davis, in giving the verdict of the court, needs no comment. It is simply terrible to contemplate, in connection with the great number of bridges we are compelled to encounter, and those that are probably to be built.

These bridge obstructions greatly increase the danger of navigation, and render the cost of insurance much higher; in fact, it is very difficult to effect insurance in good companies, at the present time, on our best boats, running upon rivers, at any rate of premium. And the rates charged in cargoes gives to the railroads an unequal advantage in competing for freights."

DAILY GATE CITY.

WEDNESDAY MORNING, JANUARY 27, 1875

EAGLE PACKET COMPANY.

List of Appointments for the Season of 1875.

At the annual meeting of the Eagle Packet Company, held at their office in Quincy, the following officers were elected for the ensuing year: Captain J. R. Williams, of Warsaw, President; Captain H. Leyhe, of Quincy, Vice-President; Captain G. W. Hill, of Alexandria, Secretary and Treasurer. J. M. Earel, of Quincy, was elected Director, to fill the vacancy occasioned by the expiration of the term of Chas. Albers, Esq., of Warsaw.

During the coming season the boats of the line will run and be manned as follows:

Spread Eagle—In the Grafton, Alton and St. Louis trade; A. A. Bruner, captain; Jake Brown, mate; D. M. Morris, first clerk; I. T. Dodge, second clerk; Ed. W. Metcalf, first pilot; Thos. Boon, second pilot; Jack Anthony and Chas. Lohr, engineers.

Grey Eagle—In the Henry and Peoria trade. Captain and pilot to be appointed; N. Morehead, clerk, and U. H. Hyde, engineer.

Eagle—To be lengthened and supplied with two engines; thoroughly overhauled, and so altered as to render her a first-class packet in every respect; to run in the Keokuk and Quincy trade; J. R. Williams, captain; G. W. Hill, clerk; F. R. Condit,

pilot; and Jack Pearson, engineer.

Little Eagle—In the towing and jobbing trade, with headquarters in Quincy. Wm. Leyhe, captain and clerk; Frank Seaton, pilot, and Chas. Stelter, engineer.

De Smet—To be held in reserve to take the place of either of the other boats, in case of their becoming disabled, and for excursion trips.

Agents for the line were appointed as follows: H. B. Jenkins, St. Louis; P. Lynch, Alton; H. Pugol, Portage; Thos. Hansell, Jersey Landing; Jas. Dougherty, Grafton; J. M. Earel, Quincy; J. T. Bohon, La Grange; Samuel McCutcheon, Canton; Chas. Becker, Alexandria; D. H. Cox, Warsaw; and Capt. Al. Wempner Keokuk.

The Daily Gate City.

SATURDAY MORNING, NOVEMBER 30, 1872.

THE SPREAD EAGLE.—The Eagle Packet Co.'s new steamer, "Spread Eagle," built the past season at Madison, Indiana, was brought up to Quincy by the Little Eagle on Monday evening, where she will receive the finishing touches. She is 175 feet in length, 28 feet in breadth, has three boilers, 18 inch cylinders with seven feet stroke. The boat is built especially for speed and it is anticipated will be able to make the quickest time on record between Quincy and Keokuk. The cabin will be furnished with twenty handsome state rooms.

The Daily Gate City.

THURSDAY MORNING, OCTOBER 24, 1872.

THE STEAMER SPREAD EAGLE.—Of the new steamers recently built for the Eagle Packet Company, of Quincy, the St. Louis Republican says:

"Capt. Leyhe, of the Eagle Packet Line, has gone to Madison, Ind., to take charge of the handsome new boat just built at that place for his popular line. She has been named the *Spread Eagle*, and will be one of the handsomest boats on the river. Her dimensions are: Length over all, 175 feet; beam, 28 feet; width over all, 55 feet; depth of hold, 5 feet; length of main cabin, 136 feet. She has seventeen state rooms, a dining room separate from main cabin, pantries, and all necessary offices, all fitted up in handsome style. She will arrive here in about ten days, and will be taken up the bay, where she will receive her machinery and boilers, and will be ready by spring to take her place on the line running between this city and Keokuk. We are gratified to note this prosperity of the Eagle Company, and hope the new boat will prove as popular as the old favorites of the line."

THE GREAT DUST HEAP CALLED HISTORY
R. J. BICKEL, KEOKUK, IOWA

THE DAILY GATE CITY.

SEPTEMBER 27, 1883.—

Entered at Keokuk Postoffice as second class matter.

The River.

The annual report of the light house board which has just been made public, presents some interesting facts connected with the service on the upper Mississippi.

The river from St. Louis to Davenport and St. Paul is included in the fifteenth district. The distance is 729 miles according to the government survey of 1880, and the number of light stations is 192 being an average of one light to almost four and a half miles. The stations on upper Mississippi during time of flood have been irregularly attended, owing to the difficulty experienced by the keepers in reaching their stations. Several keepers were forced to abandon their lights and seek shelter on high ground, leaving their outfit in secure places until they were able to return and relight their stations. At the close of navigation such lights as are not essential are discontinued. The light service on the Mississippi is of a temporary character, it not being possible, owing to the variations in the channel, to locate permanently any single light. But it is efficient and admirably serves the purpose for which it is intended. Captain Dewey states that on his last official inspection a station was established, the keeper instructed and the inspection boat off for another station, all inside of thirteen minutes. All the stations have been supplied with new posts, ladders and braces within the past year. These posts are generally sixteen feet long and six inches square, and are fitted with a covered shelf piece for supporting the lamp box; they are planted about three feet in the ground, and are supported on three sides by light wooden braces, and on the fourth side by a step ladder leading to the light box. The whole structure is painted white, is neat in appearance, and so light that it can be easily moved by the light keeper in case high water or a caving bank endangers its safety. It is the intention of the tighthouse board to ask of congress at the coming session at least two hundred and fifty thousand dollars for the lighting and marking of the channels on western rivers. Since the introduction of this service nearly ten years ago the appropriations, as a rule, have been but one hundred and fifty thousand, but for the present year an increase of twenty-five thousand dollars over this amount has been allowed. The naval inspector of the board, in conversation with a correspondent of the St. Louis Republican, said that no expenditure of equal amount authorized by congress effected such good results as this fund available for the lighting of the Mississippi, Missouri and Ohio rivers. If the larger sum named is made available it is to be expected that the system will be found vastly more useful.

THE DAILY GATE CITY.

MARCH 21, 1888—

Entered at Keokuk postoffice as second class matter.

River News.

The steamers War Eagle and Sidney are due up to-night. The latter will run through to Burlington and will return to St. Louis Thursday.

Yesterday the water in the Mississippi was declining at the rate of a foot every twenty-four hours.

The Peoria Transcript has the following to say of the steamer Rescue:

She is the large stern wheeler that took the place of the Gray Eagle last summer, and she is a good boat, too. During her period of lying idle at the dock in Henry she has been thoroughly repaired and repaired, and she looks as white as the snow drifts in New York state during the recent blizzard. Her chimneys have been painted a somber black, somewhat of a contrast to their color last year, when they appeared on the scene clad in brilliant red. The only thing that remains just as it was last year is the whistle, and it waked the echoes in right royal shape yesterday morning. That whistle is enough to scare a timid person out of a year's growth and if the steamer which scared the old colored man so badly had a whistle like the Resene there are none that would blame him.

Capt. E. B. Gould, a retired river captain, is compiling a history of the navigation and commerce of the rivers of the Mississippi valley. Capt. Gould has spent fifty years of his life in steamboat services, during which time he traversed all the navigable streams of the Mississippi valley with the exception of the Tennessee. His last steamer was the William P. Halliday, which he sold to the Anchor Line a few years ago, and has since been burned. He proposes to show in the work how and to what extent the navigation of these streams was carried on prior to the introduction of steamboats, and then to give the records of the early steamboats, their owners and the trades they were engaged in.

THE DAILY GATE CITY.

APRIL 4, 1889—

Entered at Keokuk postoffice as 2d class matter.

RIVER NEWS.

Items of Local Interest Picked Up Along the Shore.

Yesterday evening the Pittsburg arrived from Dubuque and departed on her way to St. Louis. She will continue to run regularly in the Keokuk and St. Louis trade. Owing to a strong gale she was delayed for several hours at the head of the canal.

E. M. Dickey, superintendent of the Diamond Jo line, and Judge H. O. Browning, the general agent, were in the city yesterday in the interest of that company.

The steamer War Eagle will leave for St. Louis at 7 o'clock this morning.

It is expected that the Gem City will leave St. Louis to-day for St. Paul.

The steamer Mary Morton is expected down Friday for St. Louis and intermediate points.

Capt. Wm. Burke and Edward Buckley, well known rivermen, have been in the city for several days on private business. Captain Burke intends going to Oklahoma and securing a claim.

Captain Jenks has been appointed commander of the Gem City, with Ceph. Gregg as first clerk, and Captain Jerry Wood commander of the St. Paul. Different appointments were made by Andrew Delaney and as he was not sustained by the board of directors he disposed of his stock and resigned as superintendent.

During the months of January, February and March of this year over 13,000,000 bushels of coal has been shipped south by river from Pittsburg. The amount has never been equalled as to the number of bushels shipped in three months.

Operations on government improvements along the river, contracts for which were awarded a few days ago, will be pushed this spring, and the work may be said have already been fairly commenced.

"The Diamond Joe line will have but three boats in commission on the Mississippi this season," says the Quincy Whig, "unless the business develops into larger proportions than the Mary Morton, Pittsburg and Sidney can handle, when one or two of the others will be brought out. Negotiations are now pending for the sale of the Josephine to a syndicate headed by Mr. M. H. Davis, the Maine street confectioner, who propose to run her in the excursion trade between Louisiana and Burlington. The company holds the boat at \$6,000, and the syndic will probably pay it; she cost \$27,000 to build ten years ago. If the deal is consummated the Josephine, which is now on her way to Winona, will go on the ways at Dubuque, on her return, where she will be fitted for the excursion trade. The Diamond Jo people are also anxious to dispose of the Libbie Conger and Josie. The former will probably be sent to the Missouri river to enter the excursion business. The Josie will be allowed to lay in the bay here until a purchaser is found for her, the company valuing her at \$5,000." There may be something additional to report in connection with this in a few days, of which the Whig has heard nothing as yet.

MAY 9, 1898.

THE EVENING PRESS COMPANY.

PIONEER RAFTERS.

Memories of Scenes and Men
Along the River Twenty-
Five Years Ago.

RAFTS MANAGED BY IMMENSE OARS

Evolution of River Locomotion—The Towing and Rafting Business of the Early Seventies—"If You Can't Hear the Whistle, You'll Hear Uncle Bill Holler"—Stories and Scenes Along the River.

Captain Walter A. Blair has just received and placed on the wall of his home, where he can see it every time he makes a landing near it, a picture that calls up the days of a quarter of a century ago, when the business of rafting logs and lumber down the Mississippi by means of steam towboats was in its infancy, says the Davenport Democrat. Previous to that time rafts had been managed with immense oars, at bow and stern. They were called sweeps, and it took two men to handle each one of them. The rafts drifted with the current, and were steered by means of this primitive device. Later, in the late '60s and early '70s, it had become the fashion to place a light steamer astern of the raft, but they were still worked with sweeps on the bow. People who can remember things that happened 25 years ago can remember these tows very well. In the early 70s the bow end sweeps began to be discarded, and the handling of rafts with steamers alone became the fashion, but in that day there were no boats adapted to the raft towing business and it was not till a little later, after the practicability of this operation had become well established, that rafters on the model of those we have today were built, and the business of towing logs and lumber rose to the vast proportions it afterward assumed; proportions that are now diminishing, as the business of lumber manufacturing all along the river declines, and that must dwindle to practically nothing with the limits of another decade or so.

The picture in question is a photograph, taken in 1872 at Reed's Landing, the foot of Lake Pepin, with the mouth of the Chippawa just across the river, and Wabasha in sight a mile or so down the river. It shows a fleet of nine steamers. They were then considerably more than half the entire rafting fleet, and only two of them were built for the business. Captain Blair remembers but six other boats in this towing trade; the Champion, Viola, Johnny Smoker, Union, Moonstone, and Monitor. Two of the nine

shown in this photograph, which was taken about the time Captain Blair was entering on his career as a Mississippi river pilot, master and owner, the Clyde and Silas Wright, were built for the work they had to do, on the lines of the raft boats of the present. The others, the Hiram Price, L. W. Barden, L. W. Crane, Annie Girdon, Buckeye, St. Croix and W. H. Clark, were all constructed for other business, mainly the light packet trade. They were not adapted to rafting work, but they followed it to the best of their ability.

The first boat in the picture is the Hiram Price. She was built at Port Byron about 1870 and struck to the rafting business till twelve years ago. She had two stacks, but smoke came out of only one of them, for the good reason that only one was connected with the furnace. The other was merely a blind. It was also the cause of much querying as to the reason she smoked on only one side.

The L. W. Crane was a broad, squat side-wheeler, built on Lake Winnebago, Wis., for local duty. She came through the Fox and Wisconsin River canal to the Upper Mississippi about 1868, and entered the rafting traffic, one of the first boats in it. The Crane was remarkable for the great width between her stacks, but no less so for the noise she made. She created more commotion as she steamed along, laboring at every stroke as though it were her last, than a South American republic in revolution. If the river was crooked she could be heard coming long before she got in sight, and if the wind were right she was audible half a day after she had passed. She vanished with all her puffy demonstration and left no wave. What became of her is not known.

The L. W. Barden was another side-wheel Lake Winnebago boat. She was bought by the Daniel Shaw Lumber Co. of Eau Claire, and ran logs and lumber for them till she was wrecked, on account of old age, at Wabasha about 1880. On her the Buisson boys, Joseph and Cyprien, commonly called 'Cyp,' made their fine reputation as shippers on the river about the opening of the '70s. In those days the boats burned wood, and, having little room on the forecastle, they carried their fuel supply on the raft, and transferred it back to the boat by means of a skiff, which brought it a small jag at a time. The barging of wood in a rowboat was laborious work, and required some degree of nicety in management to avert accident. On

account of the disposition of the Buisson boys to cut all the corners and make trips as quickly as possible, in the course of which ambitions endeavor they burned lots of fuel and ran onights a great deal, the roosters all along the river found the name L. W. Barden weak, expressionless and altogether inefficient. They rechristened her the L. W. Workhouse. It fitted her, and it stuck to her as long as the Buissons did.

The Annie Girdon was built at Burlington in 1868, by Jim Harris of that

place, still living there, and one of the oldest rivermen alive, as well as one of the biggest, strongest in his day, and then and now unexcelled for his childlike tenderness of heart and generosity of disposition. She was intended for the small packet trade. She was a sidewheeler, with delicate lines, and was all in all, the trimmest, neatest, sweetest little packet of her kind that ever appeared on these waters. Soon after she was built, Knapp, Stout & Co., of St. Louis, bought her, and set her to rafting. It was harnessing Pegasus to the plow to do this ignoble thing, but she tackled the task without a wheeze of dissent, and she did great work. She was, all in all, it is said today, the most successful little towboat that ever ran these waters.

Captain Slocumb, the donor of the picture in question, was on her in those days, under the command of the elder Slocumb, his uncle, familiarly known to all rivermen as Uncle Bill Slocumb. Uncle Bill had a voice that would have scared any foghorn to a standstill. He was famed for it the length of the river, and there were people who asserted that with the wind right it could be heard almost that far. On one occasion, for example, the Annie Girdon was coming down against the Dubuque bridge with a raft. It was the fashion in those days to split the rafts in passing bridges, allowing the two pieces to be temporarily divorced by a pier, and uniting them after they had passed. The towboat handled one of the pieces, and men with sweeps steered the other. It was necessary to obey to orders to the letter. On this occasion, Captain W. R. Slocumb, the younger, was up at the head of the raft, telling the man how to handle the lines and giving them directions about letting go promptly when the whistle gave them the signal. "And if you can't hear the whistle," he added, "you'll hear Uncle Bill holler."

The Clyde, next in order in this family group, was built at great expense by Ingram, Kennedy & Day of Dubuque. This firm was afterward divided and made two, the Standard Lumber Company of Dubuque and the Empire Lumber Company of Winona. She was an experiment, the first steel hull steamer ever constructed on the Mississippi or other Western waters. Such work cost more in those days, and she was a dear boat. But she was fast. When she had clean flues and things coming her way, she could run around almost anything, if not everything on the river. She ran the lumber of Ingraham, Kennedy & Day till 1888 in her original form. Then she was altered. She had her hull considerably lengthened, and received more powerful engines. She was also converted at the same time from a sidewheeler to a sternwheel boat. The Clyde had a short tiller, a rudder almost its equal in length, and a small wheel on account of her octagonal pilot house, features that made her exceedingly hard to steer. The man who could handle her wheel could tow any ordinary boat by hand. She should

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Pioneer rafters

THE GREAT DUST HEAD CALLED HISTORY
R. J. BICKEL KEOKUK, IOWA

have had a steam steering gear, but they were not known in those days. She was a monumental boat in one other respect. She was the dearest boat in first cost of her kind. She had a great many accidents to her machinery, and the repairs and improvements and the additions and alterations that she has undergone have made her by far the costliest boat above St. Louis. She has cost more than any Diamond Jo packet by thousands. Her figures run away over \$100,000. She is still doing good service.

The William Hyde Clark was built at Dubuque, and latterly owned by a man named Warner of Coon Slough, above there, and used in the towing business. Early in her career one of her rafts collided with one of the big packets of the old Com. Davidson line. It was broken up and the packet damaged. The Clark sued for damages. Davidson had a bale of money, and he fought hard, but the Clarke's owner had backing, for this fight interested and involved every man in the towing business, or in any manner interested in it, and the case went to the highest court in the United States before it was finally settled in the defeat of the doughty Commodore.

The Clark contended that she had a tow that was hard to manage, and that, therefore, it was the duty of the packet, which was lighter and better in the pilot's hand, to give her right of way—as all boats now give it to boats with tows. Davidson claimed, on the other hand, that one boat had no privileges over another, and that if the Clark or any other boat were foolish enough to take an unmanageable tow, it must also take the chances. The importance to the rafting business of the point raised is apparent. Davidson wanted to break up the rafting of tows with boats. It was shown in the course of the trial that this was costing him some \$75,000 a year. Till it had been introduced, his revenue had been as much as this from the fares paid his packets by the men who had run rafts down the river with sweeps, and who wanted to get back to the starting place to take other jobs of this kind. The steamers carried crews with them, and the big packets went with their lower decks comparatively empty. The contention of the commodore was decided to be inimical to the development of the great lumber interests of the Mississippi Valley, and he was knocked out. The case was a famous one for some time, and gave the Clark, personally insignificant a name and reputation that she never could have had otherwise. She was wrecked at Bad Axe, Wis., a number of years ago.

The State City.

MARCH 8, 1895.

Entered in Keokuk Postoffice as Second-Class Matter.

WHEN SUMMER COMES AGAIN

Spirited Revival in Steamboat Business Confidently Expected.

This is the Year for Good Water—Plans of the Diamond Jo Line—Keokuk and Quincy Packets—Boats and Masters.

The Canton News has the following erroneous item: "D. W. Wisherd, manager of the steamer Vanmetre was in town yesterday attending to business arrangements for his boat for the coming season. He informed us that he would commence running in the Canton and Quincy trade next week if the weather and river would permit of it. The report that he would run regularly to Keokuk is unfounded, as he will only make trips to that point when business justifies it. The Vanmetre is in thorough repair and considerable money has been spent upon her the past winter." J. N. Jones received a letter yesterday from Mr. Wisherd appointing Mr. Jones the Vanmetre's agent at Keokuk, asking him to collect all the freight he could and saying, "Let the papers know for certain that the Vanmetre is going to run in the Quincy and Keokuk trade." Mr. Jones will know today when the boat will enter the trade.

Another boat will be put in the Keokuk and Quincy trade not later than the 15th. It will be the Silver Crescent which takes the place of the City of Quincy, which is on the lower part of the river. The W. J. Young, Jr. will be placed in the trade from which the Crescent was taken. Both boats are owned by Blair & Co.

Captain John Killeen of Dubuque, superintendent of the Diamond Jo line of steamers was in the city yesterday looking after the St. Paul and Sidney which have spent the winter in the canal at the middle lock. He just came from Quincy where he was looking after the Gem City and Mary Morton which are being overhauled, painted and put in condition for the trade. The Gem City will be the first of the Diamond Jo boats to go out and she will make her first trip some time in April. To a Journal reporter Captain Killeen said: "I haven't been able to form any idea as to how the business is going to be. So far as appearances are concerned they are good, still under the present circumstances one cannot say whether the business will be good or not. When there is an exceedingly cold winter there is usually a hot summer and when there is a hot summer the passenger business on the river is

good. But we are going to endeavor to give the people along the river not only the benefit of pleasant passenger accommodations, but we are going to give the merchants the benefit of good freight accommodations. For instance: If a merchant here orders goods from St. Louis today at 3 o'clock and orders them shipped on a boat they will be here in the morning when he opens his store. That is good time, isn't it?"

Speaking further about the line, he said that the company would run the same boats that it did last year and would run them on the same time. The St. Paul, Pittsburgh and Sydney are to run between St. Louis and St. Paul, and the Gem City and Mary Morton are to run between St. Louis and Keokuk. The work of remodeling the steamer Pittsburgh is almost completed. About \$17,000 have been expended on the boat, and she will be a daisy when she comes out. When placed in the water again she will draw but two feet of water with a fair load. As yet, no appointments have been made, but Captain Killeen will have charge of the steamer Pittsburgh again, while the other boats will be handled by about the same men that handled them last year.

When asked about the condition of the river and as to its stage he said that he was of the opinion that a fair boating stage would be maintained after the usual rainfall which will come later. He said that some people had the idea that the river is filling up. This is all wrong. In fact it is getting deeper year after year. The river is narrowing but that is all. The channel is still good and will remain so. In 1864 the river got very low. Three years ago it was low and everyone knows what it was last year. Rocks became visible last year which were never noticed before. The trouble is people forget from one season to another. It has always been the case that only one year in eight the river gets enough rainfall. That is the reason the stage of the Mississippi has been so low during the past few years. It is now about time for another good rainfall, and then the stage will be good. Some people claim that the reason the river is low is because the timber is being cut off of the banks. Years ago the boats that ran on the upper Mississippi could scarcely be called boats. The farther up the river the smaller the boat, and when a man got to St. Paul he found scarcely anything but small flat boats. They were nothing like the boats that now ply that portion of the river, and yet people say that the river business isn't what it used to be.

RACE HONORS WON BY MODERN BOAT IN RIVER TEST

120

THE DAILY GATE CITY



THURSDAY, AUG. 2, 1928

The Chris Greene, steel steamboat, right, beating the Betsy Ann, a wooden craft, in a match race on the Ohio river at Cincinnati for the gilded antlers, shown right, which it has already been called upon to defend in future races. Left is Captain Mary Becker Greene, only woman pilot on the Ohio river, and owner of the winning boat. At right is her son, Captain Chris Greene, after whom the boat was named, and of which he is master.

KEOKUK CONSTITUTION.

KEOKUK, FRIDAY, NOVEMBER 9.
1855

AN UNLUCKY ALEX.

The Steamer Alex. Mitchell Comes in Contact With an Obstruction and Sinks.

The Alex. Mitchell has had a run of bad luck since last season. The ice gorge at St. Louis played hob with her, and scarcely had she been repaired and fixed up and fairly into the trade this season when she sank below Burlington and was raised only after much difficulty and expense. Once more able to stand on her own bottom the Alex. was sent out again and did a flourishing business and prospered well, until last evening when she ran afoul of some obstruction in the river and sank in sight of this city.

The Mitchell was on her way down the river with a good trip of passengers and two barges loaded with freight. About five o'clock, and shortly after she departed from the Keokuk wharf, she struck an obstruction in the river and sank

at a point nearly four miles below here. As she struck the boat swung around and commenced filling with water. The fires were put out, and the passengers who were of course considerably excited, calmed down. In response to the signal of distress, the Dexter, which was landing a raft just above the scene of the accident, put out for the wreck, but the Mitchell was too heavily water logged and drew too much water at this time to be towed off, and the Dexter could render no assistance. The Warsaw ferry boat also proceeded to the Mitchell and rendered what service she could.

The passengers on the lower deck had ample time to get up stairs as the boat filled slowly, so no lives were lost.

The boat is lying in the channel with her nose pointed toward this shore. There are about 30 inches of water over her bow; the after part of the lower deck is above the stream.

The obstruction on which the Mitchell struck is supposed to be the flat belonging to George Williams, Esq., which was sunk by striking the bridge a year ago last spring. This flat lay for a long time on a bar below the elevator, but has been washed down to its present position. The Montana reported that it had removed all snags in this locality, and this gives rise to the supposition that it is this flat, and not a snag which the Alex. struck. The Golden Eagle got a terrible rattling on the same obstruction not long ago.

The obstruction penetrated the Mitchell's hull and snapped her kelson in two. The boat is badly damaged, and will be in worse shape than she was the last time she was raised.

The Mitchell was drawing five feet of water at the time she struck, and the depth of the water where she lies is eight feet.

Capt. Hutchinson was at the wreck to-day with the steamer Red Wing. The freight will be taken off first and transferred to this boat, and then steps will be taken to raise her. A telegram was sent to Medill, of St. Louis, the man who raised the Mitchell before, and he will be here to-night, ready to go to work on her.

The passengers were taken by the War Eagle, which stopped on her way up and took them aboard.

The smoke stacks tumbled down when the boat struck, and with this exception there was no serious damage done to the upper works.

B. B. HINMAN & CO.,
Forwarding and Commission Merchants,
GENERAL STEAM BOAT AGENTS,
AND DEALERS IN
Boat Stores & Groceries,
LEVEE, NEAR PACKET DEPOT, KEOKUK.
April 1, 1855. dif

"THE GREAT DUST HEAP CALLED HISTORY"
R. J. BICKEL KET"YK-JOWA

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY
THURSDAY, AUG. 4, 1910.

TOTAL TONNAGE OF RIVER, 1909

Annual Report of United States Chief
of Engineers, Gives a Number of
Very Interesting Facts and
Figures.

ABOUT THE LOGGING

Available Pine Timber in Wisconsin
Gave Employment to Eleven
Boats, and Keokuk Was
Most Southern Town.

According to the annual report of the United States chief of engineers, which has just been issued for the calendar year 1909, the total tonnage of the Mississippi river between the falls of St. Anthony and the mouth of the Missouri river, was 1,916,000 tons.

"The most important business at present carried on in connection with the navigation of the upper river and its principal tributaries is the lumber trade, which, although rapidly declining, owing to the reforestation of the available pine timber in Wisconsin and Minnesota, gave employment in 1909 to 11 raft boats," says the report. "These boats distributed logs from the upper waters to the various mills scattered along the river from Minneapolis to Keokuk, and also brought down, chiefly to the points below the Des Moines rapids, much lumber from the St. Croix river. The pine forests are practically destroyed in the state of Wisconsin and hemlock manufacture is increasing."

259 Vessels Employed.

"There were employed between Minneapolis and the mouth of the Missouri river during 1909, 11 raft boats, 22 packets, 36 tow boats, 17 ferry boats, 147 pleasure boats and 26 government boats; in all, 259 vessels, with a gross tonnage of about 16,103 tons. In addition to the above, there are about 300 unregistered barges of various sizes used for transportation of freight and construction material.

The principal steamboat lines on the upper Mississippi are the Diamond Jo, the Eagle, the Carnival City and the Acme. The number of passengers carried by all boats, including the ferries, in 1909, was 2,405,193. Of this number 1,042,880 were carried on the ferries. The quantity of freight carried by all boats, including the rock and brush loaded on barges and used in government work, and also including logs and lumber floated down the stream, is shown to have been as follows: Logs, 389,430 tons; rafted lumber, shingles, etc., 29,021 tons; miscellaneous freight, 1,278,129 tons; government materials, 218,634 tons; a total tonnage of 1,916,000. This represented a ton mileage of 131,290,621, and a total valuation of \$25,354,524."

stories of old days on the Mississippi. For Mr. Roberts was clerk on river boats more than 60 years ago, in the golden days of the great stream. There, too, we had the good fortune to meet Prof. M. S. Goodman, who was born in Missouri in 1837, and founded the Clarksville high school in 1865. The professor has written the history of Pike county—but that is a story all by itself.

In the old days Pike county embraced many of the other present counties, and, running all the way from the Mississippi to the Missouri river, was as large as a good-sized state. Pike has colonized more western country than any other county in Missouri; or, as Prof. Goodman put it, "The west used to be full of Pike county men who had pushed out there with their guns and bottles."

"Yes," added Mr. Roberts in his dry, crackling tone, "and wherever they went they always wanted office."

Brag Ahead of Poker.

I asked Mr. Roberts about the famous poker games on the river boats.

"I antedate poker," he said. "The old river card game was called 'Brag.' It was out of brag that the game of poker developed. A steward on one of the boats once told me that he and the other boys had picked up more than a hundred dollars from the floor of a room in which Henry Clay and some friends had been playing brag."

Golden days indeed!—and for every one. The steamboat companies made fabulous returns on their investments.

"In '54 and '55," said Mr. Roberts. "I worked for the St. Louis & Keokuk Packet company, a line owning three boats, which weren't worth over \$75,000. That company cleaned up as much as \$150,000 clear profit in one season. And, of course, a season wasn't an entire year either. It would open about March 1 and end in December, or, in a mild winter, January."

"But I tell you we used to drive those boats. We'd shoot up to the docks and land our passengers and mail and freight without so much as tying up or even stopping. We'd just scrape along the dock and then be off again."

Fare to Keokuk \$4.00

"The highest fare ever charged between St. Louis and Keokuk was \$4 for the 200 miles. That includes a berth, wine, and the finest old southern cooking a man ever tasted. The best cooks I've ever seen in my life were those old steamboat cooks. And we gave 'em good stuff to cook, too. We bought the best of everything. You ought to see the steaks we had for breakfast! The officers used to sit at the ladies' end of the table and serve out of big chafing dishes. I tell you those were meals."

"There was lots going on all the

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY

Keokuk, Iowa September 6, 1914

DAYS ALONG RIVER BEFORE CIVIL WAR

Julian Street Draws Reminiscences
From Veteran of Big Stream
Whom He Finds in
Missouri.

WERE GOOD OLD DAYS

Fare of \$4, Keokuk to St. Louis, included Best Meals and Wine—
Card Games of Old
Boats.

Julian Street writes of some old river days in Collier's as follows:

Our motor stopped before the bank in Clarksville, Mo., and we were introduced to the editor of the local paper, which is called "The Piker."

The bank is, in appearance, contemporary with the town. The fittings are of a period of the Civil war—walnut, as I recall them. And there are red glass signs over the little window grilles bearing the legends "Cashier" and "President."

In the back room, we met the president, John O. Roberts, a gentleman over 80 years of age, who can sit back, with his feet upon his desk, smoke cigars, and from a cloud of smoke, exude the most delightful

time on the river. I remember one trip I made in '52 in the old Di Vernon—all the boats in the line were named for characters in Scott's novels. We were coming from New Orleans with 350 German immigrants on deck and 100 Californians in the cabin. The Californians were sports and they had a big game going all the time. We had two gamblers on board, too—John McKenzie and his partner, a man named Wilburn. They used to come on the boats at different places, and make out to be farmers, and not acquainted with each other, and there was always something doing when they got into the game.

Cholera Causes Deaths.

"Well, this time cholera broke out among the immigrants on the deck. They began dying on us. But we had a deckload of lumber, so we were well fixed to handle 'em. We took the lumber and built coffins for 'em, and when they'd die, we'd put 'em in a coffin and save 'em until we got enough to make it worth stopping to bury 'em. Then we'd tie up by some woodyard and be loading up with wood for the furnaces while the burying was going on. Some twenty-five or thirty of 'em died on that trip, and we planted 'em at various points along the way. And all the while up there in the cabin, the big game was going on—each fellow trying to cheat the other."

"After we got to St. Louis there was a report that we had buried a man with \$3,500 sewed into his clothes. Of course, we didn't know which was which or where we'd buried this man. Well, sir, that started the greatest bunch of mining corporations along the river bank between New Orleans and St. Louis that anybody ever saw! Everybody was digging for that German. Far as I heard, though, they never found a dollar on him."

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY

C. F. SKIRVIN.....Manager

SIDNEY LAID UP TILL HIGH WATER

The Big Boat Has Been Put Into the
Canal Where She Will Remain
Till Higher
Water.

BOULDER WRECKS BLAIR

**The Big Rock That Wrecked the Helen Blair Has Been Located—
How It Came There Is a Mystery.**

The Sidney, of the Diamond Jo line, has been laid up. The big packet steamer came down from Davenport this morning at 4:50 and transferred her freight and passengers to the Dubuque and returned to the canal, where her fires were smothered and the boat shut up as if preparing for the winter rest. The boat will not attempt to run until there is a rise of at least a foot in the river.

The company now have only one boat running on the river, the Dubuque, that makes two trips a week to St. Louis. The Dubuque comes up to Keokuk each Wednesday and goes on to Burlington, but this trip will probably discontinue before long as there is very little water above the upper lock for quite a distance. On the other trip the Dubuque only comes to Keokuk. She was up this morning, getting in several hours late and leaving again for St. Louis at 7:30.

The Ottumwa Belle and the Columbia were both able to make the trip down the river to Keokuk yesterday. The Ottumwa Belle and barge brought an excursion from Ft. Madison, arriving in Keokuk at 4:17 and a few minutes later the Columbia pulled in with an excursion from Burlington. Both boats started on the return trip at about 5:30.

The steamer Lone Star, plodding up the river Saturday with a barge loaded with sand, accomplished what the searchers since the accident to the Helen Blair, had been unable to do. She located the boulder which had wrought the damage to the Blair boat. Without any intention of prospecting for rocks or trouble, the Lone Star found both. When she backed off it was found that a plank in the barge was broken, but it was still afloat. It had struck on one side and glanced off, or it would have meant worse damage and have gone to the bottom.

Investigation showed that at that point in the channel a huge boulder rises in ten feet of water to within 30 inches of the surface. Searchers from the Blair boats and from the government engineer's office had sounded the locality and found plenty of water everywhere, having evidently worked all around the boulder without striking it.

How the boulder came here is a mystery. It may have come down with the ice last winter, but it is inconceivable that it could have been longer in its present location without causing trouble for some of the

steamers. Until lately, of course, most of them would have gone over it without striking it. **JULY 18, 1910**

Constitution-Democrat
SEPTEMBER 21, 1903.

NEW PACKET IN SPRING.

Captain Sourwine's Run Between Keokuk and Burlington.

Burlington Hawk-Eye:

Captain John Sourwine, for a long time connected with the steamer Eloise which runs between here and Keokuk, will have a new packet running between this city and Keokuk by next spring. He says that it may be the Richtman, or if he cannot get her, another steamer. At any rate, he will have a boat in service between these two points.

"I would not think for a moment of running between here and Quincy, for that is Capt. Blair's run, which he himself has built up, the same as I built up the run between here and Keokuk when connected with the Eloise," remarked Capt. Sourwine, in speaking of the matter yesterday. "I have an old river pilot negotiating the matter of a sale with the owners of the Jacob Richtman. So far the price they have quoted me has been a satisfactory figure. But if I do not succeed in getting her, I will have some other steamer on the run between here and Keokuk next spring. There will be nothing new until then, however. For a man in speaking to me about the matter recently, said that there was plenty of freight, yet. I am in no hurry, however. For I have a cure for hog cholera, which I am using on some hogs owned by C. Musgrave east of Oquawka just now."

The Swedish Aid Society

Will give their

Annual Excursion

on

Thursday, Aug. 6

On steamer Keokuk, to

BURLINGTON

Boat leaving promptly 7:30 a. m., rain or shine. A general good time is anticipated as usual on these excursions. Good music and singing by professional singers.

1914

THE GREAT DUST HEAP CALLED HISTORY
R. J. BICKEL
KEOKUK, IOWA

THE DAILY GATE CITY.

Entered in Keokuk postoffice as second class matter.

OCTOBER 7, 1886.

More About the La Mascotte Disaster.

ST. LOUIS, Oct. 6.—No cause can be assigned as yet for the explosion last evening of the boiler of the river steamer La Mascotte, which caused such great loss of life. The boat is said to have been steaming along under 150 pounds of steam, her usual amount to carry, when an explosion suddenly occurred, blowing the fire in every direction. The utmost confusion prevailed. The pilot, taking advantage of her heading, turned her towards shore, but the flames caused him to abandon his post before the stage plank could be lowered. After leaving his post the current turned the boat's bow out into the river again and her stern swung close to the bank, which offered a means of escape for several who were at the end of the boat, the pilot and one cabin boy getting ashore without any injuries or even a wet foot. The stage plank was lowered and many were placed upon it, mostly women and children, who would have been saved had not the smoke-stack fallen squarely across it, and all who were not killed by it were drowned. Capt. Thompson, after doing all in his power to save the passengers and crew, jumped overboard and swam ashore, the boat having by this time drifted fully 200 yards out into the river. The La Mascotte drifted over to the Illinois shore opposite Willard's landing and sunk, the only thing visible at present being her wheel.

Lew Brahan, second clerk, tells the following story of the disaster. "We had landed at Neely's and were pulling out, and I walked up stairs and into my room, when I heard a small explosion, like a sky rocket, and opened the door to the cabin and saw steam coming in it from the barber shop. I saw ladies in their cabin and called them to come forward. I saw fire coming from under the boiler deck and I took the ladies forward to the boiler deck and started down stairs and met Pilot Geaveau and he commenced to give life preservers to them, telling them to put them on immediately. I ordered the stage plank thrown overboard, which was promptly done, and we put all the ladies on the plank. The rigging broke and the plank swung out. Mrs. L. Seimers jumped into my arms and I landed her on the stage while I was thrown into the river myself. I swam alongside of the stage and made the men get off so it would bear up the ladies. I then swam to a ledge of rocks and crawled ashore. A man from Illinois with a skiff took the people off the stage, and also saved a number that were swimming. I don't recollect the skiffman's name, but he did some noble work." J. J. Hanlon, second pilot, says: "The Eagle was near us when the disaster occurred and could easily have pushed us ashore without much trouble and danger, but I understand the captain did not care to render any assistance. Adolphus Evelyn, pilot of the Eagle, told me that the captain ordered him not to go near the Mas-

cotte, as he didn't wish to endanger his boat. If he would only have pushed us ashore not a single person would have been injured except from scalds and burns."

A special from Cape Girardeau to the Post-Dispatch states that the wreck of La Mascotte resulted from a collapse of one of the boiler flues. The explosion spent its force directly backwards into the engine room, and only the crew and roustabouts suffered by scalding from escaping steam. Eleven of the latter were so terribly burned that huge pieces peeled from their bodies. Six of them have died and the lives of five others are despaired of. There are sixteen persons known to be drowned. D. S. Davidson is so badly burned around the face and throat that he will probably die. The register of passengers was lost and it is thought that some were drowned or killed whose bodies have not been recovered.

Harvey has written:

"Except as it was impeded during the four years of the civil war, steamboating on the Mississippi was at its high water mark from about 1854 to 1870. The writer, then a youth on his way from the east to cross the plains to California, previous to the completion of the first of the transcontinental railways, was reminded by a look along the levees on both sides of the Mississippi at St. Louis in 1868, of the sight seen at the docks of the Hudson and East rivers in New York. For miles up and down the river were steamboats entering or leaving or loading or unloading. At that time St. Louis was the center of a steamboat traffic extending from Pittsburgh, in the shadow of the Alleghenies, to Fort Benton, at the head of navigation on the Missouri, far up in Montana, near the Rocky mountains, and from St. Paul to New Orleans. Lines of steamboats from its levees connected St. Louis with points not only on the upper and lower Mississippi, the Ohio and the Missouri, but with places on the Illinois, the Tennessee, the Cumberland, the Red, the Arkansas and the other navigable tributaries of the Mississippi. In his trips on the Mississippi and the Missouri in these days seldom was the writer out of sight of the smoke of other steamboats or out of hearing of their whistles."

Rise and Fall of Traffic.

Official figures from Washington show that the steam tonnage at St. Louis in 1854 was greater than at any other port in the United States except New York and New Orleans, and twice as great as at Philadelphia. In that year the steamboat arrivals at the levees at St. Louis numbered 3,207, or almost ten on an average every day of the 366. Today the river traffic at St. Louis has shrunk close to the vanishing point, while the Missouri, between its mouth and Kansas City, is almost as bare of craft as it was when Lewis and Clark ascended it in 1804.

There is some prospect for a revival of steamboating, however, but it will be on a small scale compared with that of a half century ago. The inability of the railroads in periods of great industrial activity to handle the traffic is impelling even the railroad magnates to wish that the rivers of the Mississippi valley could be called in as a reinforcement. It was in obedience to this demand that the Lakes-to-Gulf Deep Waterway association was founded, which held its first annual convention, that of 1906, in St. Louis. As there are 16,000 miles of waters in the Mississippi valley which are actually or technically navigable, and as part of all the streams of twenty-eight states drain into the big river, the Mississippi and its tributaries are a valuable asset for the country.

THE GATE CITY PUBLISHED BY THE GATE CITY COMPANY

Keokuk, Iowa ... September 22, 1914

HUNDRED YEARS OF RIVER TRAVEL

Centennial of Steamboating on the
River Will be Celebrated in
Three Years in St.
Louis.

"ZEBULON PIKE" FIRST

Steamboating Has Passed Through
Stages From Prosperity to Ad-
versity and Is Now Ready
to Grow Again.

The centenary of steamboating on the Mississippi river will be celebrated in St. Louis in three years. Of the vast fleet that at one time made the Missouri metropolis one of the great ports of the world, only a few relics remain. The first steamboat to ascend the Mississippi river above the mouth of the Ohio nearly a hundred years ago was the Zebulon M. Pike. The golden era of steamboating on the Mississippi has been immortalized by the one-time pilot, "Sam Clemens," later known to world-wide fame as Mark Twain.

Of old steamboat times Charles M.

The Mississippi has had an interesting history. On its waters and on its banks battles have been fought between red men and red, red men and white, and white men and white.

THE GATE CITY PUBLISHED BY THE GATE CITY COMPANY

C. SUNDAY, NOV. 6, 1910

SUNKEN STEAMER IS RAISED

Steamer Wenona Which Encountered
a Mishap at a Place Unknown
Has Been Freed From
the Mud.

A FAITHFUL CRAFT

Captain Dodds of the Steamer Wenona Says It is the Safest on the River—Cause of Wreck Discovered.

The following are the correct details given by Capt. Dodds, of the accident which occurred to the steamer Wenona, near Pontoosuc, Illinois, Wednesday evening, at o'clock.

"We had just arrived at Pontoosuc and were attempting to back out when we first discovered the leak. In several papers it has been stated that the accident occurred at Pontoosuc, which is not so, for it was at Pontoosuc that we first learned of the mishap. The landing at this place is known among river men to be the most dangerous along the stream, owing to its situation, which is formed in the shape of a pocket with a sand bar on one side and a gravel bank on the other, making it impossible to control a boat of any size in a strong gale.

"Pilot Enderly applied the siphons several times but neither time would they operate on account of the flooded hull, which diminished the steam. A siphon is a steam pump which is used by its suction to keep the water out of the hull. But in this case the siphons were overflowed by water and could not be operated.

"The only thing that remained for the crew to do was to beach the boat and let her sink, as all efforts made were fruitless. Shortly after

he had sunk Capt. Gene Farris, of Burlington, was sent for, and a thorough investigation was made in order to discover the cause."

From his statement, which is authentic, two of the planks in the hull had become separated, leaving an opening a foot long and six inches wide. The crew, under the supervision of Capt. Dodds, which consisted of fifteen experienced deck hands, in connection with Diver Ferris, who is considered the best in the business, repaired the boat on the outside and pumped the water out of the hull, and within two hours she was raised to the surface of the transparent fluid.

She was taken to the dry dock by Capt. Walter Blair, owner of the Carnival City Packet Company, who will have charge of the general repairs, which will be made on the boat. From the present indications she will be able to leave the dock on Monday for Davenport harbor, which she will enter for the winter.

This will end the navigation between Keokuk and Burlington for this season, but the steamers Keokuk and Black Hawk will still continue their trips until the flow of ice.

Constitution-Democrat.

DECEMBER 9, 1903.

ELOISE OUT OF DEBT.

The Steamer Eloise Had a Very Fine Season.

The stockholders of the Northwestern Transportation company, the owners of the steamer Eloise, held their annual meeting at Secretary Tracy's office in Burlington last evening. The election of directors resulted as follows: J. A. MacArthur, Geo. S. Tracy, Warren Bain, Charles Armknecht and Leon Eisfeld. After the adjournment of the stockholders' meeting the directors met and organized as follows:

President—J. A. MacArthur.
Vice president—G. W. Bain.
Secretary—Geo. S. Tracy.
Treasurer—Leon Eisfeld.

President MacArthur said last evening: "The boat quit the season free of all indebtedness. When the present board of directors took hold two years ago there was not only a heavy indebtedness resting on the boat, but she was also in a very bad state of repair. Today she does not owe a single dollar, and is in a very fair condition to enter next season. The past season has been favored by good weather throughout, and was very satisfactory to the directors. Mr. Ferris, the present captain, will without doubt be at the wheel next year, though as yet the board has not taken any action on the matter."

Boat leaves Keokuk 8:15, Warsaw 8:45; returning to Keokuk at 11:30; Warsaw at 12.

THE GATE CITY PUBLISHED BY THE GATE CITY COMPANY

MONDAY, JULY 11, 1910

STEAMER SINKS IN THE RIVER

Cape Girardeau Goes Down Near St. Louis While 125 Passengers Were on Board the Boat.

NO LIVES ARE LOST

Boat Struck Submerged Bar and People Were Taken Ashore With Much Difficulty.

ST. LOUIS, July 11.—125 passengers of the steamer Cape Girardeau were rescued and landed safely last night when the steamer sank in the Mississippi River above St. Genevieve.

The report of the accident was not made until today and details are yet unknown.

No lives were lost.

It is said the steamer was overladen and hit a submerged bar. The officers and crew had hard work landing the passengers, most of whom were women and children.

MOONLIGHT EXCURSION

ON STEAMER G. W. HILL

Given by Ladies of the Maccabees of the World, Keokuk Hive No. 43.

Fri. Eve., Aug. 14

Boat leaves Keokuk 8:15, Warsaw 8:45; returning to Keokuk at 11:30; Warsaw at 12.

ADULTS, 50c; CHILDREN, 25c.

No intoxicating liquors allowed on the boat. Rights of admission reserved.

1914

"THE GREAT DUST HEAP CALLED HISTORY
R. J. BICKEL, KEOKUK, IOWA

The Gate City.
THURSDAY, JULY 13, 1922
THE GATE CITY COMPANY,
KEOKUK, IOWA.

EAGLE PACKET HERE ON ITS FIRST TRIP

Piasa Docked Last Night at 10:40
and Then Went on to Burlington
Returning This
Morning.

The Eagle Packet line's steamer Piasa made its first trip to Keokuk from St. Louis, arriving last night about 10:40 o'clock, and proceeding immediately to Burlington, returning to Keokuk this morning. It had a passenger list of eighty-one on board, and J. E. Lewis, contract agent for the line, said that they had to leave a number of people at St. Louis as their stateroom space was all sold.

The second trip will be made next Tuesday and it is expected that a larger boat may be put into the trade.

The boat was delayed in getting out of St. Louis, so that the trip over the power house and dam could not be made as planned. The boat's arrival here late last night and the necessity for leaving early this morning, made it impossible to include this trip.

Adjusting Schedule.

It is expected that the schedule adjustments will be made, however, by next week so as to include this trip as originally planned. There are some circle tours being planned, also, it was learned. The Eagle company's boats run on the Illinois river, and a boat and rail trip may later be arranged.

The Piasa is using the White Collar line landing, and William Pawson is acting as agent for the company here.

People who made the trip were delighted with it, they said, and the Eagle company officials expect the revival of river traffic to be an easy matter so far as they are concerned.

The Gate City.
PUBLISHED BY
THE GATE CITY COMPANY,
KEOKUK, IOWA.

KEOKUK FINISHES

1922 NAVIGATION SEASON TOMORROW

Little Packet Has Had Unusually Successful Time—Also One That Will be Long Remembered.

The navigation season here officially closes tomorrow. The steamer Keokuk will make its last trip of the year, and go into winter quarters at Davenport. Notice has been sent out from the office of the superintendent of lighthouses that the post lights between Burlington, Keokuk and Quincy will be lighted for the last time tomorrow night.

The steamer Keokuk is finishing one of the best seasons in the history of the packet, which is owned by Captain Blair, and captained by Hugh McKenzie of Keokuk. The Keokuk's season has been unusual in many respects. The little boat has been kept running in spite of the lowest stage of water known to local river men. It has also been kept running when coal has cut a big figure in the operation, and when lack of coal has several times threatened to stop all of the river traffic.

Starting out last spring the Keokuk was the victim of a most peculiar accident. It ran to shelter at the Nauvoo landing one Saturday night about two weeks after navigation opened, when a high wind threatened to overturn it at any minute. During the night the wind shifted, and big waves swamped the doughty little packet on the river side.

After two weeks of waiting for favorable weather conditions, the packet was raised, the hole in its hull patched up, and it went into the Keokuk dry dock for minor repairs, coming out almost at once and resuming its trade.

During this season the boat has had one of the most prosperous of freight business, due in a great measure to the immense amount of fruit that was shipped from Nauvoo, Montrose and all around this section.

Nov. 11 1922

The Gate City.
THURSDAY, JAN. 15, 1920
THE GATE CITY COMPANY,
KEOKUK, IOWA.

FOURTH DECK ADDED TO HILL

Big Excursion Boat Will Have Additional Space for Dancing, Also for Passenger Accommodation Next Season.

When the excursion steamer G. W. Hill comes out of the bay next spring,

for the 1920 season, it will be a four-deck boat modernized down to the latest moment, says the Quincy Journal. The Hill has always been a splendid excursion boat, but the improvements now about to be made will greatly add to the pleasure of excursionists this year and hereafter.

Another deck is to be added to the boat or, rather, the "hurricane" deck on which the pilot house and the calliope are now located, will be widened out. Steel supports will be added to help carry this extended upper deck and the deck will be used for observation by passengers.

On the cabin deck, the dance hall will be considerably enlarged and a new dance floor will be put in, providing capacity for many more dancers than heretofore.

Other improvements will be made on the boat and all the repairs that are called for will be made, the whole to be finished in time for the opening of the season this year.

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY

Keokuk, Iowa Aug. 15, 1910

Captain Leyhe Has Cheered Up.
Peoria Herald-Transcript: It is pleasant to learn that Captain Leyhe of the Bald Eagle Packet company has recovered from his fit of depression caused by the loss of the Cape Girardeau some weeks ago, and is once more an optimistic and enterprising river man.

When the Cape Girardeau struck a sand bank and went to the bottom Captain Leyhe allowed himself to be reported as saying that river traffic was doomed and that in all probability no new steamers would be built. As he was saying this the Swains of Peoria were letting a contract for a new steamer for the Illinois river trade and the Kansas City-Missouri River Navigation company was planning to build a freight fleet for its newly opened business; and now comes word that Captain Leyhe himself is making arrangements for a new steamer for the Eagle Packet company. It will not be of the old river type but will be a steel boat with twin screw propellers. It will be used for the St. Louis-Alton trade, which is persistently heavy.

The old river steamers will undoubtedly disappear but their places will be taken by better boats built in a better way and better fitted to take care of modern traffic. The Eagle Packet company has found the Peoria-St. Louis business most profitable—so heavy indeed that the present steamer is not able to take care of it properly. It is to be hoped that with its new boat built on modern lines it will find the task of navigation incident to the dangers of the dangers of the Mississippi much easier and will be encouraged to reach out after still more business.

KEOKUK, WARSAW AND ALEXANDRIA
PACKET, STEAMER

PLOUGH BOY

Will run during the ensuing season as follows:
Leave Keokuk at 7 a. m., 11:30 a. m., and 4 p. m.
" Alexandria at 7:45 " 12:30 p. m., " 4:45 "
" Warsaw at 8:00 " 1:00 " " 5:00 "
Leave promptly on railroad time.

Weekly Constitution.

OCTOBER 23, 1835.

THE PLOUGH BOY BURNED.

THE STEAMER CATCHES FIRE MONDAY NIGHT.

And is Burned to the Hull—Loss \$2,100;
uninsured.—The Origin of the
Fire Unknown.

The steamer Plough Boy, plying between Keokuk and Warsaw and Alexandria, burned Monday night. The fire was first discovered by James Wilson, night watchman at the Keokuk and Hamilton bridge about 6:55 o'clock, who immediately telephoned the central office, who sent the alarm to the engine houses. The watchman on the Rescue also discovered it about the same time and gave the alarm. The fire department responded promptly, and managed to save the hull and machinery. Quite a large crowd were attracted toward the levee by the fire.

Adam Carpenter, the night watchman, was absent at supper when the fire started. He said he had cooled the boiler before starting for home and that everything was all right. How the fire originated is not known.

The steamer was built in 1878 in Prescott, Wis., and was brought to Keokuk by Capt. Ball, since which time it has been running between Keokuk, Warsaw and Alexandria. The owners are Capt. A. Wempner and Ed. Palmer, both of this city, Capt. Wempner, master. Mr. Palmer but lately removed here from Alexandria. The boat is valued at \$3,500. The loss is placed at \$2,100, the machinery and boiler being damaged so bad by as to be mostly useless. The hull is damaged considerably. The work of wrecking was begun as soon as the fire was fully extinguished. Capt. Wempner and Mr. Palmer have the sympathy of their numerous friends in their loss.

Captain Wempner went to Ft. Madison Tuesday, to see Messrs. S. & J. C. Atlee about purchasing the steamer Patience to take the place of the Plough Boy, he having decided it would be useless to attempt to do anything with the remains of that boat. The Messrs. Atlee asked \$3,500 for the Patience, but this Capt. Wempner declined to give. He

thinks he will have a boat here by the first of next week to run the rest of the season.

Tuesday night a number of prominent business men held a meeting at the store of the Huiskamp Hardware Company and appointed a committee to devise ways to assist Capt. Wempner in a financial way to replace the Plough Boy. The committee consists of H. C. Huiskamp, chairman; H. H. Clark, S. P. Pond, Hugh Robertson, S. Hamill, Ben. B. Jewell, Hon. John N. Irwin, Asaph Buck, W. B. Daniel, James H. Hill, T. F. Baldwin and William Blom.

Weekly Constitution.

NOVEMBER 11, 1835.

THE "PATIENCE."

Capt. Wempner Purchases Her of S. & J. C. Atlee and She Commenced Running Monday.

Capt. Albert Wempner purchased the steamer "Patience" of S. & J. C. Atlee, of Fort Madison, Saturday, and the boat commenced to run regularly Monday. During the winter the boat will be refitted and put in first-class shape for the spring trade, a railing being put along the deck and the cabin enlarged. The steamer will be a very desirable one for the trade.

Constitution-Democrat.

AUGUST 20, 1903.

ON THE J. S.

IMMENSE CROWD WENT UP TO FORT MADISON.

KEOKUK WILL BE WELL REPRESENTED TODAY AT FAIR.

All the Trains and Boats Doing Big Business Today Carrying People to the Fair.

Over 1,000 people went up to Fort Madison this morning on the excursion boat J. S. The boat was crowded. Many people from the surrounding country besides Keokuk people went up on the boat. This will be veritably Keokuk day at the Fort Madison street fair, a great many of those who went up on the boat are old settlers. The

boat left this city promptly at 8 o'clock and stopped at all the landings on the way and took on crowds of people, and when the boat arrived at Fort Madison it was crowded almost to its capacity with nearly 2,000 people on board. The excursion was under the auspices of the Unitarian ladies of this city and was a grand success. The boat will leave Fort Madison this evening for the return trip at 7 o'clock, arriving at this city late in the evening.

Another throng of people from this city went up on the north bound 7:55 train this morning to attend the fair and the train was crowded, leaving hardly standing room. Those who went up on the train will have an opportunity of staying until the 11:40 train this evening, giving them a longer time to see the street fair sites in the Gem City.

Another large crowd went up early this morning at about 4 o'clock on the steamer Eloise, although the people did lose part of their nights rest they came down at the landing in time to accompany the boat up the river. Those who took the Eloise arrived at Fort Madison early this morning, spending the greater part of the day.

A crowd of people went up on the 1:55 train this afternoon. It is expected that Keokuk will be represented at the fair by nearly 3,000 people today, one of the largest crowds which ever left the city to go to a single attraction. Today will be the banner day at the fair, the old settlers meeting being the chief drawing card.

Keokuk has more than done her share in patronizing the Fort Madison fair and all who have witnessed it have been pleased with the attractions. The steamer Jacob Richtman, which was chartered to take the J. C. Parrot Circle, of the G. A. R., up to the old settlers meeting this morning failed to arrive, the reason for the non-appearance of the boat being a contract at Burlington.

25th Annual Excursion

WARSAW ODD FELLOWS

To Quincy and Hannibal

ON STEAMER G. W. HILL

Thursday, Aug. 13

Music and Dancing.

ADULTS 50c, CHILDREN 25c.
Boat leaves Hamilton 7, Keokuk 8:30.
Street cars will meet boat upon return.

1914

THE GREAT DUST HEAP CALLED HISTORY
R. J. BICKEL KEOKUK, IOWA

KEOKUK CONSTITUTION

KEOKUK, FRIDAY, MARCH 9, 1883.

THE RED WING'S TREASURE.

The Old Steamer Red Wing Yields Up a Sack of Gold and Silver Coin—How It Happened.

There is probably nobody in Keokuk, who has paid the slightest attention to river matters, but who remembers distinctly, the old steamer Red Wing which used to ply in the Keokuk Northern Line packet company's trade between St. Louis and St. Paul.

The old "tub" was purchased about a year ago by a Mr. P. P. Manion, a St. Louis steamboat machinist, who recently went to work upon her to dismantle her and convert her hull into an immense barge. The rest of the story is told by the St. Louis Republican:

Yesterday morning two of the workmen were engaged in ripping off the main sheeting or planks of the hull, down in the hold, when, on pulling away one of the lower planks, they heard the ring of loose metal. They felt around in the dark space between the inner and outer shells of the hold and drew out a number of silver coins. This excited their cupidity and curiosity, and soon another plank was torn off and a light brought to bear. They discovered an old cloth or sack, which was portly and very heavy, and it took but a moment to discover that it was filled with silver or gold. It was taken out, and soon the news spread all over the docks that Captain Kidd's long-hidden treasures had been found and stowed away in the old Red Wing. Crowds flocked on the ancient hull, and feasted their eyes on the ducats, but a guard was placed over the package and the curiosity of the visitors was not gratified. Word was sent to Mr. Manion, who was so busily engaged that he could not go down to see what the old wreck had brought forth. He will visit the docks this morning, when the package will be opened up and the money counted. He will then hire a conveyance and bring the rich burden up to the bank where he makes his deposits, after which there will be a reception at his place of business. How the money got into its strange depository is a great mystery, and there is probably some ugly story connected with it. Possibly it is the spoils of some big robbery, placed there for safe keeping by the thief whose career was cut short before he could find an opportunity to return and remove it. More likely it is the reserve fund of some of the heavy gamblers who used to run the river. At all events, it belongs to Mr. Manion now, no matter under what circumstances it was placed there. He bought the boat and all that was in her, and he proposes to fasten on to everything that is found in the old tub.

KEOKUK CONSTITUTION

KEOKUK, WEDNESDAY, MARCH 21, 1883.

BOAT BUILDING.

KEOKUK CAN TURN OUT AS GOOD BOATS AS ANY OTHER PLACE.

A Boat Building Boom During the Past Winter—Patterson & Sons' New Steamer—A New Government Boat—Canal Notes.

There are few people who reside near the lower lock, or who are in the habit of visiting that locality frequently, but what are aware of the fact that two new boats have been built here during the past winter. But there are many who do not visit this locality, that are wholly unaware that any such work has been going on. It was generally known two months ago that the Patterson Brothers were building a new steamer and also that the government was building a new steam tug, but, desiring to give all the particulars at once, the CONSTITUTION has refrained from giving any account of the progress of the work until today, and now is the first to give it, and give it in full. The new steamer which is being built by the Patterson brothers is designed to take the place of the old Cricket in towing their stone barges. It is to be named the Col. Patterson, and will be a clipper in every respect. The hull is of the best oak timber, jointed in the soundest possible manner, sharp-nosed, and built after a model which ought to make the Col. Patterson one of fastest tow-boats on the river. The hull is 120 feet in length, twenty feet beam, and three feet eight inches depth of hold. The motive power is supplied by two engines, with fourteen inch cylinders, and a four feet stroke, steam for which is generated by two tubular steel boilers, three feet two inches in diameter, and twenty-two feet long. The engines are the same that formerly propelled the Cricket, though remodelled and thoroughly overhauled. The boilers were made here at the foundry of McElroy & Armitage, who also did the work of overhauling the engines.

THE CABIN.

is a model of neatness, being sixty feet in length by twenty in breadth, and supplied with a fore and aft cabin and six state rooms. Back of the cabin is a commodious dining room and kitchen. This arrangement was made so that the boat could be used for excursion parties as well as business. When completed the boat will be as fast a runner as any on the river, and, drawing only twenty-two inches of water, she will be able to run in water where other steamers cannot. The interesting feature of the building of this steamer is, that the work has all been done

here in Keokuk, by Keokuk men, and out of material purchased in Keokuk. The entire work has been done under the supervision of Capt. Chas. Gillespie, who will be in command of the new boat when she comes out. The boilers and machinery work was all done by McElroy & Armitage, the cabin and carpenter work by Ben. Durfee, and the painting by Geo. Hill & Co. The boat is now nearly complete at an approximate cost of \$10,000, and in a week or so, will be ready for her trial trip, after which she will be put right to work, towing stone to fill contracts which the Messrs. Patterson have already made. And when the Col. Patterson comes out of the canal, she will be as trim a vessel as sails these waters, and a home boat in every sense that the term implies.

A GOVERNMENT TUG.

At the lower lock is also building a government tug, which will soon be completed and which is to be used for canal towing and general work. This craft is to be sixty feet long, twelve feet beam and three feet hold. She will be a stern-wheeler, run probably by a single upright engine, steam for which will be generated in a single ten-foot steel boiler. The machinery for the tug was made at the government shops at the lower lock, and will be well nigh perfect. The tug will draw eighteen inches of water and will be manned by two men. No accommodations—except a very small cabin forward—are made for any passengers, as the boat is calculated for business purposes and nothing else. The work on this steamer has been going on since January and she will be ready for launching now in a month.

CANAL NOTES.

The Lumberman has laid up just below the lock and looks deserted.

The lock gates stand wide open, and no steam up at the engine house as yet.

The John G. Parke, and the Bernard, both government steamers, are still in the canal.

The Patterson brothers have, in addition to building their steamer, built a stone barge 120 feet long, 20 feet beam, and 4 feet depth of hold, which they will use in the stone quarry business.

Constitution-Democrat

JULY 8, 1903.

FINEST ON RIVER.

The Steamer St. Paul Will Pass Here This Month.

The new Diamond Jo river steamer, St. Paul, which is being built on the ways in Eagle Point is about completed and will be ready to make her first trip down the river about July 15. Carpenters have been engaged at the

work since last fall and now have about completed one of the finest palatial river crafts on the upper Mississippi. The boat is practically new, only a portion of the old hull having been retained in the reconstruction. The old St. Paul was a very large boat but the new one is larger still. The principal object of the company in reconstructing the huge craft was for the purpose of making it the largest passenger steamer on the upper river.

The new packet is modern in every respect in both its interior and exterior arrangements. The hull is made of heavy oak timbers which fit firmly together, affording great strength and durability. This portion of the old boat tapered to a point at either end and it was none too wide for safety. The St. Paul has a wide hull, being 280 feet long and 43 feet 3 inches wide and the projections over the hull makes it 70 feet. The boat is a side wheeler, with wheels 28 feet in diameter and has a 10-foot bucket. The wheels have not, as yet, been adjusted, but that work was commenced last week. These enormous wheels are not constructed before they are adjusted as many might think, but they are built from the axle, after the latter has been connected with the boat. The first work to be done is to build the skeleton portion, which consists of timbers running from grooves made on the fans of the axles for that purpose. After all this is placed in position, the buckets, or in other words, the heavy planks, that are fastened on to the extreme ends of the timbers which plow into the depths of the water and force the boat in motion are adjusted and the wheel is then ready for movement. On the inside of the engine room a huge piston is connected with it.

The accommodations on the boat are the very best. Private rooms and numerous other conveniences, all make a trip on one of these boats one of great pleasure. The berths, of which there are nearly 400, are neatly furnished and pleasing in appearance. A new addition and vast improvements in the way of accommodation on the Diamond Jo steamer is the new Texas, or second cabin, which is built solely for sleeping quarters. Berths have been arranged on either side of the cabin, each of which can be entered by passing through an aisle, which runs from the foremost end to the rear, or passing along the outside of the cabin and entering through the shutter doors. These kind of doors provide an exit on either side. By this arrangement plenty of good ventilation is secured. The cool air passes from the outside through the stateroom and is carried by a draft from the extreme upper end into the rear. Each state room has an upper and lower berth, and the mattresses used are of the very best material. The aisle which passes through the cabin is carpeted

with Brussels throughout the entire passageway. In the rear it opens into a chamber which will be used as a sort of reception compartment for the passengers. Tables and chairs are the furnishings and all the woodwork is stained. The forward part of this cabin or Texas will be the officers' quarters, where special rooms have been arranged for that purpose. The state rooms are larger than those of the passengers, the intention being to provide homelike quarters for the officers.

The main cabin or saloon has about 150 berths, each of which is arranged similar to those of the Texas, except their grained doors in the interior take the place of the shutter doors. This room is the most beautiful part of the boat. It has been enameled white and trimmed with gold leaf. The flooring is of maple and walnut.

The promenade deck takes up 250 feet, 16 feet on either side. The engines, some of which were taken from the old boat, are all adjusted and ready to produce steam. Large rooms have been built on either side for the exclusive use of the colored cabin crew. Each room will accommodate thirty-two persons.

The improvement on the old St. Paul will cost the Diamond Jo company about \$60,000 before the structure is entirely completed. The object of the company in increasing the size of the boat is to meet with the anticipated heavy passenger traffic during the year 1904, when the St. Louis exposition will be on. Not only that, but a good trade is looked for during the coming season, providing a good stage of water continues.

Constitution-Democrat.

Concord JULY 23, 1903.

ON THE LOWER DECK.

Some of the Affairs Not Seen by the Passengers.

When Keokuk people take their summer trips over the Diamond Jo steamers between St. Paul and St. Louis, they may know the seams on the floor of the Texas, and remain blissfully ignorant of the interesting and strenuous life on the lower deck.

On the lower deck are found the roustabouts, or, as commonly called, deck hands, or, to use the term of the steamboat mate, the "boys." This is a story told by one of the mates who has been in charge of the lower decks of Diamond Jo boats for the past twenty-five years. On the Diamond Jo boats there are two mates and these two mates have charge of the deck hands all the time the boat is on its trip from St. Louis and back again. Each mate works twelve hours or holds a twelve hour watch. In the daytime, however, are usually two mates on duty. One is called the first mate and the other second mate. The first mate super-

vises the boat to go on shore. His place is on the first deck of the boat and he is usually found on the front end of the lower deck supervising the transferring of freight and other such incidental work. The second mate is the "boss" of the deckhands when they reach the shore or after they leave the stage plank. The roustabouts must be equal to hardship, if his work may be so termed, as there is not a laboring man in the country today who receives higher pay for his labor than the black man who works as deck hand on the big steamers on the Mississippi. When the boat is steaming up or down the river the deck hand has his recess. That is, if there isn't any freight to be separated and made ready to be unloaded at the next stop.

While the wheel is turning and the hoarse whistle remains unblown the deckhands are crowded together in a coterie in a vacant space on the lower deck piled high on both sides with freight of every description, and here is where they "roll" the dice and gamble for the wages of one another. It has often been the case that certain men of the crew will not have a single penny of their trip's wages after they land in St. Louis, all through their being unlucky with the "bones." This does not wear on the mind of the regular deck hand, however. But the most interesting feature of this practice is that the first mate has among the darkeys on the boat a right hand man, whom he knows he can trust and one whom he knows to be capable of carrying out his instructions, and to this man is left the responsibility of seeing that no man cheats in the crap games and creates no unnecessary disturbances, and lastly to quiet all personal encounters. How is that for a job? But there is seldom a deck hand, who if he knows that he is fitted for the place, will not readily accept the commission and be a favorite with the master on the deck. A deck hand in this capacity who proves to the mate fully is a favorite man on the lower deck and is usually well provided for during the winter months by his instructor, the mate, when the big boats are not in service. The man, one must understand, who accepts this trust must be a man of powerful physique, and with an established reputation of being one who means what he says, and if he tells one of his fellows to "be good" will, if necessary, reduce him to a state of docility, has smooth sailing, and by preventing brawls renders his employers valuable service.

"THE GREAT DUST HEAP CALLED HISTORY"
R. J. BICKEL
KEOKUK, IOWA

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY

Keokuk, Iowa October 7, 1914

STEAMER KEOKUK IN DRY DOCK HERE

Repairing Damage to Hull Incurred
in Accident at Upper Lock
Gate Here Recently.

NO BOATS IN THE NORTH

River Service Above Davenport Cut
Off—Has Not Been a
Big Year for
Boats.

The steamer Keokuk whose hull was slightly damaged when struck by the upper lock gate here recently, is at present on the trestles in the dry dock undergoing repairs. It is expected that she will be again ready for duty by tomorrow or Friday. The Helen Blair will wind up her season Thursday, according to the announcement of officials of the company, and will be placed at once in the dry dock here for caulking, after which she will be laid up for the winter.

Captain Blair said today that the Keokuk and Black Hawk will continue to ply between Davenport and Quincy until the close of the season. This line expects to cease operations in northern waters on November 14, it having been the custom of the company for a number of years to place their boats in winter quarters after the second full week in November.

According to Captain Blair there has been no service on the river above Davenport since the Morning Star was laid up September 15. The boat was taken off this run because of the lack of interest shown by the patrons who do not seem to appreciate that travel at this time of the year on the upper Mississippi is the most beautiful of all seasons.

The season now coming to a close is not numbered among the best with regard to earnings and amount of business done. There are quite a number of reasons advanced for this.

One, of course, is the general business depression that has swept the country. Another is that automobiles have robbed the river boat of a great amount of passenger business. Still another is that the "movies" have cut into the excursion business to a large extent. Of course, the "movies" and the Federal baseball league are being blamed now-a-days for everything from poor crops to the war in Europe, but it is the belief of many steamboat men that the motion picture shows really detract to a great extent from the amount of business done by excursion boats on the Mississippi river.

DAILY GATE CITY.

PUBLISHED BY
THE GATE CITY COMPANY
SATURDAY, SEPT. 9, 1922

PACKET KEOKUK WILL WINTER IN DAVENPORT

Boat Will Run Well Into November
According to Present Plans of
the Owner.

The steamer Keokuk in the Keokuk, Burlington and Quincy trade will winter in Davenport, it has been announced. The boat is owned by Captain Walter A. Blair and has had a good season. The boat sustained an accident early in the season in a gale at Nauvoo, but this damage was soon patched up and the packet continued her regular run. The boat will operate well into November, it is expected.

The steamer J. S. is on a tour of northern river cities. This tour commenced on Labor day, and will include Keokuk next Monday. The J. S. is called the ace of the Streckfus line boats, and has taken St. Louis by storm. Society there has flocked to the boat during the summer for its dances and parties.

Get Ready for Winter.
According to the Waterways Journal, the sidewheel Streckfus excursion boat Saint Paul will be forced to continue in the St. Louis service until September 17 as she has chartered night trips until that date. Leaving St. Louis Monday, September 18, the Saint Paul will spend a week on excursions between St. Louis and Davenport and will enter winter quarters

September 25.

On Saturday and Sunday, September 23 and 24, the Capitol will run out of St. Louis en route from the north to New Orleans, La. An all-day Sunday trip to Ste. Genevieve, Mo., will be made by the Capitol. The fourth boat, the Washington, formerly the Sidney, will winter with the side-wheelers at Davenport.

Some Apple Shipments.

The steamer David Swain which came from Stillwater to Keokuk when it was new and was in the Quincy trade before going to Peoria, will replace the Percy Swain lost recently in the Vicksburg-Natchez trade.

The Tom C. Powell is going to carry apples from Illinois, and will be one of four in this trade. It is predicted that six packets will be unable to handle all of the apples being shipped out of Calhoun county.

THE GATE CITY

PUBLISHED BY
THE GATE CITY COMPANY
SUNDAY, NOV. 20, 1910.
C. F. SKIRVIN, PUBLISHER

STEAMER KEOKUK MADE LAST TRIP

Has Been the Most Consistent Boat
This Season and Carries With
it a Clean Record for
Actual Trips.

HAD ONLY ONE MISHAP

Capt. Walter Blair is Proud Over the
Running of This Steamer—
Will Winter in Rock
Island Harbor.

When the steamer Keokuk passes up the river today from her Quincy trip it will be for the last time this season and the powerful whistle of this faithful little craft will be greatly missed by its many listeners.

Ever since the flow of ice in the early spring she has made her regular trips on schedule time. Only for one small accident, which occurred near Quincy, May 6th, the Keokuk would have had to her credit what is termed among river men, a perfect running season, which no other daily packet in this district has attained.

Capt. Walter Blair stated Saturday

day that he feels proud of the boat for the time she has made both up and down the river, encountering many of the difficulties that have prevailed during the past season. Even the lowest stages of the river found the boat in service. Capt. Hugh McKenzie, pilot of the boat this season, has maintained a clear record, and it was because of his long experience that many accidents were avoided.

The Keokuk will be taken to Rock Island harbor where she will receive a general overhauling and remain for the winter. Pilot McKenzie states that she is not in need of many repairs.

Experienced help on steamboats is one of the essentials in successful steamboating, and is one of the present difficulties for owners to contend with.

To Stop Lights.

Charles Keller inspector for the Thirteenth district, has sent out the following notice with regard to the discontinuance of lights, buoys, etc.

On November 22 from Riprap Landing to Turner Landing on the Mississippi river.

On November 20 from Beardstown, Ill., to La Salle, Ill., on the Illinois river.

After a few general remarks upon men's natural disposition to tell the truth, and the causes which lead to an observation of the truth, he said that all the men who were present when the collision occurred are concerned in the result of the case, and hence these disturbing causes were necessarily at work. Their surroundings at the time were such as to create confusion and render their testimony conflicting. In this case he said there was mutual fault—fault on both sides of a grave character—a disregard on the part of the pilots of rules prescribed by the Government of the United States, and certain rules governing navigation. The fact that the Colossal did not expose her signal lights as the law prescribes at the top of the chimneys makes a *prima facie* case against her. Her lights were exposed on the hurricane deck, but not at the proper place. It is true that the machinery by which these lights were elevated was out of order, but this was no excuse, as ample opportunity had been had to repair it. This failure to comply with the law was the cause of the disaster *prima facie*.

It was evident to his mind from the testimony, he said, that the officers of the Enterprise did not see these lights. If this should be met by showing that they did see them, it would destroy the *prima facie* case, but this had not been shown. It is incumbent upon the defendant to show that this disaster would have occurred had the lights of the Colossal been in their proper place.

The rule of navigation is that the ascending boat shall keep next to the shore and the descending boat in the middle of the channel. It is proven by the defendant that the Enterprise left her regular position in the channel and crossed the track of the Colossal. This renders the Enterprise guilty of contributory negligence. The presumption is that she did not see the Colossal, or she would not have done this.

Another rule of navigation requires that the ascending boat shall give the first signal. The Enterprise did not give this signal. Still another rule requires boats that are likely to pass near each other to stop at a distance of 800 yards. Had the Colossal stopped her engines within that distance of the Enterprise, the disaster would not in all probability have occurred. The officers of the Colossal were not justifiable in assuming that the ascending boat would keep the channel next to the Illinois shore. The pilot of the Colossal testified that when he was within 500 yards of the Enterprise, he reversed the engines and tried to stop, but other testimony is to the effect that not more than a minute elapsed between the time of the whistle

of the Colossal to reverse her engines and the actual collision. It was the duty of the pilot of the Colossal after failing to comply with the eight hundred yard rule to have sounded the alarm whistle. When he saw at a distance of 500 yards that the collision was imminent, he should have resorted to other means for preventing it. He said there is a clear case of negligence against the Colossal, but a still clearer case of negligence on the part of the Enterprise. Her officers didn't give the signal as required by rule, and their excuse was that they did not see the vessel. They were guilty of grave negligence in not exercising due vigilance. If they had been on the alert they would have seen the descending boat. Testimony of men on shore who did see the lights has been produced. The greatest distance at which the officers of the Enterprise testify they saw the Colossal was 150 feet. This is a clear case of negligence. Another neglect of the Enterprise was that she had no look-out. It is fair to presume that if she had had one he would have seen the descending boat.

He therefore decided that both parties were negligent, and that the damages shall be divided between them.

As to the damages he said that the evidence is not complete as to the value of the Enterprise, and he did not feel called upon to rule as to the amount. Thirty days were therefore granted for both sides to take additional testimony as to the value of the boat at the time of the collision and the present value of her machinery.

The following order was then issued: In the District Court of the United States, District of Iowa; in the matter of J. H. Weston, Libellant, vs. Steamer Colossal:

This day this cause coming on for hearing, and the Court being advised in the premises, doth find and adjudge that both those in charge of the Enterprise and of the Colossal were, at the time of the accident, guilty of negligence; that the seizure of the Colossal was lawful and the damages are to be divided between the parties; that to ascertain the value of the steamer Enterprise, further evidence as to value is to be submitted to this Court within thirty days of this date, when final decree in this matter will be made.

It is further ordered that the boat may be released to claimants upon their filing a stipulation in the sum of six thousand dollars, to take place of the boat, and to pay the Marshal's fees for taking care of the boat, such fees to abide the final decision as to costs.

The owners of the Colossal expect to give the required bond and have the boat released. They are allowed no damages for the time she has been tied up.

THE GREAT DUST HEAP CALLED HISTORY
R. A. BIGELOW

KEOKUK CONSTITUTION.

KEOKUK, SATURDAY, AUGUST 26, 1877

WENT UNDER.

The Steamer Alex. Mitchell Strikes a Rock and Sinks---All Hands Saved.

About ten o'clock yesterday morning the steamer Alex. Mitchell, pulled out from Oquawka, on her way to Montrose with about one hundred passengers on board. In the hold was stored a large amount of freight and grain, destined for lower river ports.

The Mitchell sailed along as well as she could during the low water, and all went merry as marriage bell, until the boat had reached a point about two miles south of Oquawka. Then, of a sudden there was a jar—a shock and the boat stood still. Shrieks from the ladies, a dive for life preservers by the gentlemen, and a heap of swearing on the part of the officers ensued. It was a terrible knock, and as the guests fled hither and thither through the cabin, the grating of the hull on the rock the Mitchell had struck could be plainly heard above all other noises.

There was a rushing to and fro as the keel grated on the rock. It seemed that it would never let up, and as the pale and affrighted passengers heard the crunching noise they would have sold out their chances in this world for ten or fifteen cents. The officers of the boat kept cool and prevented a panic and when the Mitchell settled to the bottom of the river they proceeded to make an investigation. It was found that a hole 30 feet long and 3 feet by 2 inches had been torn in her hull, and that her stern lay in ten feet of water, the bow being clear of the stream. The boat was coming down stream and we judge by the reports we hear, must have struck a rock with her bow, grazed over it and swung around with her head to the current. The steamer Clinton on her way up the river, happened by shortly after the accident, and took the passengers to Burlington. Captain Best, the commander of the Mitchell, thinks, notwithstanding the awful rub she got that the boat can be raised. Capt. Hutchinson left for the scene of the wreck this morning, and will, no doubt, get the Mitchell out of her scrape in short metre.

At the time the boat sunk they were holding religious services on board, and they do say that a congregation was never dismissed in such a hurry as that one was. They waited for no doxology, and when Capt. Best offered to pronounce the benediction they mobbed him. *Aug. 20, 1877*

KEOKUK CONSTITUTION.

KEOKUK, SATURDAY, NOVEMBER 24.

ALEX MITCHELL.

What She Cost, what She is Worth and all About Her.

After much trouble and great tribulation the unfortunate Mitchell was brought to the landing to-day, and as we looked on the

proud steamer we thought we'd like to own a steamboat, and we think our readers will too by the time they read this article through.

The Mitchell was built at La Crosse, Wisconsin, in 1870 and was first commanded by Capt. Abe Hutchinson. Her length is 240 feet, beam 37 feet, 5 foot hold; tonnage, according to the government survey 512 tons. She has four boilers and tolerable machinery and cost about \$60,000. She was a good, staunch, seaworthy craft, and under ordinary circumstances would have floated many years, but the length of time that a steamboat will run is mighty "uncertain," although after the Mitchell is overhauled she may last some time.

The course of the Mitchell this year has not been in clear water nor smooth streams. On the contrary, she has seemed to have had an off year. The ice jam at St. Louis caught her this spring and gave her a terrible smash. After the necessary repairs were made and she was again on the water, but a short time elapsed till she was sunk on the rapids. Scarcely had she recovered from this accident when she met with the recent disaster that came so near making a total wreck of the whole institution.

As the boat rested at the landing this morning it looked dilapidated. As it went down on the snag the smoke-stacks fell, and they were badly battered. Portable steam engines and pumps were scattered all over the deck. There is now on the boat seven large pumps and three syphons.

Appraiser Adkins, of the Underwriters of St. Louis, came up on the War Eagle last night, took a look at it and appraised it at \$2,500, a depreciation of \$57,500 in seven years. Now kind reader, wouldn't you like to own a steamboat?

Capt. Best, of Montrose, was in command up to the time of the recent disaster, and since, while at work on the boat, fell and broke three ribs.

The Mitchell will be run into the canal and sunk, and after the water is let out of the canal she will be caulked, and in the spring will be taken to La Crosse and put on the ways and completely overhauled.

Two large pumps are employed constantly to keep her above water, and for that reason they are unable to proceed as far north this fall as La Crosse.

KEOKUK CONSTITUTION.

KEOKUK, THURSDAY, NOVEMBER 8.

WHARFAGE WAR.

It is Ended by a Decision of the U. S. Supreme Court In Favor of the City of Keokuk.

A Decision is Rendered Against the Packet Companies.

And Cities with the Same Charters and Ordinances Will Have the Right to Collect Wharfage.

About three years ago, during the admin-

istration of Mayor Jaeger, Commodore Davidson, president of the Keokuk Northern Line Packet Company, kicked against paying wharfage for the steamers of that line, claiming that the city had no right to collect it. The Commodore took the same stand against all the cities on the river, and has beaten a number of them, we believe, where the ordinances have been defective.

In the case of Keokuk, Hon. John Gibbons, who was then city attorney, commenced action in the District Court of this district and obtained judgment. The case was appealed to the Supreme Court of the State and the judgment of the lower court was affirmed by that body, Hon. John H. Craig being the city attorney at that time. From the Supreme Court of this state the case was carried to the highest tribunal of the land, the U. S. Supreme Court by Commodore Davidson, who brought action to decide whether a city could, consistently with the Constitution of the United States, charge and collect wharfage.

The case was entitled "The Keokuk Northern Line Packet Company vs. the City of Keokuk; error to the Supreme Court of Iowa." It was decided by the U. S. Court last Monday. The principal question decided in this case is whether a municipal corporation of a State, having, by laws of its organization, exclusive right to make wharves, collect wharfage, and regulate wharfage rates, can, consistently with the constitution of the United States, charge and collect wharfage proportioned to tonnage of vessels from owners on enrolled and licensed steamboats mooring and landing at wharves constructed on the banks of a navigable river. The decision is that the right depends upon the character of the charge; that where it is clearly a duty, or tax, or burden, which in its essence is a contribution claimed for the privilege of entering a port or remaining in it or departing from it, imposed by the authority of the State, and measured by the capacity of the vessel, it is prohibited; but if it is a charge for services rendered or for conveniences provided, it is in no sense a tax or duty, and is lawful. The prohibition to States against the imposition of duty on tonnage was designed to guard against local hindrances to trade and carriages and vessels, not to relieve them from liability to claims for assistance rendered. It is a tax or duty that is prohibited, somehow imposed by virtue of sovereignty, not claimed in the right of proprietorship. Wharfage is of the latter character, and it remains the same whether built and offered for use by a State, municipality, or private individual. Affirmed. Justice Strong delivered the opinion.

This decision will give to the city \$3,000, the amount of wharfage which was due up to the time the agreement was made and the ordinance passed renting the packet company 300 feet of the levee at \$1.50 per foot per year.

This decision is important not only in Keokuk, but to St. Louis, Louisiana, Hannibal, Ft. Madison, and other river cities where the charters and ordinances, are similar to our own.

Much credit is due to Messrs. Gibbons and Craig & Coller for the very able manner in which they have conducted this case for the city.

The Daily Gate City.

SUNDAY MORNING, AUGUST 27, 1871.

Explosion of a Steamboat Loaded with Excursionists near Mobile.

Fifty or Sixty Lives Lost—Many of the Victims Drowned.

MOBILE, ALA., Aug. 28.—The low pressure steamer Ocean Wave exploded her boiler at half-past five o'clock Sunday afternoon. There were about two hundred excursionists on board, fifty or sixty of which were killed and wounded. A portion of the bodies were brought to this city by the steamer Fountain and Annie last night; the others will be brought here to-day. Effort is being made for the recovery of those drowned. The cause of the disaster has not been ascertained and an investigation will be made. Out of seven persons comprising one creole family six were killed. The captain, engineer and pilot were killed. Only three officers escaped.

The Daily Gate City.

THURSDAY MORNING, AUGUST 15, 1872.

RIVER NEWS.

The Andy Johnson was the regular Keokuk packet for St. Louis this morning. The Rob Roy will be up this evening and will leave to-morrow morning at 5 o'clock. The Savanna leaves Montrose for St. Paul this morning at 5 and the Rock Island to-morrow morning at that hour. The Northwestern of the White Collar line left for St. Louis yesterday morning. The S. S. Merrill of the same line will arrive this evening and will leave for St. Louis to-morrow morning at six.

The following statistics of the capital and strength of the two packet companies which are going for each on the upper river just now, will be of interest:

The officers of the Northwestern Union Company are: Commodore W. F. Davidson, President; Wm. Rhodes, Secretary and Treasurer, and P. S. Davidson, Superintendent, and their headquarters are in St. Louis, Mo. They own nineteen steamers, registered mostly in Galena, and the stock of the company is owned in different States. The steamers run between New Orleans and St. Paul. The following is a list of the boats owned by the company: Side-wheel passenger steamers—S. S. Merrill, Alex. Mitchell, Belle of La Crosse, Phil Sheridan, Milwaukee, City of St. Paul, Keokuk and Northwestern. Sternwheel steamers—Victory, Addie Johnson, Annie Johnson, Dam-sel, Dexter, G. H. Wilson, Molie Hohler,

Flora Mankato, Hudson and Jennie Baldwin. These steamers are probably worth \$290,000. They also own sixty-one barges, carrying 12 tons and worth probably \$150,000. Their combined capacity is about 9,000 tons.

The officers of the Northern Line are: T. B. Rhodes, President; T. H. Griffith, Secretary; T. C. Buford, Superintendent. They own twelve passenger steamers. The following is a list of the boats: Clinton, Savanna, Red Wing, Pembina, Muscatine, Minneapolis, Lake Superior, Davenport, Rock Island, New Boston, Dubuque, Minnesota, Bill Henderson and Dan Hine. These boats are worth \$190,000. They have forty barges and lighters, with a capacity of 9,000, and value of \$100,000. Their wharf boats at the foot of Locust street, St. Louis, and at Dubuque are worth \$35,000. The freight capacity of their steamers is about 6,000 tons.

DAILY GATE CITY.

SATURDAY MORNING, JUNE 19, 1875

EXCURSION! TO QUINCY AND RETURN

Under the auspices of the

CATHOLIC CHURCH

OF WARSAW,

TUESDAY, JUNE 22.

Leave Keokuk 3:45 p. m. Warsaw Silver Cornet Band in attendance. Moonlight pleasure trip. A grand good time will be had. 19-31

THE GATE CITY

PUBLISHED BY

HOWELL & CLARK,

EDITORS AND PROPRIETORS.

The report that the steamer Tom Jasper sunk near Columbus, Ky., on Friday of last week, is untrue. She was badly snagged however, and her cargo thrown overboard, but the boat did not sink. The following is an extract from the St. Louis *Democrat's* account of the affair: Mr. N. B. Hatcher, clerk of the Tom Jasper, sent the following telegram at 8 o'clock yesterday morning, from Columbus, Ky., to the N. W. Union Packet Company: "Struck a log last night at Wolf Island, five miles below here. She now lies on a rock heap; 18 feet at head and 12 astern. Threw overboard freight at both ends, partly stopping leaks, and may save her. Think we will. We need no further assistance." Commodore Davidson sent a dispatch to Captain Kenniston to have

the City of Quincy, bound up, help them to save the cargo, and concluding: "If the boat is not safe to complete the trip do not venture." Capt. Kenniston and crew worked indomitably, and by using the pumps vigorously kept the water in her hold down to 15 inches. About 100 tons of freight was thrown overboard. The Commonwealth, on reaching the disabled boat, left her barge alongside, which doubtless was found useful.

REV. 30, 1877

KEOKUK CONSTITUTION.

KEOKUK, WEDNESDAY, AUGUST 8, 1877

The End of the Wharfage War.

Some of the Aldermen complained yesterday, because our machine poetry man had slighted them by only producing one verse on the wharfage question. We set him at work again to-day, and here is the wonderful result. We republish the first verse:

Hold the coal the boat's are coming,
Springer he's alive,
Armitage is gently humming,
Seven did beat five."

Jerry lives upon the border,
Thus he could not say,
Anything good for our harbor,
So his vote was Nay.

Sidewalk Higham wanted to wait,
Paul put in a stater,
Annable, bit but wouldn't bait,
"Tim" he caught a tarter.

Bishop said that he was posted,
Lowry fell in line,
Blom declared the thing was bursted,
With Oscar's number Nine.

Now we have an understanding,
Our business will increase,
While each boat will make its landing
In harmony and peace.

My machine has got the phthisic,
And burthened with such care,
It has to slight the man of physic.*
Likewise the Mayo-air.*

*Board of Health.

*Also, the Second Ward.

U. S. Marshal's Proclamation.

United States of America, Southern Division of Iowa.
PETER MELENDY, United States Marshal for the
I. State of Iowa, do hereby give public notice that
in the case of the United States against one Boat
Bell, et. al., in a case of seizure and forfeiture
under acts of Congress, I did, on the 13th day of
December, 1871, in Keokuk, Iowa, attach and take
in my possession for safe custody, one Boat Bell,
et. al.

And I also give public notice that the time as-
signed for the return of said warrant is on the sec-
ond day of January, 1872, at 10 o'clock on said day,
and I hereby admonish and summons all persons
claiming any interest in the said one Boat Bell
et. al., or knowing or having anything to say
why the same should not be condemned and sold to
answer the demand of said appellant, that they be and
appear before the said Court, to be held in and for the
Southern Division, District of Iowa, at the United
States Court Room, in the city of Keokuk in said
District, at a special term, to be held on the sec-
ond day of January, 1872, at 10 o'clock on said day,
then and there to interpose a claim for the same, and
to make their allegations in that behalf.

PETER MELENDY,
U. S. Marshal.
By R. Root, Deputy U. S. M.

THE GREAT DUST HEAP CALLED HISTORY
R. J. BICKEL
KEOKUK, IOWA

The Gate City.

APRIL 11, 1891.

The purchase of the steamer Gem City by the Diamond Joline is conceded an important one, as it will in all probability make room for another steamer to take the trade of the Gem City between St. Louis and Keokuk. The Gem City was owned by the St. Louis, St. Paul and Minneapolis Packet company, and has run between St. Louis and Keokuk for some years. She was originally built for a St. Paul packet, and when she was launched from the dock she was certainly the finest and fastest steamer that ploughed the Upper Mississippi. Her speed was talked of from one end of the Mississippi valley to the other. The Gem City did not long enjoy this distinction, however, as she met with disaster and was sunk. But she was too valuable a boat to be left at the bottom of the river and her owners decided to have her raised. The builders in making the new hull for her were unable to get the outlines of the first one, and consequently the speed she once had is lost forever. The owners soon saw fit to withdraw her from the St. Paul trade and put her at less important work. During the past few years she has become very popular as an excursion boat between St. Louis and Keokuk.—St. Louis Republic.

The Gate City.

MAY 26, 1891.

When the packet Gem City re-enters the Keokuk and St. Louis trade the Mary Morton, which has been running semi-weekly trips between St. Louis and Keokuk, will enter upon the through business. This will give the line two through boats a week each way instead of one boat now. After a little time, when the passenger business becomes really pressing, the St. Paul will come out of her quarters in Quincy bay and come in with the rest of them, and then there will be three a week. There may yet be some changes in this program, but it is understood as stated. The Mary Morton will leave St. Louis Friday for the north.

Constitution Democrat.

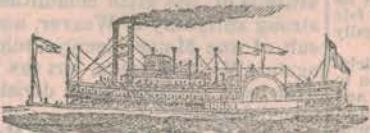
STEAMER MASCOT

Keokuk, Warsaw and Alexandria Packet.

LEAVE KEOKUK:	LEAVE WARSAW:
7:30 a. m.	7:30 a. m.
11:30 a. m.	12:15 p. m.
4:30 p. m.	5:00 p. m.
Sundays:	Sundays:
8:00 a. m.	8:30 a. m.
4:30 p. m.	5:00 p. m.
First trip Tuesday morning.	1892

St. Louis and St. Paul Packet Company.

DAILY LINE OF



Reduced Rates

—TO—

ST. LOUIS and RETURN

Good for Fifteen Days. Go and see the

Veiled Prophets

And the Great St. Louis Fair. \$6.50 for the round trip, including, Meals and Berth.

The King of the Carnival Announces

Your presence is commanded to welcome the arrival of his Mystic Majesty, the Veiled Prophet Tuesday, October 3d, on the Ship of State, the Magnificent Steamer, Gem City.

C. A. HUTCHINSON, Agt.,

Keokuk Constitution.

APRIL 30. 1884.

The Davenport Democrat says "the history of the past four years of the Saints line has been a record of disaster. The beautiful and costly packet, Golden Eagle, was burned four years ago; and the same year the War Eagle was badly damaged by ice, while the Centennial was sunk when brand new. Two years ago the War Eagle hit the Keokuk bridge and was damaged to the extent of \$10,000. The Gem City was burned last fall. The Lake Superior burned in Alton slough three years ago. The Northwestern was being repaired for the season's work, and the Belle of LaCrosse was being dismantled for her valuable machinery last spring, when both were burned. In short—fire, bridges and ice, have cost the St. Louis and St. Paul Packet company \$125,000 at least, in the past four years—and that means that Commodore Davidson has lost about that much floating property, for he owns the line alone, almost."

Keokuk Constitution.

APRIL 30, 1884.

THE SIDNEY WRECKED.

The Merts With an Accident at the Clinton Bridge Yesterday, but Will be Repaired in a Day or Two.

The steamer Sidney, which left Dubuque Monday for St. Louis on her first trip of the season, met with an accident yesterday morning at Clinton, where she struck the bridge and sank. They managed to get her ashore, and the Joseph Henry and Pittsburg are at work on her, and the officers of the White Eagle report that she will be raised to-day. The boat had just been entirely renovated and improved, painted up neat and clean, with new carpets of wool, new oil cloth, new paint, neatness and cleanliness everywhere visible. The changes made in the boat make her the flag ship of the line. Her cabin has been lengthened by encroaching upon the deck room, allowing space for several state rooms. The barber shop and office entrance to cabin is made at the head of the stairs instead of the side, as formerly. The offices opposite the barber shop store rooms have been changed to a more convenient location. In the stern of the boat marked changes have been made; the laundry is an apartment by itself, also the lady's ordinary and dressing room. The Sidney never looked as gay as she did, with her long cabin trimmed off neatly and attractive. The Sidney will be commanded this season by Capt. James Best, one of the most popular men in the employ of the company. Harry C. Lusk, late of the Josephine, is the clerk.

THE GATE CITY:

1883
THURSDAY MORNING, MARCH 30.

NAVIGATION.

The Time for Active Steamboating has Arrived.

And in a few Days the Season of 1882 will be Fully Inaugurated—There will be Plenty of Water and the Outlook for Business is Flattering—The Boats.

The steamboating season of 1882 will soon be fairly inaugurated and promises to be a busy and profitable one. Already the whistle of the palatial packet and the swift-running lesser steamer is heard frequently, while a number of rafters have passed down with their valuable freight. Through travel to St. Paul will soon be commenced. The river sage

of the St. Paul *Pioneer Press* says that in 1881, as late as December 22, the river was navigable from St. Paul to Lake Pepin. So far as depth of water was concerned large boats could have reached St. Paul, a phenomenal matter, owing to the immense snow falls of the previous winter. The first boat from St. Louis at St. Paul was the *Mary Morton*, of the Diamond Jo line, Capt. John Killeen, arriving April 30. The first boat of the St. Louis and St. Paul packet line was the *Arkansas*, that arrived May 5, having passed through Lake Pepin May 4. The river below Lake Pepin had been open since the middle of April. At Davenport the ice began moving April 1, but not until April 30 did the full break-up really begin. At St. Paul the preliminary breaking up of the ice blockade commenced, with occasional batches of ice blocks, moving toward the Gulf at the rate of 100 feet within three days' time.

In 1880 navigation closed on the upper Mississippi November 18. The first boat of the season was the *Arkansas*, of the Keokuk Northern Line, which arrived at St. Paul April 16, though the Tidal Wave reached La Crosse April 5, and sent her freight by rail to St. Paul. The first boat of the Diamond Jo Line was the *Libbie Conger*, arriving April 20, and was the last boat to leave, on September 13. The last boat up was the *Diamond Jo*, arriving at La Crosse November 16, 1879. The stage of water on the bars at the breaking up of the ice on March 22 was 5 feet 10 inches, and was 5 feet 8 inches when the first boat arrived on April 16. There was a good river all spring. On August 1 the gauge at St. Paul showed 3 feet 9 inches; on September 1, 2 feet 11 inches; on September 30, 2 feet 1 inch. The lowest stage of the season was on October 10, the register being 1 foot 8 inches. On the 17th of October, the last day of navigation, the measurement was 2 feet 2 inches. At LaCrosse the river was still open November 18, but the ice was running thick and no boats were moving. At McGregor the river was closed above the pontoon bridge. In 1878 and 1879 the *Arkansas* was the first boat through Lake Pepin, in the former year arriving on the 20th of March, and in 1879 on April 5. On account of the low stage of water between Prescott and St. Paul her freight was transferred to rail.

Steamboatmen anticipate a good stage of water, but no overflow, and Sergeant Weber, United States observer at St. Louis states that there need be no apprehension of a disastrous rise of the Missouri and Mississippi rivers next June. There has been a remarkably mild and open winter in the northwest, and the fall of snow is lighter than it has been for many years. On January 31 the amount

of snow on the ground, as shown by the government's monthly report, was: Dakota, 1 inch; Idaho, 8½ inches; Nebraska, a trace only; Montana, from 1 to 2 inches. There was more snow in February, but the temperature averaged high, and it did not remain. On January 1, 1881, there was snow in Dakota, 3 to 9 inches; Nebraska, 1 to 6 inches; Colorado, 4 to 18 inches on the low lands; and Montana, 12 to 24 inches. In 1880 there was snow in Colorado, 3 to 24 inches on the low lands, and 6 to 45 on the peaks; this year there is but 6 inches on Pike's peak. All of which show that the material for a June freshet, melted snow, is not present in great quantities where the "rise" finds birth.

We have heretofore given a list of the boats that will ply in the trade. The fast side-wheelers of the St. Louis and St. Paul Line have all been overhauled and equipped with the electric light, the same as the *Gem City*, and the company propose to have a packet every other day between St. Louis and St. Paul. The *Arkansas* and *White Eagle* are now running between St. Louis and the foot of Lake Pepin, and the *Gem City* and *Bald Eagle* are plying in the Keokuk and St. Louis trade. The *Diamond Jo* boats, four in number, have been put in good shape and the *Josie* and *Libble Conger* are already plying in the trade.

THE BOATS.

The Little Eagle passed up yesterday morning.

The Gem City arrived yesterday and returned to St. Louis.

THE GATE CITY:

SUNDAY MORNING, APRIL 23.

"BOB" KELLY.

BY WILL S. HAYS.

[Robt. J. Kelly, a second engineer, was "on watch" when the ill-fated steamer *Golden City* burned, in sight of Memphis. He sacrificed his life in the noble endeavor to save the lives and property of others. It is customary for the pilot to strike the gong in the engine-room when he is done with the engineer for the time being, and he watched and waited for that signal, but, alas! it never came.]

"Say, Mister, come sit down awhile
An' listen, I was thar.
I tell you, sir, it got so hot
The fire scorched my h' r.
I woke up when the whistle blowed,
An' hope I may ber dern,
Ef' took the fire a minute, sir,
To run from stem to stern.

I heard Pursell a yellin' 'fire'
An' for a while looked on,
Half-crazy-like, an' think, sez I,
The Golden City's gone.
I ran out for'ard when she hit
That coal fleet tied to shore,
I jumped, an', mister, long with me
Some twenty men or more.

"Now how I got out on the bank,
I swar I couldn't say.
'Twas hard to see that boat on fire
Break loose and float away.
She was one mass o' livin' fire,
An' stange as it may seem,
She looked as if all hell broke loose,
An' drifted down the stream.

I stood an' watched with tearful eyes,
Until that awful light
Grew dim, an' then all sudden like
It went down out o' sight.
An' all on board were swallowed up
Beneath them awful waves,
And them as wasn't burned alive
Went down to watery graves.

Now, Mister, it is over now
And I've dismissed my fears.
I'll not forget, if I should live
To see a thousand years—
The scenes I saw that awful night,
Will always stick to me,
The officers an' men on board
Were brave as men could be.

You bet, the pilot, he was game,
An' at his wheel did stay,
Until the awful flames rushed in
An' drove Pursell away.
He never flickered from his post,
For duty keep him that,
Until he felt the fire so hot
It burned his face and ha'.

But, Mister, you'll forgive these tears,
That from my eyelids fall;
It makes 'em come to think of him,
The hero of them all.
The one who at the throttle stood,
An' never flinched with fear,
But sacrificed his noble life—
"Bob" Kelly, engineer.

'Mid all the wild, exciting scenes,
The cries for "help"—the yells,
Bob stood that at the engines, sir,
An' answered all the bells.
He looked at death square in the eye,
An' to his throttle clang,
An' waiting for that gong to say,
"I'm done."—It never rung.

Bob, no doubt, thought of wife an' home,
Of little ones so dear—
But thought of duty most of all,
An' never thought of fear.
He went down with the burnin' boat,
An', Mister, you kin bet
Your life that Bob is standin' thar
Right at them engines yet.

I don't say that his soul is thar,
For that fiz through the flames,
An' put on wings an' went up whar
The angels write men's names,
The names of heroes just like him.
If we could only look
I'll bet we'd see Bob Kelly's name
'Rit down in Heaven's book.

Let Memory take the pen of Time,
An' write on earth his name.
That all the world can see it on
The monument of fame.
Though kings have honors, men of wealth
An' proud distinction thrive,
I'd rather be "Bob" Kelly dead
Than any man alive.

"God bless his wife—his little ones!"
Shall always be my prayer,
I b'lieve if heroes go to heaven,
You bet Bob Kelly's there.
Well, mister, I must go. Good night.
I'm glad I've met you here,
I hope you'll not forget that man,
"Bob" Kelly, engineer.
Louisville, April 7, 1882.

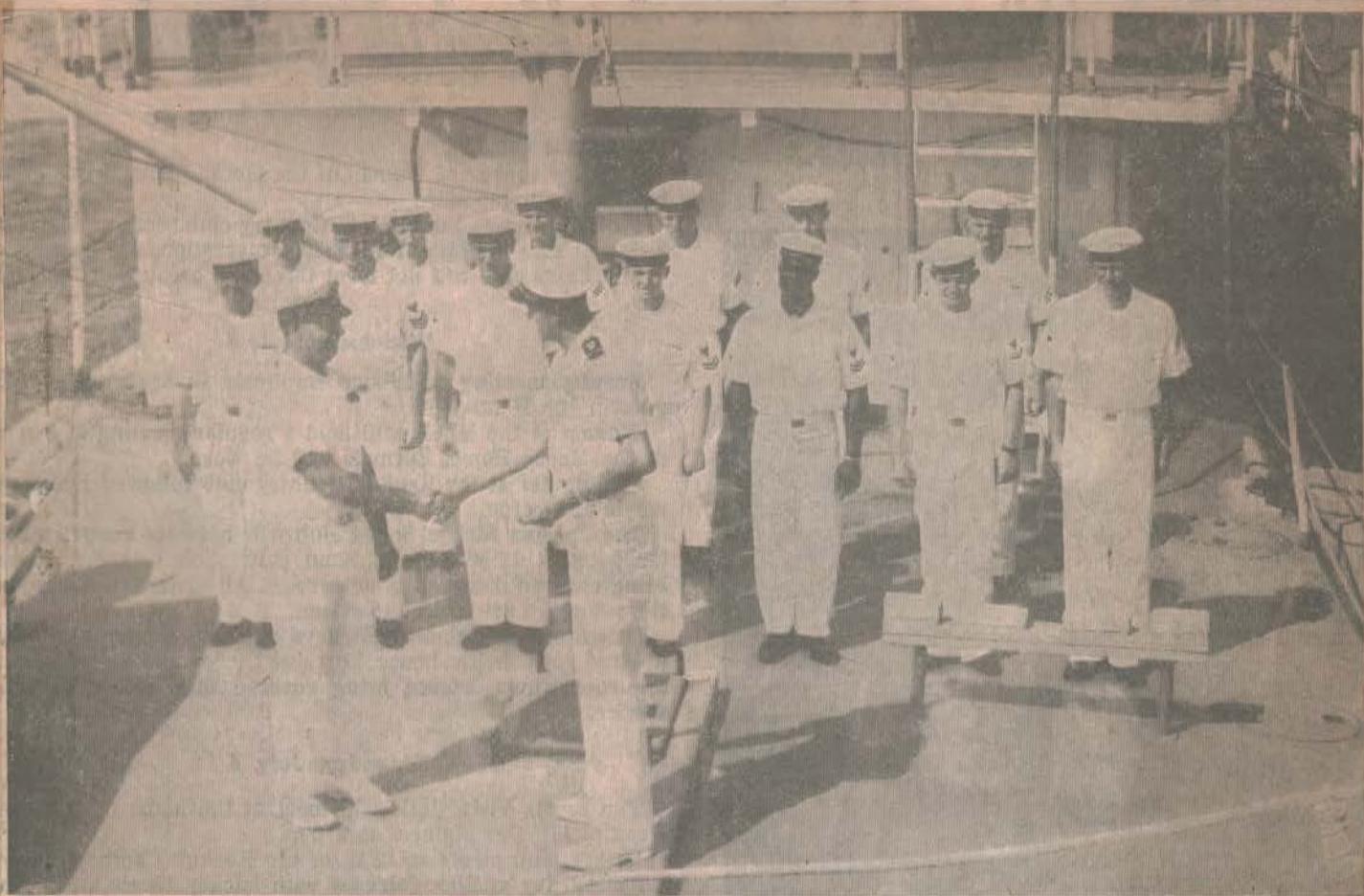
The Daily Constitution.

KEOKUK, IOWA:

TUESDAY, MARCH 9, 1875.

THE Keokuk Northern Line Packet Company did not run its steamers last year, without some profit. The Clinton cleared \$22,000; the Belle of La Crosse, \$15,000; the Dubuque, \$8,000; the Rock Island, \$6,000, and the Northwestern only \$160. The Minneapolis came out a little behind. The Charlie Cheever, running Lake Pepin and St. Croix, made a pile of money for the company. It is stated, however, that repairs and re-furnishing of the packets necessary this spring, will absorb the greater portion of last year's profits.

THE GREAT DUST HEAP CALLED HISTORY
R. J. BICKEL, KEOKUK, IOWA



REENLISTMENT ABOARD GOLDENROD: Chief Boatswain's Mate Ralph D. Davis, front left, receives congratulations of Capt. Bill Brock, skipper of Coast Guard cutter Goldenrod, after being sworn into service

has three children. —Gate City

for the last time. Chief Davis, who has served for 22½ years, will retire in five months, but his current enlistment had expired, requiring reenlistment until his retirement. Davis, from Ottumwa, Ia., is married and

Upper Mississippi is well marked, thanks to Goldenrod

By Joe Malkin

Thousands of persons enjoy the summertime fun of boating on the Mississippi river each year, but probably very few give much thought to the efforts required to keep the river safe.

Probably more aware of these efforts are the pilots who manipulate the large tows pulling heavy barges up and down the river through the 9-foot channel, traveling day and night, and depending on the lighted and unlighted channel markers and the other navigation aids along the shoreline to tell the pilots exactly where they are.

US Coast Guard

While the maintainence of these navigational aids goes

The Daily Gate City

KEOKUK, IOWA

MONDAY, JULY 3, 1967 — 3

as far back as the turn of the century, the US Coast Guard has been responsible for this since 1941. One portion of the Mississippi river encompassing some 309 miles from Grafton, Ill., to Bellevue, Iowa, is the responsibility of the Coast Guard buoy tender, the Goldenrod, based at Keokuk.

The crew of the Goldenrod consists of the Captain, Chief Warrant Officer Bill Brock, Chief Petty Officers Ralph Davis (Boatswain's mate), and Price Holloway (chief engineer), and 14 other enlisted men. Captain Brock a veteran Coast Guardsman with 28 years of service, has had assignments on almost all of

the western rivers. So tall that there is hardly anywhere on board the Goldenrod where he can stand absolutely upright, he is a salty, demanding-but-fair officer who commands the respect of every member of the crew.

The Keokuk area

Brock, who replaced the former skipper of the Goldenrod, "Buck" O'Neill in June, 1964, says, "My family and I just love it here. We're seriously considering staying here." He plans on retiring from the service in two more years.

The Goldenrod maintains a total of 32 floating lighted navigation aids (buoys) and 850 unlighted buoys.

It is interesting to note that the first Coast Guard recruits that arrived in Keokuk January 9, 1942 were assigned here for use in security patrols on the river, and were not for the general purpose of maintaining aids to navigation.

According to Robert E. Clevenstine, Chief of Operations for the Rock Island Corps of Engineers, and a former supervisor at the Keokuk Boat Yard in those early days, a number of small boats of the cruiser type were made available to the Coast Guard for patrol duty near the locks and dams, and were manned by the younger recruits. These security patrols did not last long, and the recruits and small craft to which they were assigned soon disappeared from the river before the end of World War II.

Kerosene lights

Clevenstine recalls that maintainance of navigation aids goes back to the early 1900's, when the aids were established and maintained

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY

Keokuk, Iowa . . . November 20, 1914

PACKET KEOKUK HAD
ITS BEST SEASON

White Collar Boat Carried 15,787 Passengers During the Past Summer, Also Much Freight.

The river season which was officially closed last Sunday was the most prosperous one the little steamboat of the White Collar line has ever had. The passenger business increase was slight, 15,787 passengers being carried excluding excursions, but the freight increase was 35 per cent and a total of 2,223,390 pounds were received and 339,000 pounds despatched. Of the outgoing business 279,300 pounds were shipped by local factories. The packet departed for Port Louise, Iowa, from whence it will tow a barge to Clinton. From Clinton it will proceed to Rock Island to go into winter quarters. The Black Hawk, which was in the Burlington-Davenport service for the past three weeks, tied up at Rock Island Thursday. The local boat house will be closed for the season as soon as the freight received on the last few trips is delivered.

The Dubuque of the Streckfus line, made its last trip between St. Louis and Quincy Saturday and is now in winter quarters at St. Louis. The Sidney is in service at New Orleans, where it makes excursion trips and regular afternoon trips to the winter resorts near. The St. Paul, Quincy and W. W. have finished for the year and will remain at Paducah, Ky.

The Wisherd line boat, G. W. Hill, is being used at the scene of dismantling the sunken Majestic at St. Louis. All fixtures and machinery being removed from the boat and when the work is completed the remains will be dynamited. Plans are being formulated for building a new boat this winter to take its place. The loss to the company is not thought to be over \$15,000 above the insurance. The boat was valued at \$60,000.

The steamer Frontenac and barge Mississippi have been in quarters at Rock Island for the past month. The White Collar line boats, Helen Blair and Morning Star, are also domiciled at Rock Island.—Burlington Hawk-Eye.



LIGHTING THE WAY: A lighted buoy is placed into the river by the crew of the Coast Guard tender, Goldenrod, with a 4,000 pound concrete sinker already positioned in the water, the top of which can be seen in the lower right hand corner. A heavy chain connects the two. The Goldenrod maintains 32 of these floating lighted aids and 850 unlighted buoys along the 309 miles of its territory on the Mississippi. The buoys mark the nine-foot channel. —Gate City

by the Lighthouse Service of the Department of Commerce. The small number of shore aids were usually lighted, maintained and extinguished by part-time help, usually fishermen hired for the purpose.

The lights were fueled with kerosene and required daily attention. Today's lights are powered by batteries with a life expectancy of two years. The floating aids were set,

maintained and removed by crews using a steamboat as a base of operations. According to Clevenstine, the last boat operated by the Lighthouse Service was the Wake Robin, subsequently turned over to the Coast Guard when President Roosevelt assigned the maintenance of navigation aids to the Coast Guard. Since then, the aids have been maintained in the Keokuk area by the Lantana and the Goldenrod.

THE GREAT DUST HEAP CALLED HILL
R. J. BICKEL KEOKUK, IOWA

THE DAILY GATE CITY



JUNE 15, '21

Excursion to Quincy

Under Auspices of

**Ralph Parker Post, A. L.
of Warsaw****FRIDAY, JUNE 17th**

Enjoy a day's outing on the river with the newest, fastest, best equipped steamer on the Mississippi—a 6-deck craft, with every convenience to make such a trip enjoyable.

Music by the Premier Jazz Band

Leaves Keokuk, 8:30 A. M., Warsaw, 9:00 A. M., Alexandria, 9:15 A. M., Canton, 10:30 A. M.
Arrive Quincy 12 M. Leave Quincy 5:30 P. M.

TICKETS—Adults, 75c; Children, 50c. Prices include War Tax.

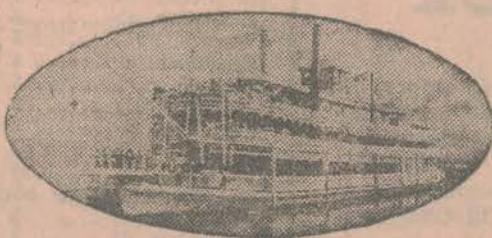
THE DAILY GATE CITY

**Bargain Excursion
To FT. MADISON
FARE ONLY
Including Tax**

55c

— ON —

**Palatial
STR.
G. W.
HILL**



**SAT.
June
25th**

Leaves Warsaw 2:00 p. m.
Leaves Keokuk 3:00 p. m.
Arrives Ft. Madison 6:00 p. m.
Leaves Ft. Madison 7:30 p. m.
Arrives Keokuk 10:00 p. m.

Cheaper than staying home these hot days.
New York Twentieth Century Jazz Orchestra. Best on the river.

TUESDAY, JUNE 21, 1921

DAILY GATE CITY

**GETTING CANTON
FERRY RAISED**

Quincy Paper Says Lowering of Keokuk Dam Gates Lowered Water So Boat Can be Raised.

DEC. 22, 1914

The Quincy Whig this morning prints the following:

What effect the closing of the gates of the big dam at Keokuk can have on the stage of the river here was demonstrated recently when it caused a fall of 9 tenths of a foot in twenty-four hours.

It was known that the river took a big tumble from midnight Friday until midnight Saturday but the cause of it was not discovered until yesterday. Then it was found that the gates had been shut to lower the stage of the river in order to facilitate the raising of the W. L. Heckmann, the Canton ferry, which sank in the local bay a few days ago.

The drop in the river was sufficient to put the lower deck of the boat out of water. Then the raising of the boat was a simple matter and two hours after work was begun the ferry was again floating.

Holes Temporarily Patched.

A gasoline pump was used in addition to a steam pump on the ferry. The steam pump was kept going until yesterday afternoon after all of the holes in the hull had been patched and made water-tight.

The sinking of the boat was due to holes punched in the hull by the ice while the ferry was being brought here to be put in winter quarters in the bay. The holes were temporarily repaired and in the spring the boat will be pulled out of the water and the holes will then be permanently fixed. The damage to the hull is not great.

The ferry last season piled in the Canton-Meyer trade and is owned by James Nelson of Canton. Joe Lloyd of Meyer is pilot and Ernest Pirkey of Canton is engineer of the craft.

THE WEEKLY GATE CITY.

JULY 22, 1897.

Entered at ~~Aspern~~ Post Office as second class matter

The Burlington Post: Captain Albert Wempner went south as pilot of the government fleet. Captain Wempner was at the wheel in the days when Mark Twain was a steamboat clerk, and was a member of the Association of Pilots when wages in that calling were \$500 a month.

KEOKUK CONSTITUTION

KEOKUK, FRIDAY, OCTOBER 12, 1876

A CARVING AFFAIR.

Captain T. L. Davidson, of the War Eagle, Stabbed by Raftsmen.

News reached the city yesterday afternoon, on the arrival of the Golden Eagle, of a serious stabbing affray which took place on the War Eagle while she was lying at the Quincy wharf, Saturday night.

From what we have been able to gather, it seems that a lot of raftsmen who were on board, and who had been drinking freely, became engaged in an altercation with the barkeeper through refusing to pay for their drunks. They attacked the barkeeper, and as he was retreating from the saloon the Captain entered. The bar on the War Eagle, it may be well to mention, is situated in the front of the barber shop. As Captain Davidson entered one of the raftsmen attacked him with a knife and cut him five or six times with it, and would undoubtedly have put an end to his existence if it had not been for a colored passenger who was on board, and who was in the barber shop at the time the affray occurred. This person, whose name we are sorry we were unable to obtain, with true grit, picked up a poker and laid out the villain who was trying to take the Captain's life, and making a charge on the mob, dispersed them.

Six of the raftsmen who were engaged in this cowardly and unprovoked attack, were arrested, and it is said that the citizens were so indignant over the outrage that strong threats of resorting to lynch law were indulged in.

Captain Davidson was taken on to St. Louis by the boat, a surgeon from Quincy being taken along to attend to his wounds, which, Mr. Morehouse, clerk of the Golden Eagle informed us, were not of so serious a nature as was at first supposed.

KEOKUK CONSTITUTION

KEOKUK, SATURDAY, OCTOBER 14, 1876

LIBELED.

The Tow Boat Alvira Tied up to Secure a Claim of \$1,300.

Since the termination of the suit of the owners of the Enterprise against the Colossal, Captain Andy Brown, the United States official, who usually takes charge of boats which are unfortunate enough to get into the Admiralty Court, has had nothing to do in this line until this

morning, when a government officer arrived in command of the tow boat Alvira, which he captured at the mouth of the Skunk River on her way from St. Louis to La Crosse.

Captain Jacob Ash is the master of the Alvira, which now lies tied up below the elevator, with Andy Brown in command.

The boat was tied up on the libel and complaint of W. I. McNeill, of Lee county, who was shipped last August as a pilot, and who claims that there is ninety dollars due him for services rendered. McNeill in his complaint also avers that he advanced the boat twelve hundred dollars to keep her out of trouble, and, although he has repeatedly demanded the money, he has never been able to recover it.

The papers were filed with United States Commissioner Tichenor, this morning, and the case was set for rule day, the 7th of November.

W. O. Hoover and Frank Allyn, Esqs., are the attorneys for the libellant.

KEOKUK CONSTITUTION

KEOKUK, TUESDAY, OCTOBER 3, 1876

River News.

Thursday morning while the Clinton was on her way up stream, a short distance below the mouth of Fever river, in a short turn of the river, she collided with the Arkansas, which was coming down. The Arkansas had three barges in tow and one of these struck the Clinton near the stem and tore her guards away up to her hull as far back as the steps of the cook house, and stove a hole into her hull near the bow, above water line, which had to be covered with a tarpaulin to keep the water thrown up by the bow from entering. The shock was so violent that it brought all hands from their beds with an eye on business. When she reached Dubuque she looked as if she had been through a tornado and got worsted. One of the Arkansas' barges was stove in so badly and took so much water, that it had to be bulkheaded, and two more were damaged.

KEOKUK CONSTITUTION

KEOKUK, SATURDAY, NOVEMBER 25, 1876

RIOTING.

A Party of Iron Moulders Attempt to Capture the Steamer Minneapolis.

The steamer Minneapolis passed down last night, with her crew to St. Louis, where she goes into winter quarters. It seems that a number of iron moulders were aboard of the boat dead-beating their way to St. Louis. It is reported

that before the boat arrived at this city the iron moulders got drunk and attempted to take possession of the boat, when there ensued a fierce fight between the moulders and crew of the boat, in which the crew were victorious all along the line. Upon the arrival of the boat at this city five of the moulders were put ashore, in a horribly battered up and demoralized condition. Their clothing was much torn and their faces had the appearance of having been pounded into a jelly. They are described upon the whole as having been the hardest looking set of men that have been seen in this part for a long time.

George Shields, one of the moulders, was still drunk and boisterous, and the police found it necessary to lock him up. The other moulders were notified by the police that it would be well for them to seek more congenial quarters than could be found in this city before night came again.—*Hannibal Clipper*.

KEOKUK CONSTITUTION

KEOKUK, TUESDAY, DECEMBER 19, 1876

—The latest from our exchanges concerning the steamboat destruction at St. Louis, is that the Davenport, worth \$4,000, the Rock Island, worth \$8,000, the Centennial, worth \$60,000, Bayard, worth \$3,500, and the Jennie Baldwin, worth \$2,000, are total losses; the Alex Mitchell was damaged to the amount of \$5,000, the War Eagle \$5,000, and Andy Johnson \$3,000. All these, except the Centennial were owned by the Keokuk Northern Line—and the Centennial was built by Capt. Tom Davidson, to run on the lower river in connection with the upper river boats. Several barges belonging to the Line were sunk. It will take more than the profits of the next season's business to repay the Line's losses by the ice rush.

The Daily Gale City.

TUESDAY MORNING, SEPTEMBER 16, 1873.

New Advertisements.

Ferry Boat Wanted

TO—

CARRY AT LEAST SIX TEAMS.

A GOOD inducement for enterprising men to establish a Ferry between Nauvoo and Montrose on the following terms, viz: \$300 as a bonus from the city of Nauvoo for the first year, and the franchise will be guaranteed by said city. Said boat has to stand Government inspection and be received by the undersigned committee, by order of the City Council of Nauvoo.

Any person being inclined to take the benefit of the above named offer, and the same being able to give sufficient bond, will apply as soon as possible to

JOHN DORNSEIF,

JOHN BAUER,

P. O. Box 102. Committee.
P. S.—Also a private subscription of \$300 may be expected.

THE GREAT DUST HEAP CALLED HISTORY
R. J. BICKEL KEOKUK, IOWA

DAILY GATE CITY
MONDAY, JULY 20, 1914

BARGE IS SHOWING NEED OF TERMINAL

Bernhard Craft is Hung Up for Hours
Along Mud Bank at One Place
Where Freight is
Loaded.

MEANS HOURS OF DELAY

This New Steel Craft is Carrying More
Freight Tonnage Than Old
Style River
Steamer.

NEW ORLEANS, La., July 20.—"Bernhard self-propelled barge No. 5 now on its way from New Orleans to St. Paul, will save so much money on the cost of transportation that the voyage will show a profit in spite of the many handicaps incident to the shore delays, absence of terminal equipment at the stopping places, and lack of organization and system in the matter of collateral factors, that go to make up the business of inland navigation," said John H. Bernhard, designer, builder and operator of the modern barge which he is sending on an initial efficiency demonstration trip to St. Paul, on his return to New Orleans after personally superintending the loading of 400,000 feet of lumber at Jeffries, La., and starting the barge on her long journey up the Mississippi river.

The barge is so constructed as to offer no obstacles to rapid loading, and under ideal terminal conditions can receive some 400 tons of freight an hour. Under only fairly good terminal conditions the 400,000 feet of lumber, or 800 tons, taken on at Jeffries could have been placed aboard in ten hours. But while the mill on shore is splendidly equipped with machines and devices for quickly and economically moving and handling lumber between the mill and the yards, there are no facilities whatever for handling lumber from the mill or yards to the nearby river bank. For this reason, 100 hours were required to move 800 tons from the yards to the boats, or at the rate of only eight tons per hour.

Up Against Mud Bank.

In this way 90 hours were lost, and the on-lookers were treated to the spectacle of the most modern river craft in all the Americas, a boat so built as to combine every possible economy of time and cost, lying up against a mud bank wasting her substance while a gang of negroes, by main strength and awkwardness, dragged heavy lumber to her deck at the rate of eight tons an hour when her receiving capacity is 400 tons per hour.

"As a result of this delay, the barge could not leave Natchez until Monday noon, July 13," said Mr. Bernhard, "but if the loss of time serves its purpose the people who are crying loudest for revival of inland navigation will be awakened to the fact that they themselves must build water front freight handling facilities of a standard and economic design."

"In Europe, the combination of economic boats and economic terminal facilities gives so great an advantage to the water craft that the railroads require legislative protection."

Neglect Terminal Facilities.

"In America, through neglect, lack of terminal facilities, in addition to the permitted practice by the railroads of making low rates to river towns and high rates to non-river towns, in combination with a complete disregard of the elemental necessity for through bills of lading by water and rail, have placed the railroads in position to throttle inland navigation and keep it throttled so long as producers, consumers, and shippers permit them to do so."

"The self-propelled steel barge we are sending to St. Paul can carry more than double the freight tonnage than an old style river boat of the same size can carry, while the normal expense of operation is less than half that of the old boat. On this basis, the cost per ton mile by the self-propelled barge is less than one fourth the cost by old style boat, and this cost is subject to important reductions as facilities for quickly moving freight to and from the barge are developed."

"Beyond the shadow of a doubt these barges solve the problem of cheaply moving freight by water."

To Mutually Benefit.

The Inland Navigation Bureau, with national offices at New Orleans, has been organized to assist the river towns in creating standard terminal facilities, in securing the co-operation of shippers, in encouraging the organization of navigation companies under proper conditions, and in showing the non-river towns how they will profit by using boats part of the way.

With ordinary craft, freight can be moved more rapidly and at less cost than by rail. With craft designed to bring all the economies of inland navigation into play, the saving in time and money is greatly increased.

But with such craft supplemented by standard terminal facilities and system in the movement of freight by water, together with an informed interest in inland navigation by shippers, all over the country the saving on transportation cost should be some \$3,000,000 a day for the country as a whole, or more than one thousand millions of dollars annually.

Such a saving will mean better and bigger markets, lower cost of living and orderly developments and progress.

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY

THURSDAY, JULY 30, 1914

BIG STEEL BARGE MAY BE DELAYED

New Orleans Craft May be Unable
to Keep to Schedule and
to Arrive Here
Tomorrow.

PLANNING ITS WELCOME

Suggestion is Made That Boat Owners Meet Craft When It Comes and Act as Escort.

From present indications the Bernhard barge may not arrive in Keokuk tomorrow. The barge according to despatches in the St. Louis papers is scheduled to arrive there tomorrow. Nothing definite has been heard from Mr. Bernhard who in his last letter he promised to advise the city officials and industrial association headquarters of the exact time of arrival. This leads to the supposition that the barge has been delayed and will not arrive for a couple of days or more.

In the meantime arrangements are being carried on to meet the strange craft when she arrives. There has been some discussion as to whether the motor boat owners of the city could not be induced to form in flotilla and precede the boat from Warsaw to Keokuk.

It has been suggested that the boats could act as a guard of honor, and that their whistles and sirens might shriek a welcome to this barge which is on a voyage of rediscovery of the

Mississippi, and which is expected to demonstrate once more the fertile field of river navigation.

Another suggestion which has been made is that some of the steam whistles of the city might sound a welcome to the big craft as it touches the wharf here. This would be only a courtesy which would no doubt be appreciated by the barge people. All along the river, boats are dipping colors and sounding whistles in salute of the Orleans barge.

There is much interest being shown in the coming of the boat and it is more than likely that word will be sent ahead from Warsaw and that the people of Keokuk will be notified by bells or whistles of the approach of the craft.

DAILY GATE CITY

SUNDAY, AUGUST 9, 1914

STEEL BARGE IS IN RIVER AGAIN

Helen Blair Succeeds in Freeing Bernhard Craft From Sand Bar at Oquawka.

The Bernhard steel barge No. 5, which became stuck near Benton island, a mile north of Oquawka Wednesday afternoon and stuck there all night, was released Thursday night by the Helen Blair, while on her way from Burlington to Davenport, says the Hawk-Eye. The Blair unloaded her cargo at Keokuk near midnight and then went back to where the barge was stranded and by means of stout ropes, pulled her out into the channel so she could proceed on her way up the river. The barge ran aground in a four foot channel, but was not harmed any. It passed Keokuk at half past one yesterday morning and went by Muscatine at half past seven the same morning, without stopping.

A special to the Hawk-Eye concerning the releasing of the barge says:

The barge was stuck on a bar near Benton slough, two and one-half miles above Oquawka. The officers asked assistance from the Helen Blair. The Blair responded and broke several lines in her attempt to pull the stranded boat off the bar. She then came to Keokuk, where she discharged the cargo billed for this city and then returned to the barge and after several hours' work, got her off the bar and into deep water. The barge then came on up the river with her own power and passed under the bridge at 1:30 this morning. It was going very slow. The Blair relieved her of part of the cargo and thus lightened her up.

Daily Constitution,

FEBRUARY 21, 1885.

Mississippi Tin-Clads for the Nile.
St. Louis Globe-Democrat.

WASHINGTON, D. C., Feb. 15.—The proposition of Capt. Silas O. Hemenway

to solve the transportation problem in the Soudan campaign has gone forward to the war office of the British government. The captain was indorsed to Minister West by General Sheridan as a man of experience in the navigation of western waters. General Grant, who was asked by letter for his views on the availability of the "tin-clads" for the Nile, is said to have heartily indorsed the plan as entirely practicable. The memoranda which Captain Hemenway submitted, and which will be reported to the British government, are as follows:

"The Mississippi and Missouri rivers from St. Louis, Mo., to Ft. Benton, Mt., are 3,200 miles in length. The Yellowstone is navigable about 800 miles. The Big Horn river is navigable about 90 miles. The streams are very similar to the River Nile, as they are either out of their banks with strong currents or extremely low with dangerous changeable channels, through sand bars or over rapids or cascades, obstructed by snags, rocks and bowlders.

"The current varies in speed from four miles per hour, in the long bends or reaches through the alluvial soil, to twenty and thirty miles per hour on the rapids. Previous to the year 1876 the side-wheel steamboats were exclusively constructed for these rivers. In fact, the underwriters would not take a risk upon any other class.

"The increase of business on the Upper Missouri and Yellowstone rivers, by the construction of government posts and by the discovery of the precious metals, necessitated the use of the stern-wheel steamboats, which at once proved their superiority, for such streams, over the side-wheel steamers. The draft of water was much less. The direct action of two engines working on half centers connected direct with the main shaft was found a special advantage over the principle of connecting one engine to a side-wheel."

A technical explanation of the advantage of the stern-wheel for varying currents and rapids is given, after which the proposition proceeds:

"The steamers which have met with the greatest success on the western rivers are constructed upon the following dimensions: Length, 180 feet; width, 30 feet; depth, 4 feet, with a forecastle on main deck of 20 feet, arranged with steam capstan, spars, derricks, anchors, chains and lines. They are provided with two boilers 44 inches in diameter, 24 feet long, with five flues, large steam and mud drums. They are placed upon the main deck, ten feet aft of the forecastle. The main pump or feeding boilers, pumping bilge, etc., are placed immediately in the rear of the boilers.

"The engines are placed in the stern of the boat and are each 15 inches in diameter, with 5 feet stroke, working a wheel 24 feet in length by 24 feet in diameter, making an average of thirty revolutions per minute with 200 pounds of steam pressure. These boats will average a speed of ten miles per hour against a current of four miles per hour, and will work up rapids where the current will average 15 miles per hour. They are provided with steam capstans and warps, with which they can be taken over rapids without delay where the current reaches thirty miles an hour.

"The second, or boiler deck, is 160

feet in length, with a cabin of thirty state rooms, giving accommodations to sixty persons. Four hundred soldiers can be provided with berths on these boats, or 1,000 men can be transported in case of an emergency. The deck room will stall 150 horses. These boats draw 18 inches of water when ready to receive cargo. They will carry ten tons weight to the inch additional draft of water, or a total of 300 tons. They can be constructed in ninety days, wherever timber, with saw-mills and planing machines can be had. The machinery can be constructed in sixty days and transported to the hulls. The work is all very plain and durable, not liable to get out of order.

"Thirty-five of these boats were used by the government during May, June and July, 1877, to transport troops, mechanics and laborers, with all necessary material, to construct Fort Keogh and Fort Custer, on the Yellowstone and Big Horn rivers, and to transport supplies necessary to maintain the command for one year.

"Thirty steamers of this class can be constructed at Cairo in Egypt in 100 days, or in time for the first rise in the Nile. They can transport 15,000 troops, supplies and munitions of war to Khartoum in thirty days.

"This class of boats was used by this government in western and southern rivers during the rebellion of 1861 to 1865. They were called 'tin clads,' owing to their light casings and armament. They were very successful. The engines, boilers and other parts liable to destruction from the guns of the enemy can be protected without affecting their draft or usefulness. For a tropical climate no better boat can be devised for the transportation of troops, as the decks are ventilated from every quarter. Guns can be worked from the forecastle on the main deck. These boats cost to construct on the Ohio river, all complete, \$25,000.

"A force of master builders, engineers, pilots and skilled laborers can be collected ready to sail to any foreign port within fifteen days after notification, at salaries ranging from \$100 to \$200 per month, rations to be furnished and passage both ways to be paid, with two persons who are familiar with the construction and handling of boats of this class in strong water. The balance of the crew, including engineers, can be had at most any maritime port. Pilots on western and southern rivers are judges of water. They are able to determine the depth of water wherever there is a current by the surface appearance. They run their boats according to this appearance—previous trips afford but little to go by."

THE GATE CITY.

KEOKUK: 1862
THURSDAY, DECEMBER 11.

THE STEAMER AD. HINE,
CAPT. ROBT. FARRIS,

Will make regular daily trips between Keokuk and Quincy, leaving Keokuk at 2 o'clock p.m., and Quincy at 8 o'clock a.m., (Sundays excepted.)

For Freight or Passage, apply on Board or to A. BROWN, Agent.

THE DUST HEAP CALLED HISTORY
J. BICKEL, KEOKUK, IOWA

11

11

11

THE DAILY GATE CITY

Every Sunday

Str. Dubuque to Burlington

Lv. Keokuk	9:30 A. M.
Lv. Hamilton	9:45 A. M.
Lv. Montrose	11:15 A. M.
Lv. Nauvoo	11:30 A. M.
Lv. Ft. Madison	12:30 A. M.
Rt. Keokuk	9:30 P. M.

All Day on the Lake
A Delightful Outing

Fare 50c

Children 25c

WEDNESDAY, JULY 22, 1914

THE DAILY GATE CITY

GREATEST INLAND DRY DOCK HERE

Keokuk Structure Which Is Being
Brought to Completion Is Mar-
vel for Inland
Waters.

THURSDAY, NOV. 12, 1914

PLAZA BEING FINISHED

This Contains Several Acres and the
Buildings Are Erected on
This Huge
Space.

The completion of the world's lar-
gest inland dry dock at Keokuk will
be announced by the government on
the fifteenth of this month. It will be
used by river boats from the Missis-
sippi and Ohio. It is expected to give
a large impetus to the backward river
traffic of this country.

The basin of the dry dock is but one
per cent smaller than that owned by
the government at the Brooklyn navy

yard. Its length of 463 feet is greater
than the distance from home plate to
the center field fence of most base-
ball grounds. Its width of 150 feet
makes the basin alone almost large
enough to be the scene of a world's
series game. Its depth is 56 feet.
Over eight million gallons of water
must be placed in the basin to allow
a boat to enter it from the river. This
seemingly large task requires the al-
most insignificant time of less than
ten minutes. The basin can accom-
modate a large number of boats at
one time.

Plaza of Big Area.

But the basin, alone, is but half of
any dry dock. Between the west wall
of the basin and the Iowa shore of
the river is a plaza, or fill, several
acres in extent, upon which are erect-
ed the machine shop and a number of
other buildings that are counted an in-
tegral part of the dry dock. Those
who have stood on this plaza have
found it hard to believe that it was
made by man. Enough earth was
dumped in there to load a procession
of wagons in close formation from
the site of the dock to the farthest
corner of Maine or the southern tip
of the Florida peninsula.

This plaza was built upon the solid
rock of the continent upon which also
rests the supports of the floor of the
basin. Upon the plaza the govern-
ment has erected a machine shop of
considerable size and a handsome of-
fice building for the war department
engineers in charge of this section of
the river. Besides these two buildings
the government also has erected a
creosoting plant, a timber shed, a saw
mill, an engine house, a general store
house, a blacksmith shop, a store

house, a paint shop, a lock keeper's
house, an ice house, a cold storage
house, and a storage plant. To facil-
itate the transportation of materials in
and out of these structures, railroad
tracks of standard gauge run through
nearly all of them.

Use Compressed Air.

One unique feature in connection
with this dry dock is the fact that
every piece of machinery to be used
will be operated by compressed air
power. The power for compressing
the air comes from the hydro-electric
generators of the government's own
power plant. From this it may be
seen that the only expense to the gov-
ernment for power to operate the dry
dock is that of buying lubricating oil
for the generators, a small item.

But this power plant of the govern-
ment must not be confused with the
big commercial power plant that gen-
erates electricity from the water im-
pounded by the dam. The big power
plant, which generates 200,000 horse
power, and the dam are owned by the
Mississippi River Power company
which sells this power to industrial
concerns, sending it over huge trans-
mission lines to places as far away as
St. Louis. This company, in return
for the privilege of building its dam
across the river, built at its own cost
but under the supervision of the gov-
ernment, the dry dock and lock which,
upon completion, have been ceded to
the United States. It would have
been an easy matter to have taken
the power for the operation of the
dry dock and lock from the genera-
tors in this company's power house.
But the government has made it a
custom to be dependent upon no pri-
vate corporation. So a small power
plant, containing two generators that
work upon the same principle as those
in the large power house, was con-
structed in the wall between the lock
and the dry dock. These generators
furnish the power that compresses the
air for the operation of all the ma-
chinery of the dry dock and lock.

Have Own Power Plant.

These generators work automatical-
ly. They compress the air into large
reserve tanks from where the air goes
out through pipe lines to all parts of
the dry dock. When the pressure in
the tanks falls below a certain amount
the generators automatically start to
work to bring it back to the uniform
stage. Thus very little attention is
demanded by this machinery, much of
which is of original and unique design.

The operation of admitting a steam-
er to the basin is interesting. There
is but one gate located at the upper
end, through which a boat may pass
into or out of the basin. This gate,
like the other machinery used here, is
operated by compressed air. Instead
of swinging on hinges, as dry dock
and lock gates are usually constructed
to do, this gate is raised or lowered
to open or close. In opening the gate
it is lowered beneath the surface of

the water to a depth of eight feet. This is performed by first releasing the locks that hold the gate in its closed position and then releasing the air in the air chambers of the gate. To raise (or close) the gate, air is forced into the chambers, the buoyancy of the air under the water being sufficient to lift it to the upright position where it again is locked.

Admitting Steamer to Dock.

To admit a steamer to the basin it is necessary first to fill the basin with water up to the level of the water in the river outside the gate. This is done by opening the valves of big tubes that run through the upper wall. It is not necessary to pump this water through the tubes and naturally when the basin is filled the water seeks the level of the river. The basin filled, the gate is lowered and the boat passes from the river over the gate into the basin. Here it is arranged over ways or trestles upon which it settles when the water is released from the basin through the valves at the lower end. Of course, the water is not released from the basin until the upper gate has been brought again to its closed position.

Above the basin is a big traveling crane that can move from one end to the other. It runs on two tracks, one on either side of the basin. One end of the crane projects over a railroad track laid along the edge of the plaza next to the basin. Large pieces of machinery, too heavy to be moved by hand, can be lifted by this crane from a railroad car and conveyed to any part of the basin. The crane is operated by compressed air power.

Already one or two boats have been admitted to the basin for the purpose of making tests or of making minor and urgent repairs to the boats. No work of importance, however, can be done until the dry dock is completed. After that any boat, large or small, on the Mississippi river can be admitted to the dry dock and if necessary torn to pieces and put together again. The facilities are such that the work can be done in the least possible time in this largest and most modern of all inland dry docks.

Arntzen was requested to accompany an officer to the Marion county capital on the noon train, where he will likely give bond for his appearance at a hearing to be held later. It has been known that Arntzen has conducted a bar on his boat for some time, but he has stated in the past that he has not sold liquor while the boat was in port on the West Quincy side. It seems from reports of his arrest that the officers claim to have a case against Arntzen, charging him with selling beer while his boat was tied up at West Quincy. At Palmyra Arntzen pleaded guilty and was bound over on two counts of \$100 each to appear at the February term of court.

THE GATE CITY PUBLISHED BY THE GATE CITY COMPANY

Keokuk, Iowa Dec. 1, 1910

— Fire was discovered yesterday morning on the ferry boat Cantonia at Canton. No night watchman was employed on the boat, and the fire was discovered by the night watchman at the power house in Canton. He immediately gave the alarm by blowing the whistle, and the Canton fire department responded, but the fire had gained such headway that the department was of little assistance. The entire upper part of the boat was consumed, but some hope is held out that the hull, boilers, and engine may be rebuilt and repaired. There is no clew as to how the fire started. It is difficult to estimate the loss at this time, but it will be between three and four thousand dollars. The owner of the boat, James Nelson, is in St. Louis, and the amount of insurance carried is not known. The ferry is a serious loss to the business interests of Canton, as it was the only means of conveying freight across the river, and at this time was extremely busy freighting the huge crop of corn raised around Canton. The boat was first purchased and put in the ferry trade by the Canton Saw-mill company, which sold it last spring to Mr. Nelson.

THE GATE CITY PUBLISHED BY THE GATE CITY COMPANY

FRIDAY, SEPT. 16, 1910.

Capt. Jack Arntzen, owner and master of the ferry Stephens plying between Quincy and West Quincy was arrested yesterday morning by Marion county officials and taken to Palmyra on a warrant charging him with selling liquors on his boat while the boat was tied up at the docks on the Missouri side, which act is said to be contrary to the laws of the village of West Quincy, which has no license to sell liquor. It seems that

Rivermen Say St. Louis Levee Saloon-keepers Are Responsible for the Trouble.

St. Louis, March 11.—Dark days are likely to fall soon on the negro roustabouts on the river boats.

The packet lines have struck, and say they will no longer submit to the domination of the negroes in the matter of wages.

Tuesday morning the Eagle Packet Co. led the way by putting a white crew on the steamer Gray Eagle bound for Cape Girardeau.

The Gray Eagle lay at her wharf boat ready to sail. The mate had engaged a crew of negroes at \$45 a month.

A few minutes before sailing time the negroes demanded \$75 a month.

The cargo and passenger list would not admit of the expense, and Capt. Henry W. Leyhe went up town to look for another crew. At a large agency he found forty Austrians who were glad to ship at \$45 a month and their board and the Gray Eagle got out with little delay.

According to river men this marks the beginning of an innovation in steamboating. Other packet lines will follow the Eagle company's lead and try out white crews.

The roustabout question has grown to be very serious on the river as the negroes have been supported and incited to demand excessive wages, it is said, by river men, by the lower class of levee saloonkeepers.

Capt. Henry W. Leyhe, passenger agent of the Eagle Packet Co., says that they are very well pleased with the work of the Austrians, who are doing better work than the negroes. He says that twenty-five of the white men will do more work than double the number of blacks and with less urging.

The wages, \$45 a month and board is better, Captain Leyhe says, than laborers ashore get, and the move of the packet lines toward white labor means the extinction of the negroes on the river unless they get down to a different working basis.

Captain Leyhe says that the demands of the roustabouts of \$75 a month often makes a difference of \$500 in the expense of a trip and this freight and passenger rates will not justify.

The whole trouble, Captain Leyhe says, and he is corroborated in this by Captain Hunter Ben Jenkins, manager of the Lee line, is with certain of the levee saloonkeepers who encourage the negroes in demanding high wages because they keep the negroes in perpetual debt to them, and the more the roustabout earns the more of it the saloonkeeper gets.

Constitution-Democrat. MARCH 15, 1904.

NEGRO DECKHANDS.

PACKET LINES IN REBELLION OVER BIG DEMANDS.

WHITE MEN ARE BEING HIRED IN THEIR PLACES.

THE DUST HEAP CALLED HISTORY
R. BICKEL KEOKUK, IOWA

1796

THE GATE CITY
PUBLISHED BY
EGATE CITY COMPANY

TUESDAY, AUG. 4, 1914.

—Quincy Journal: Captain Walter Wisherd will return to St. Louis tonight where he will superintend the work of raising the steamer Majestic, at Chain of Rocks, above the Missouri town. Two divers are now at work on the hull, making preparations for raising the vessel and a number more will be put to work immediately. The vessel now rests in eighteen feet of water and the entire upper works and boiler deck are out of water. The principal damage consists of the wrecked superstructure, or upper works, and the hole in the hull, 20 by 4 feet, will prove the least part of the actual damage. The river is still falling and it is expected that the craft will be floating and ready to be towed to dry dock in about two weeks.

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY

Keokuk, Iowa Aug. 8, 1910

—The machinery of the steamer J. S., which was burned to the water's edge some time ago, has been removed from the sunken craft and is now enroute to Dubuque on a raft. The engines will be used on another boat, as they are in excellent shape. The value of the machinery has been placed at \$20,000 and its recovery will greatly decrease the cost of a new boat.

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY

Keokuk, Iowa November 5, 1915

**TO MAKE ATTEMPT
TO FLOAT MAJESTIC**

Wisherd Will Depend on Report of Diver for Action in This Matter.

Quincy Herald: The fate of the steamer Majestic is to be decided in the very near future, perhaps within ten days. The Wisherds have decided to make the attempt themselves to refloat the sunken craft. At least, they will have a diver to make another inspection of the hull and main deck and the bed of the river around the boat, and if his report is favorable, the Wisherds will undertake the gigantic task of raising it. If the diver's report is not favorable, everything of value on the boat will be removed and the ill-fated craft will be left to be removed by the government. It

will probably be blown up with dynamite, as it is a menace to navigation, and interferes with the completion of the intake pipe.

Captain Wisherd does not know just what will be done, as everything depends on the report of the diver after he has made his under-water inspection. It was hoped the river would drop several feet as the lower the water, the better would be conditions for working on the boat. Usually in the fall the Mississippi gets quite low, sometimes down to the low water mark, but it has been unusually high this year. The Wisherds have waited as long as they could, but now must act if they hope to raise the Majestic before the river freezes up. If they waited until spring, the ice in breaking up and moving south, would doubtless complete the destruction of the craft. So while the river is still so high it may be impossible to accomplish anything, the Wisherds are not to wait any longer. The river is now said to be at the six foot mark, with water up to the boiler deck.

tract this week for a steel hull stern wheel excursion boat to be 250 feet long, 51.4 feet wide and 7½ feet deep. She will have two engines 24 inches by 10 feet stroke, high pressure, with balance poppet valves and California cut off. She will have the Bonson boiler 70 inches by 20 feet, allowed 225 pounds steam, with induced draft by fan. She will have 4 foot guards, making her nearly 60 feet wide over all and will be allowed about 3,500 people. The specifications call for a hollow shaft and a 30x32 foot wheel, 32 water tight bulkheads.

The upper works and Texas will be similar to the J. S. built of Oregon fir and cedar, with a number of improvements.

There will be no stanchions on the boiler deck, leaving a clear space for the dancing floor, which will be 140 x 35 feet in the clear.

There will be three rudders forward of the wheel and two monkey rudders aft of the wheel, so that she will handle exceedingly quickly. She will be the only boat on the Ohio and Mississippi equipped with these monkey rudders. It is expected she will be completed in about a year.

DAILY GATE CITY

JUNE 18, 1921

**FAMILY
EXCURSION**

**TO
NAUVOO
EVERY SUNDAY
On
STR. KEOKUK**

DANCING

Music by Nell's Famous Orchestra Quartette

Leave Warsaw 2 P. M. Fare 50c

Leave Keokuk 2:30 P. M.

Fare 35c. Phone 954

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY

Keokuk, Iowa Nov. 1, 1910

**STEAMER STUCK
ON MUD REEF**

The Big Steamer Lee is Going to Pieces in Middle of the River.

ST. LOUIS, Nov. 1.—The steamer Steamer Lee of the Lee line, which runs between St. Louis and Memphis, Tenn., is still stranded on a mud reef at Slough's Landing, Tenn., in mid-channel, and has resisted all efforts to float her. She is said to be badly listed and on the point of going to pieces. The boat is 200 miles below St. Louis. Since she became stranded about twelve days ago, the water has fallen 5 or 6 inches in the channel.

According to information current on the levee yesterday, the boat is in such a bad position that she will have to be jacked up in order to be gotten off when a rise comes. Another course suggested is to dredge the mud and sand from under the boat and then pull her off with another boat.

The Steamer Lee is one of the newest and best boats on the Mississippi. At first it was expected that she could be floated through the efforts of her own engines. After several days a towboat was sent to her, but failed to pull her off. The Lee line put on another boat in place of the Steamer. The passengers left the boat after the end of the second day.

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY

TUESDAY, OCT. 4, 1910.

**CAPT. STRECKFUS
WILL REBUILD**

Owner of the Excursion Steamer J. S. Which Was Consumed by Flames to Erect Another Boat.

The following is taken from the Water Ways Journal: We recently had the pleasure of being the guest of Capt. John Streckfus at his beautiful residence in Rock Island. He informed us he intends to let the con-

THE DAILY GATE CITY

Moonlight Excursion

Monday, August 31

ON STEAMER W. W. & BARGE

Lv. Keokuk 8:15 P. M.

Lv. Warsaw 8:45 P. M.

Fare: Ladies 25c; Gents 35c

Join Us on This Delightful Outing. Good Music and
Level Dance Floor

THURSDAY, AUG. 27. 1914

Moonlight Excursion FRIDAY, JULY 14th auspices

Keokuk Concert Band

on

The New Steamer CAPITOL

Tickets 75 Cents

Boat Leaves at 8:15

You appreciate the Band—The boys
will appreciate your patronage

FRIDAY, JULY 7, 1922

THE DAILY GATE CITY.

JULY 26, 1910

TONIGHT AT THE

RIVER WHARF

Beautiful Floating Theatre Has Arrived
and Will Attract Big Crowd
Tonight.

The magnificent floating theatre of
Cooley & Thom arrived at the local
wharf early this morning and will ex-
hibit to the usually large crowd to-

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Foot of Main Street

Tues. July 26

COOLEY & THOM

Floating Theatre

Presenting the big musical
Comedy

A GAY WHIRL

A Cyclone of Fun

General Admission
25 Cents.

night. An inspection of the fine floating palace is convincing that they are well prepared to accomodate their patrons in elegant style, and the character of their entertainments are of a higher class than is usually presented by the average floating show. The equipments would compare favorably with those of some of the theatres in many of the first class cities of the country and the fact that the general admission may be had for the popular price of twenty-five cents never fails to give them a full house where there are enough people living to furnish the number. Their exhibitions have been spoken of by the newspapers where they have been with the most extravagant terms of commendation.

Constitution Democrat.

MARCH 15, 1904.

BIG BOAT BURNS.

Ferry Steamer of Marquette Railroad
Destroyed With Loss of Life.

Coneaut, Ohio, March 11.—The large car ferry steamer Shenango, No. 1, owned by the Pere Marquette and Bessemer Dock and Navigation company, was entirely destroyed by fire off this port today, resulting in the death of Fireman Charles McCarter, Cheboygan, Mich., and probably fatal injury of Engineer John Morrell. The boat was valued at \$350,000.

KEOKUK CONSTITUTION.

KEOKUK, TUESDAY, OCTOBER 10.

Burning of a Steamboat.

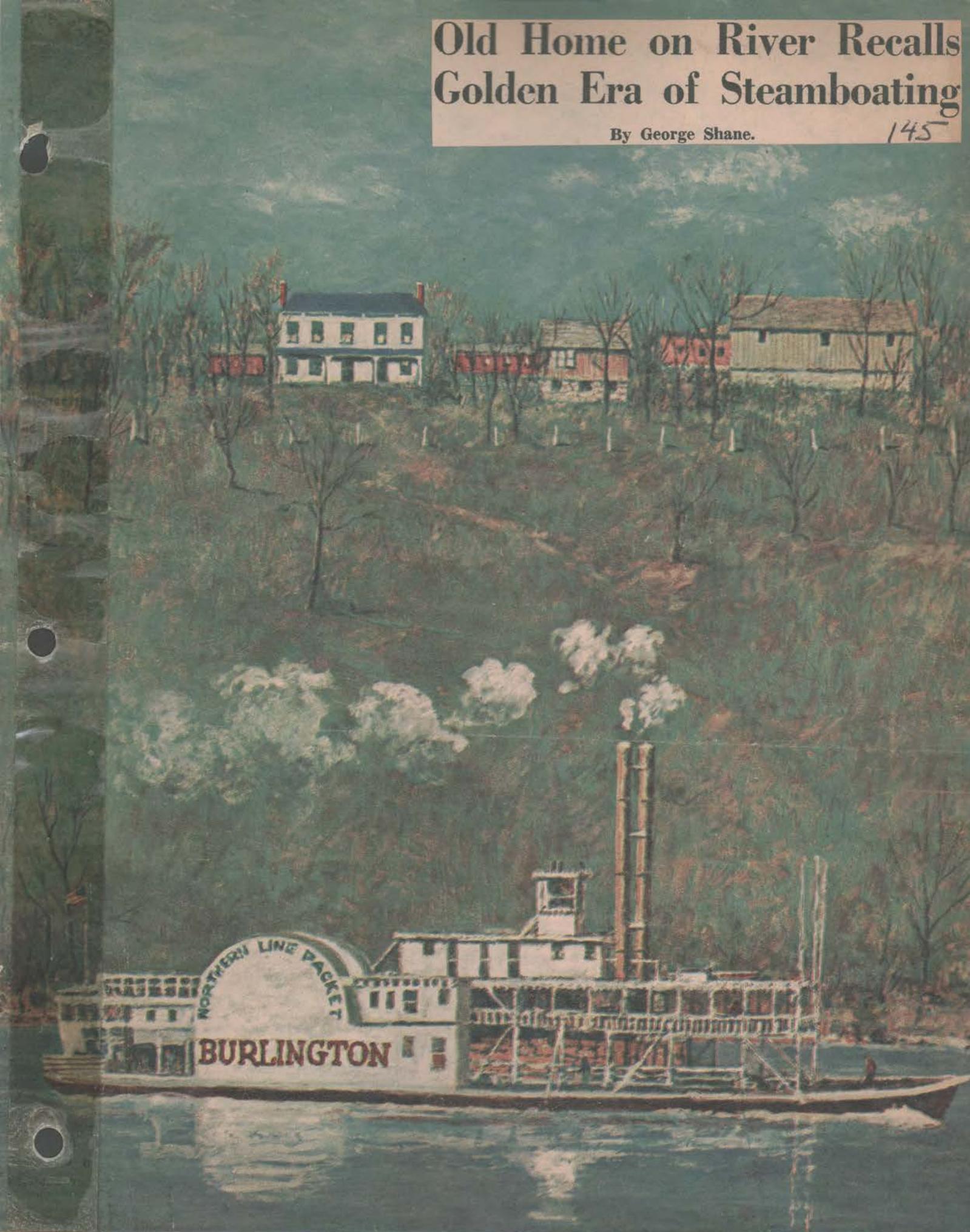
BATON ROUGE, Oct. 10.—The steamboat Southern Belle burned about two miles above Plaquemine on the west bank. Boat and cargo totally destroyed and several lives lost. The steamer Bertha took some of the passengers to New Orleans and others returned her on the steamer Katie.

"THE GREAT DUST HEAP CALLED HISTORY"
R. J. BICKEL, KEOKUK, IOWA

Old Home on River Recalls Golden Era of Steamboating

By George Shane.

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A pioneer Iowa home on the Mississippi, painted by George Shane (see pa

THE painting on today's cover shows the 112-year-old Roth farm, four miles south of Burlington, on the Mississippi River, as it appeared long ago when the Northern Packet boat *Burlington* steamed by. Although it would be necessary to go back to 1866 and 1867 to see the *Burlington* on the river, the old Roth home and barns stand today just as they did in the golden era of steamboats on the Mississippi.

The Roth farm was established July 25, 1843, when Joseph Roth and his wife bought 150 acres of land and built a log cabin as their first home. Nine years later the big white house, with its 14-inch brick walls, was completed, and the family moved in. It is now the home of Mr. and Mrs. Lyman Roth. Lyman Roth is the great-great-grandson of the founder. Roth direct descendants have lived continuously on this farm. Counting the Lyman Roth's grandchildren, seven generations have lived in or made long visits in the old home.

For many years the old river captains knew the Roth farm as "Roth Landing" and bought firewood there to power their boats. The price was \$3 a cord. The old side- and stern-wheelers are gone but a fellowship between the Roths and the river crews still exists. Children, on the porch, blow signals to the big river towboats, using an old tin boat horn which is now a true Roth heirloom. The captains call back friendly greetings over the towboat loudspeaker systems.

The *Burlington*, pictured as she churned upstream past the Roth landing, was built in Pittsburgh, Penn., in 1865, according to Dr. William J. Petersen, superintendent of the State Historical Society of Iowa. She was a side-wheeler of 302 tons. Capt. J. B. Rhodes brought the *Burlington* out and served as master through most of her career. She was one of the smallest boats of the Northern Packet Line but economical to operate.

Dr. Petersen, author of "Steamboating on the Upper Mississippi" and other river histories, says old records show the *Burlington* "was a great money maker for the company."

"In 1866," he reports, "the *Burlington* made 19 round trips between St. Louis, Mo., and St. Paul, Minn., clearing \$70,000 above all expenses, or \$3,700 a trip. Her earnings that season were almost twice as much as her original cost. She was snagged and sunk a short distance above Wabasha, Minn., on Sept. 7, 1867. The wreck was sold and the boat dismantled and the hull finally towed to LaCrosse, Wis., and built into a barge. Her three years of service is relatively short compared with most Upper Mississippi boats of this period, but she certainly earned money during her brief career."



THE OLD STERN-WHEELERS were picturesque, but sometimes a little smoky, too. This one is the old Steamer "Gordon C. Greene."

DAILY GATE CITY

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OLD STEAMBOATS LIVE AGAIN IN IOWAN'S BOOK

OCT. 20, 1937

Ancient in years and rich in history is the mighty waterway that forms the eastern boundary of Iowa. But those who dwell upon its banks are prone to think of it in terms of modern commerce, industry, and power. Thus the mighty Mississippi and its more than fifty navigable tributaries furnish about 14,000 miles of waterways which border or traverse twenty-seven States, seventeen of which are entirely or very largely within the Mississippi drainage system. If one includes the Great Lakes cities, which are economically and politically a part of it, the Mississippi Valley now produces almost half the manufactured goods of the nation. The gigantic dam at Keokuk ranks as one of the great power plants of the world.

The fertile basin of the Mississippi surpasses in area the historic valley of the Nile. It is twice as large as the valley of the Volga, and fourteen times greater than the Rhine basin. In extent it is exceeded only by the Amazon and the Kongo. Here, in this breadbasket of the nation, is found sixty-five per cent of the improved land and over half of the population of the United States. No other section of this vast inland empire can compare in wealth and fertility with the five states of the Upper Mississippi Valley. And no state can equal Iowa in the value of its agricultural products.

To recapture an almost forgotten historic phase of river transportation Dr. William J. Petersen has written a volume entitled Steamboating on the Upper Mississippi—The Water Way to Iowa. The book is being distributed by the State Historical Society of Iowa. It presents a colorful pageant covering the story of steamboating down to 1870. Indians, fur traders, and soldiers, sturdy American pioneers and picturesque foreigners tread the pulsing deck of steamboats. Honeymooners and excursionists, gamblers and land-speculators, missionaries and artists, these and many other are encountered among the passengers. Millions of pounds of lead are carried downstream in the decades preceding the Civil War. Minnesota cranberries and ice go southward while whiskey, apples, grindstones, stoves, and farm machinery form a portion of upstream cargoes. Races, robberies, and explosions, riots, drownings, wrecks, deeds of heroism, and tales of woe are encountered throughout the forty-eight chapters. Cholera victims are flung overboard or left to rot in shallow graves along the river bank. It is a moving drama that Dr. Petersen has spun from the yellowed newspaper files, diaries, and journals of yester-years.

NEW BOAT "BURLINGTON." — This new boat arrived at our landing last night. She is a light-draught, fast running, neat craft, and is in the hands of good officers, Capt. J. B. Rhodes and clerk George Jenkins. This boat belongs to the Northern Packet Company, and will run regularly between the city and St. Louis.

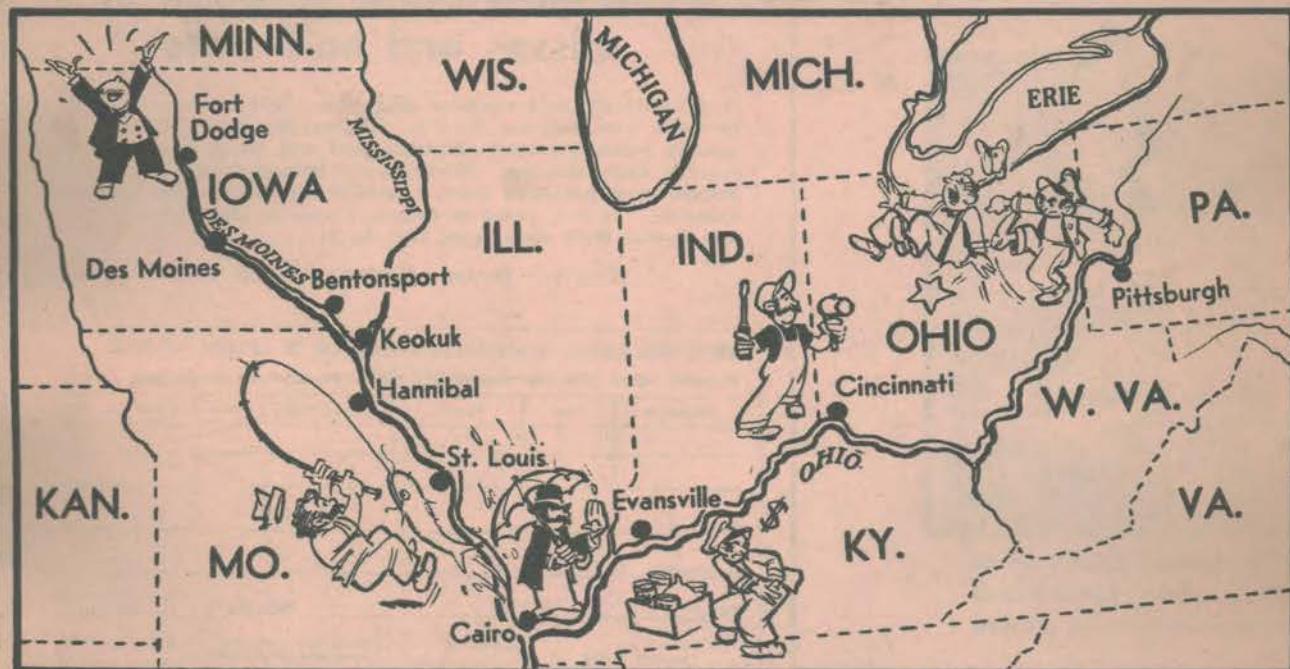
THE GATE CITY

SATURDAY, SEPT. 3, 1864

THE GREAT DUST HEAP CALLED IOWA CITY.
A. T. MICKEY, XENKIN, JOHN

From Pittsburgh to Fort Dodge 100 Years Ago The Fantastic Story of a Steamboat Trip

DES MOINES SUNDAY REGISTER—JUNE 7, 1959



(Map by Staff Artist Bill Connor)

PAGE 16—DES MOINES SUNDAY REGISTER—JUNE 7, 1959

(One of the most entertaining stories in Iowa history is the account of the maiden voyage of the steamboat Charles Rogers as told by its first captain, F. E. Beers. The Charles Rogers was the first steamboat to navigate the Des Moines River as far upstream as Fort Dodge, arriving there 100 years ago this spring after traveling from Pittsburgh, Penn., on the Ohio and Mississippi Rivers. To mark the centennial of that historic occasion, Picture Magazine is reprinting here Captain Beers' story as published in 1913 in "History of Fort Dodge and Webster County, Iowa," by H. M. Pratt. Beers wrote the narrative in Fort Dodge several years after the voyage. It is an hilarious tale of adventure and mishap that reflects the resourceful spirit of Iowa's early settlers.)

I WAS SENT by the Fort Dodge Navigation Company to Pittsburgh to bring back a steamboat to navigate the Des Moines River. Left Fort Dodge July 21, 1858. Went down the Des Moines River to Keokuk in a little boat that was built here; went from there to Pittsburgh by rail. Arrived at Pittsburgh on the 6th of August; on the 9th of August closed the contract with Charles Rogers for a steam-

boat with a hull 76 feet long, 15 feet wide, with two cylinders 10 and 12 inches in diameter, and a 3-foot stroke.

The boat was built according to contract, the price agreed upon being \$2,259, of which \$175 was paid down, and by agreement the rest was to be arranged before I left Pittsburgh. The boat was completed in the early part of October and Mr. Henry Carse came from Fort Dodge to Pittsburgh with some money and we made a payment of \$1,100 all told, and left Pittsburgh with \$13 expense money on the 14th of October, 1858.

I hired a greenhorn for a pilot, and being a greenhorn myself did not know any better. We got aground on a glass house riffle three or four miles below Pittsburgh. It cost us 200 bushels of coal, which we gave a steamboat, to get off. We discharged our pilot, and got a new one named Elliott. We agreed to pay him \$40 to take us to Cincinnati, which seemed to be a very large price as we had only \$13 in money, and were leaving Pittsburgh \$1,500 in debt, secured by real estate which Mr. Carse and myself owned in Iowa.

We were five days going to Cincinnati. The first day we earned \$1, the second about \$10, by carrying passengers, freight and towing, and when we arrived in Cincinnati had money to pay Mr. Elliott,



"We got aground on a . . . riffle"

our pilot, and made some necessary changes in machinery amounting to about \$25.

We left Cincinnati about the 20th of October, got aground about five miles below, which took \$5 to get off. We had two pilots engaged to take us to St. Louis for \$75, which also was a very risky transaction, as we did not have over \$10 when we left Cincinnati. . . .

DODGING THE WHARFMASTER

We did not have anything of interest happen until we reached Evansville. There we paid the last dollar we had for provisions. We had about a \$16 freight bill to collect at Cairo. The freight consisted of furniture, which was on deck. About two hours before we arrived in Cairo, as we had no tarpaulin with which to cover us, the furniture got wet, having a little shower, and the consignees refused to pay the freight bill, which was a very serious disaster to young fellows without money. To add to our trouble, the fireman had burned out a grate bar and we could not make steam, and were in constant fear that the wharfmaster would come down and demand \$3 for wharfing, a sum of money that we did not have, the failure to pay which would render us liable to be tied up for debt.

After a little deliberation, we took the fenders off the side of the boat and got up steam enough to leave the harbor, ran up the Mississippi about 15 miles, when we came to a drift pile of probably an acre or two; we landed and commenced to put driftwood on the boat to use for fuel. We worked all night, left the drift pile about 10 o'clock in the morning, going up the river about eight miles an hour cheerfully. About 12 o'clock we came upon the wreck of a steamboat, a party being on board tearing off the machinery. They were Pittsburgh men well known to the engineer, and had grate bars of the same pattern as our own, and gave us half a dozen with which to repair our furnace. We had

been obliged to keep wood in the place of the grate bar and after these were given us we did not have to watch it so carefully.

THE ENGINEER WENT FISHING

A new trouble now presented itself: Our last provisions were used up for breakfast that morning. The meat fryings were considered the perquisites of the cook and kept in a receptacle called the "slush tub"; these, with half a barrel of flour, were the only things eatable on board.

We continued our way up the river until about 2 o'clock in the afternoon, when we passed a long, narrow island, with large quantities of cord wood lying upon it—being literally covered, in fact. I asked the pilot whose wood that was. He said it was anybody's wood, that it had drifted down from wood yards perhaps 200 or 300 miles up the river. I told him we wanted that wood and would stop right now and get some of it. He swung the boat into the island at the first chance to land and we commenced to throw off the driftwood and put on the cord wood in its place.

I went to the engineer with the request that he go fishing immediately, as he had a fine supply of fishing tackle. He laughed at me, saying there were no fish there, but that he would fish to accommodate me. He cut up hemp packing, picked it up like oakum. Mixed flour with it and made it into little balls about as fine as marbles and put them upon the hooks for bait. Inside of fifteen minutes he was having good success, catching channel cat that would weigh from two to four pounds apiece. The cook quit carrying wood to prepare one of the finest dinners of fish and biscuit that anybody ever ate.

The fishing continued until after dark, and we had fish enough to last us as long as they would keep. We did not get out of fish until we reached Hannibal, Missouri, which was three or four days afterwards. We stayed at the island all night, continuing our way to St. Louis in the morning.

"WE LEFT WITHOUT A PILOT"

We arrived at St. Louis on Sunday morning, having been two weeks on the way from Pittsburgh. We made fast to the guard of the *Prima Dona*, a large lower-river boat, and settled with our pilots the best way we could without paying them any money, which was a very difficult thing to do. We kept away from the levees for fear of the wharfmaster, an officer we did not wish to see. . . .

We left St. Louis in the course of an hour without a pilot; came up the river to Hannibal, discharged our cargo of furniture from the hold of the vessel, receiving a freight bill of \$75. As we were about ready to leave Hannibal the *Pianola*, a large tramp steamer with a big cargo and covered with passengers, on her way from Pittsburgh to Minnesota, landed against the *Charles Rogers* which, being

June 7 1901

DIES MONDAY 5.6.2

THE GREAT DUST HEAP CALLED MASTERS
A. J. HICKEL KEDZUK, IOWA

'It was such a greeting as no man could ever forget in his natural lifetime'

Fort Dodge Saw the Steamboat As Its Salvation

without freight, pushed about 25 feet out of the levee.

A RACE WITH THE PIANOLA

The *Pianola* made a very short stay and the mate came aboard and says, "Boys, we pushed you out there in pretty bad shape; if you will give us the end of your lines we'll pull you off when we go out." We passed him a line; the *Pianola* backed into the river (with) nearly 200 feet of slack line . . . (The shock of the tightening rope) when it came, brought out our boat into the river so quickly as to throw every man down on the boat, as we were not guarding against it, and turned the bow of our boat entirely around down stream, very much to the amusement of the crew and passengers of the *Pianola*, whose laughter and shouts of derision were very hard to endure. We already had a good pressure of steam and were soon going up the river in pursuit of the *Pianola*.

As I never steered a steamboat in a race before, we ran too close to the *Pianola* and we overhauled her rapidly and the shouts and laughter ceased. The *Pianola*, being much the largest boat, had a tendency to draw our boat right in alongside of them, but as we were running about twice as fast as they were, we went by without coming in contact, missing within about 10 feet, and we soon left the *Pianola* behind. We continued up the river and lost sight of the boat.

For a day or two before we had been having very rainy weather, and when we arrived at the mouth of the Des Moines River we saw a big freshet coming out of the river. The Mississippi River was very low. We landed at Keokuk an hour later.

We immediately began negotiations with the firm of Lord & King, wholesale and retail dealers on the levees, by which they agreed to load us a cargo for Des Moines and send along a man who should pay our expense bills and take the amount out of our freight charges. We were successful in our deal, and in the forenoon the next day were on our way to Des Moines with a cargo worth at least \$500. Mr. King came along as supercargo . . . We were four or five days making the round trip to Des Moines and immediately loaded again at Keokuk on our second trip.

HE TURNED HIS BOAT ADRIFT

When about 30 miles below Des Moines coming up, we met Mr. Aaron F. Blackshere, who had come

down from Fort Dodge in a small rowboat which he had built himself. He was so elated at meeting us that he turned his boat adrift and came aboard the steamboat.

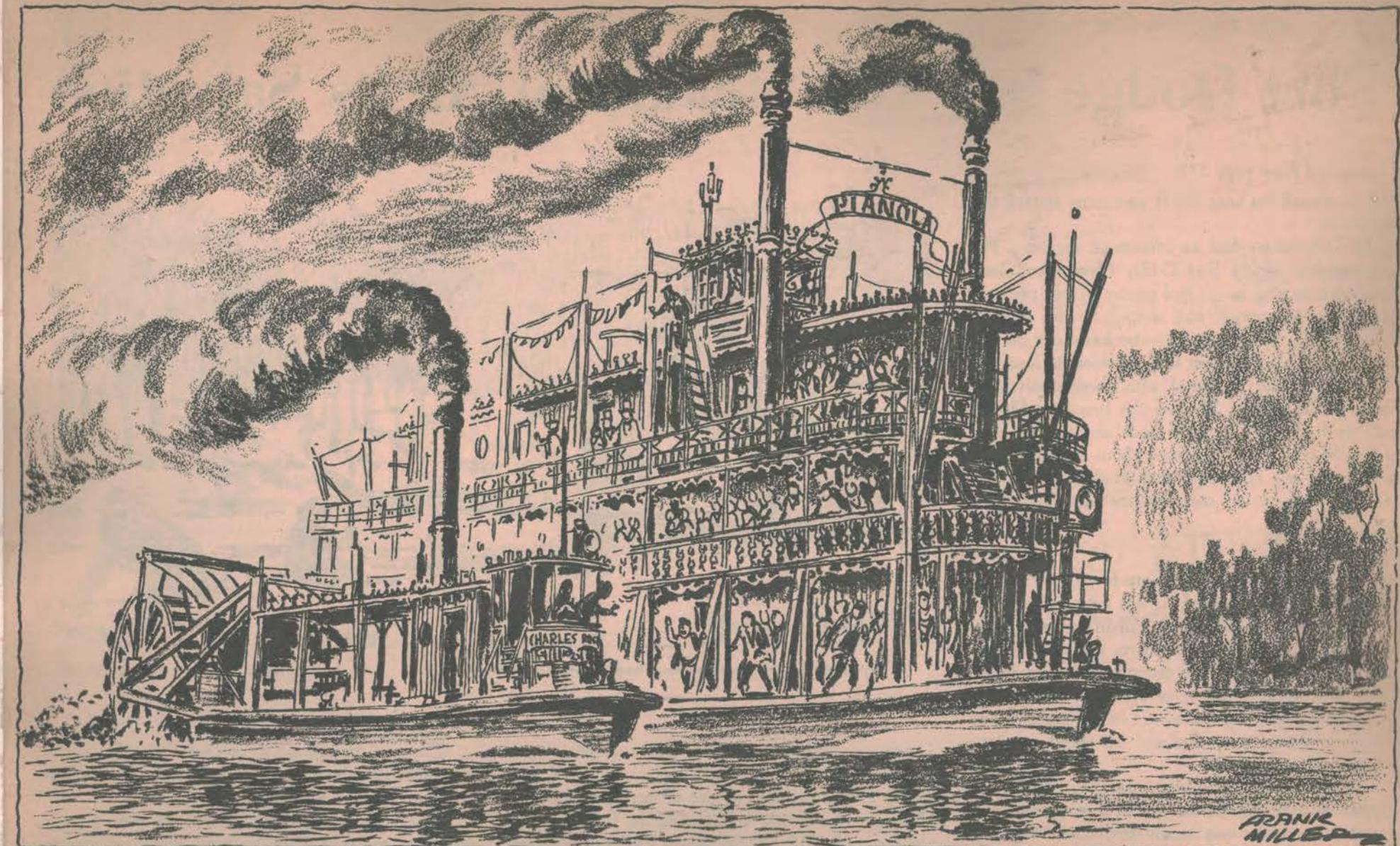
Mr. Blackshere had an interest in the boat. He was president of the Fort Dodge Navigation Company, and as long as we had money to pay postage, Mr. Carse and myself had written to him at least twice a week, right along. He also knew our change of fortune when we began to do business in Keokuk. We received him on board with cheers and many blasts of the whistle. He was the first Fort Dodge man we had seen . . . We made about three trips to Des Moines that fall, earned about money enough to pay off our crew and send \$100 to Pittsburgh (as part payment on notes for the boat).

THE RIVER OR THE SHERIFF?

Mr. Blackshere was very much opposed to our running nights. He thought it was taking great risks to run at night in a river so full of snags and obstructions, as the Des Moines River was at that time, but Mr. Carse and myself thought we would rather face the dangers of the river than take the chances of being overtaken by the sheriff in the spring, when our notes should come due and we would not have the money to pay them.

The weather became very cold about the last of November and we were caught in a very heavy ice, and made our way very slowly from Des Moines to Bentonsport through the heavy slush ice. On arriving at Bentonsport, the engineer had allowed steam to get so low that he was unable to land through the shore ice, which extended about 100 rods above the dam. The best he could do was to crowd the boat against the ice, and we were being slowly forced over the dam by the current.

The mate and two men threw the ice boat out onto the ice and jumped after it. All broke through but they succeeded in crawling out and crawling onto the ice. A line was thrown to them and they took it ashore, crawling 100 feet on the ice before they could stand up, the ice being so very thin. The first line parted after they made it fast to the shore. They came back and we gave them a second line, attaching a small line to it, and throwing it to them so that they could pull it out. They took the large line ashore rapidly, and that held. That pulled us in for 20 or 30 feet through the shore ice, and the stern of the boat was within 60 feet of the dam, over which the river was plunging . . . We stretched two



FRANK
MILLER

THE RACE with the Pianola up the river from Hannibal. Historians give several versions of the spelling of Captain Beers' boat, some calling it the *Charles*

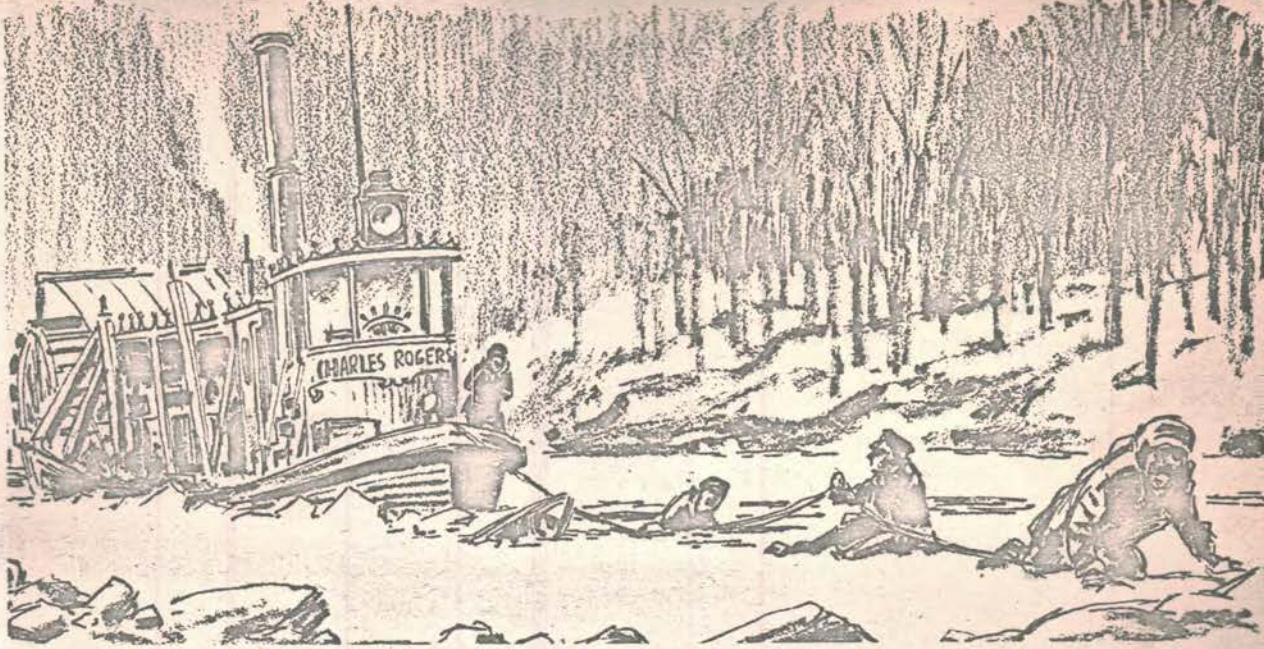
Rodgers, some the *Charley Rodgers* and others the *Charles Rogers*. Picture Magazine has used Captain Beers' own spelling—*Charles Rogers*.

150

THE GREAT DUST HEAP CALLED HISTORY
H. J. BICKEL KEOKUK, IOWA

June 1959 - PG #4

DES MOINES 5-13 4



They never knew how near they had been to an icy grave.

Illustrations by Frank Miller

lines from the bow of the boat to the shore, laid plank down on the thin ice, and landed our 20 passengers, who until then were not aware of the danger they were in, and never did know how near they had been to an icy grave.

Mr. Blackshere sold out his interest in the *Charles Rogers* the next day.

FREIGHT STORED IN FARMER'S BARN

The ice all went out in three or four days and the freight was transferred to a farmer's barn and the boat went into harbor six miles below. We laid the boat up for the winter about 18 miles below Ottumwa on the north bank of the river. Mr. Blackshere came to Fort Dodge to see if he could raise money enough to help us out of our financial troubles. But the people were feeling the full weight of the panic of 1857 and the money was not to be had.

IT WAS HARD WORK TO CONVINCE THEM

On the 23rd of February the ice went out of the river and we started the boat again. Mr. Carse took a school near where the boat was tied up and he did not come on the boat for a week or two after we started, as his school had not closed. We made two or three trips right up and down before the schoolhouse, and he was pretty anxious to join us.

We continued carrying freight and passengers between Keokuk and Des Moines until some time in May, when we loaded freight for a wholesale firm for Fort Dodge . . . We had several times endeavored to get a cargo to Fort Dodge before that, but it was hard work to convince those men that we could come up the river . . .

UNDER THE BRIDGE AT DES MOINES

The water was high, and on our arrival at Des Moines we took off the wheel faces, so as to get under the bridge at Des Moines. We did not get below that bridge again until we had made five trips to Fort Dodge. We arrived in Fort Dodge about the middle of May; it was a small place, perhaps 500 people, but the enthusiasm with which we were received could hardly be believed by citizens now, and it was such a greeting as no man could ever forget in his natural lifetime. They looked upon the arrival of the *Charles Rogers*, the first steamboat that had ever landed at Fort Dodge, as their salvation, establishing this point as a head of navigation, and regarding this as the commencement of similar future enterprises.

The nearest railroad station was 175 miles away, and with steamboat connections with the commercial world the future was bright.

Five trips were made to Des Moines and we made two trips of 30 or 40 miles below Fort Dodge after lumber for a courthouse . . . The water becoming low, we were warned to leave the river, and did leave on the 29th of June. We had a load of freight to come up and did come up as far as Bentonsport. We discharged our cargo at Bentonsport on the last trip and left the river on the 29th of June, 1859. The next year the river was so low that it was not navigable.

This is the end of Captain Beers' narrative. The Fort Dodge Sentinel for April 7, 1859, carried the following story:

"Yesterday will be remembered by many of our citizens with feelings of extreme delight for many years to come. By the politeness of Capt. F. E. Beers of the *Charles Rogers*, in company with about 120 ladies and gentlemen of the town, we enjoyed the first steamboat pleasure excursion on the Upper

Des Moines River. The steamboat left the landing at Colburn's ferry about 2 o'clock and after crossing the river and loading with coal from the mines, started for the upper ferry. All our citizens are well aware of the shallow ford on the river at the rapids at this place, which is at the head of the island at the mouth of Soldier creek, where the river divides into two equal channels. The steamer passed up over the rapids in the west channel with perfect ease. At the mouth of Lizard creek the boat rounded to and passed down the eastern channel of the river at race horse speed . . . The river bank was lined with joyful spectators. Repeated hurrahs from those on the boat and on the shore filled the air . . . The Fort Dodge steamboat enterprise has succeeded in spite of sneers and jeers."

THE GATE CITY PUBLISHED BY THE GATE CITY COMPANY

Keokuk, Iowa Nov. 28, 1910

BRIDGE REPORT FOR THE SEASON

Engineer James Wilson in His Annual Statistical Report Produces Some Interesting Figures.

ACTIVITY OF THE BOATS

Draw of Keokuk and Hamilton Bridge Was Opened Many Times Daily During the Past Boat Season.

The bridge report issued by Engineer James Wilson for the season of 1910, is very interesting, giving full details of all the boats, barges and rafts passing up and down the river through the draw. The steamer Wenona, a daily packet, passed through the draw 107 times during the year, practically attaining a clear record.

The steamer Grace headed the government fleet for the year, having passed up and down sixty times. The excursion boat, Columbia, lead the list for the season with a record of nine trips up the river and nine trips down. The ferry boats were light this year, the Cantonia making only one trip up the river and two trips

down. The raft boat North Star passed up and down forty times, and while in operation she accomplished a lot of good work. For a boat that has no assigned port, the Adeline frequented these waters twenty-nine times up and thirty times down the river, which is a larger number of passes to her credit than all of the other miscellaneous packets combined.

The month of June ranks first for the tow of barges up and down the stream. Very few rafts were towed down the river this season on account of the scarcity of timber in the pineries, there being a total of only four rafts during the entire season.

With navigation over for the season, all rivermen are at their homes for the winter, and boats are moored in their winter headquarters, in other words, everything is quiet on the Mississippi, and will be until after the flow of ice next spring.

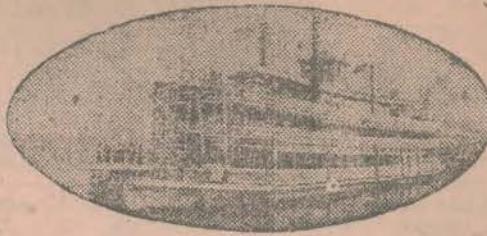
Name of Boat.

Packets—	Up.	Down.
Keokuk	5	5
Dubuque	18	18
Black Hawk	84	84
Sidney	7	7
Wenona	107	107
Government Boats—		
Grace	60	60
David Tipton	3	3
Coal Bluff	2	3
Lily	3	1
Illinois	1	2
Lucia	2	2
Henry Bosse	1	1
Missouri	1	1
Excursion Boats—		
W. W.	3	3
J. S.	1	1
Ottumwa Belle	8	1
Kalitan	1	1
Ben Hur	1	1
Columbia	9	9
Helen Blair	1	1
Ferry Boats—		
Cantonia	1	2
Meeker	1	1
Raft Boats—		
Lydia Van Sant	1	1
Harriet	36	36
Georgia S	1	1

Moonlight Excursion

ON

Palatial
Steamer
G. W.
HILL



Sun.
June
19

Leaves Keokuk 8:00 P. M.—Returns 11:30 P. M.

Leaves Warsaw 8:30 P. M.—Returns 11:00 P. M.

Fare Only 75c Including War Tax

New York 20th Century Jazz Orchestra. You'll Like it.

A Pleasant way to spend the evening.

Arrange early for this date.

1921

North Star	40	40
Miscellaneous Boats—		
Gardie Eastman	10	10
Adaline	29	30
C. Brusso	5	5
Morning Star	1	1
Arthur Hider	1	1
City of Beardstown	1	1
Percy Swain	1	1
	443	445

Barges Up and Down. Rafts

March	7	1
April	9	18
May	25	14
June	8	14
July	26	45
August	6	2
September	1	3
October		18
November	20	15
	102	129
		4

THE GATE CITY

PUBLISHED BY

THE GATE CITY COMPANY

TUESDAY, SEPT. 20, 1910

An old compass chart of the crossings in the Mississippi river from St. Louis to New Orleans, made in 1867 by Captain Horace Bixby, at that time a pilot on the steamer Olive Branch, was presented yesterday by Captain Bixby to Captain W. H. Leyhe of the steamer Spread Eagle. The chart is a curiosity now, but was made before the days of beacon lights on the rivers to aid in navigating the stream at night. It was kept in a brass box, in which a light was kept burning at night, beside the compass. When necessary to consult it, the lid was opened, the chart consulted and the boat steered over the crossing by means of the compass. Marks were erased and changed when necessary, owing to the changing channel.

THE GREAT DUST HORN CALLED HISTORY
BIDKEL KEOKUK, IOWA

Des Moines is a River of Superlatives

THE KEOKUK, IA., GATE CITY AND CONSTITUTION-DEMOCRAT.

Ranks As Iowa's Longest, Missouri's Shortest Stream

KAHOKA, Mo.—Writing in the August issue of the Missouri Conservationist, Ken Wood tells an unusually interesting narrative of the Des Moines river. He relates its historical background; the part it played in the famous Battle of Athens, and the "Honey War" between Iowa and Missouri in 1937.

States rights figured prominently in the argument as to who owned the bees and honey on the borderline just north of Kahoka. The Des Moines turns north here, so the states have a "land line," over which the argument started, because of the bees.

Wood's interesting article follows:

The Des Moines is a river of superlatives—some of them paradoxical and not a few of them uncomplimentary. While it is Iowa's longest major stream, it certainly must be classed as Missouri's shortest . . . if, indeed, the "Show-me" state is entitled to any claim at all.

River Superlatives.

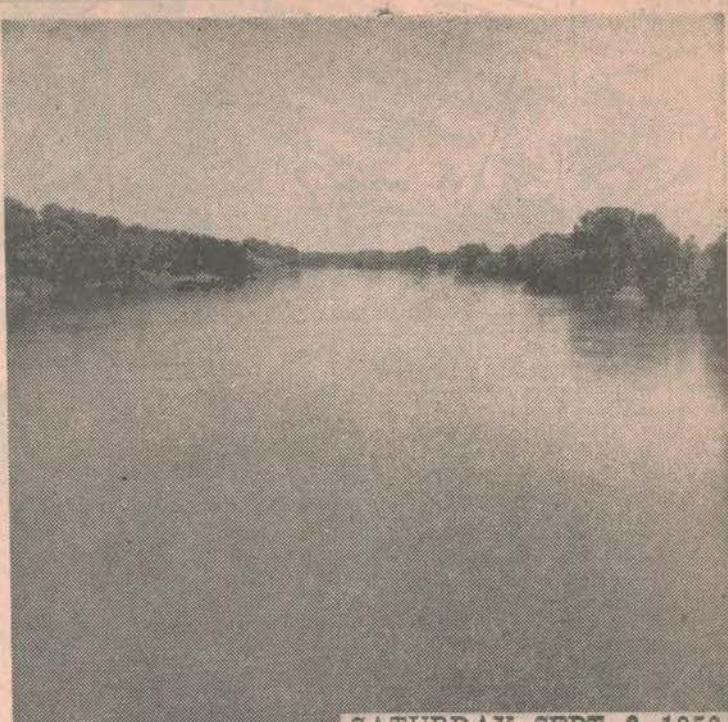
In Iowa, the Des Moines possesses the widest basin, drains the largest watershed, has more and larger tributaries, produces the worst floods, does more damage to crops and property, carries more silt, and has had more money spent on its improvement than any other stream in that state.

Here is a river that rises at a higher point and departs at a lower level than any tributary of the Mississippi. The Des Moines has its beginnings in the glacial moraines of Murray county, Minnesota, at an altitude of 1,850 feet, flows for 535 miles in a general southeasterly direction, and empties into the Mississippi about two miles below Keokuk, Iowa, at an altitude of 476 feet. It drains seven counties in Minnesota, 30 counties in Iowa, but only one—Clark county—in Missouri.

Not many Missourians are aware of the great stream that runs along the northern border of their state for a distance of about 30 miles. Even fewer are well acquainted with it. Those who live in the immediate area, however, are acutely aware of the Des Moines; undoubtedly they would like to disown it sometimes . . . or at least they must fervently hope that its constant threat could be eliminated. It seems that whenever these residents might be tempted to forget the stream, it rises up to smite them into sorrowful remembrance. It has done so on many occasions; it will probably do so on many more.

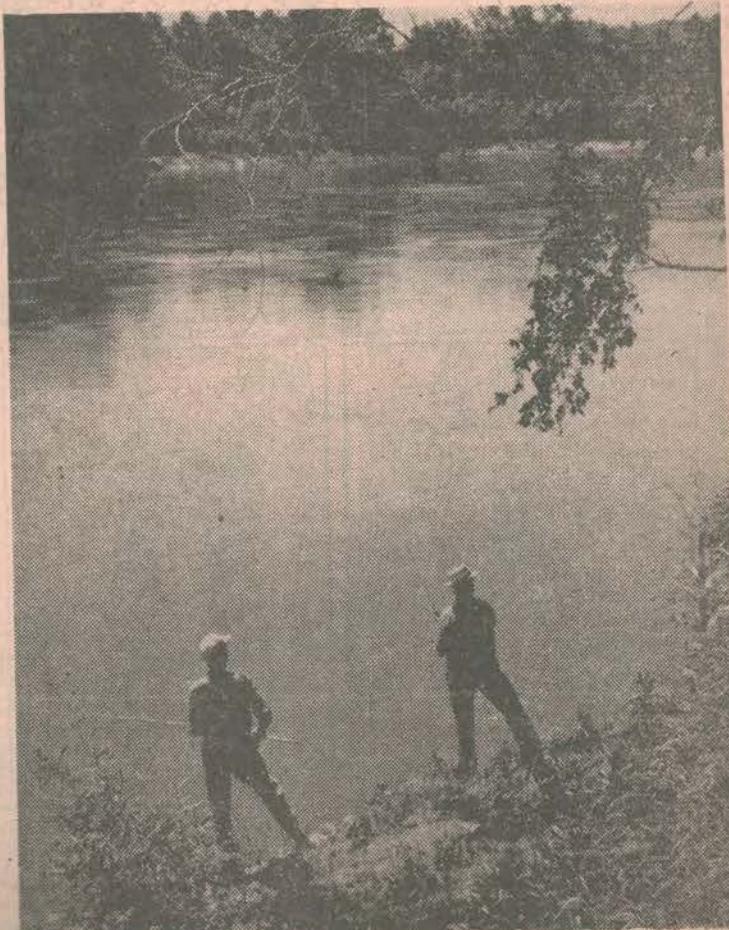
Story of Mighty Floods.

For the story of the Des Moines, particularly as it concerns Missouri, is a story of mighty floods. The immediate cause of the worst floods has been attributed to exceptionally heavy rain falling on saturated or frozen ground in Iowa. The real-



SATURDAY, SEPT. 9, 1950

AT FLOOD STAGE THE MIGHTY DES MOINES sweeps everything before it as this picture taken near the mouth indicates. The river has been called everything from a mud stream to a treacherous killer of youthful swimmers.



THERE'S GOOD FISHING, OCCASIONALLY, when the Des Moines reaches constant levels. Here members of the Missouri Conservation Commission are trying a few casts below Keokuk.

is difficult to believe, looking at it today, but when it clears at a normal low stage, it is still regarded as a good fishing stream. And, whether through preference or proximity, the Des Moines is the favorite of some anglers.

Like that of many other important midwest streams, the history of the Des Moines begins with the coming of Joliet and Marquette. As best as can be determined, those two intrepid French explorers discovered this river in 1673, and their records placed such a body of water in its present location, more-or-less, though not mentioning it by name. There are many theories as to derivation of the name "Des Moines," but the best and most reliable conjecture is that it came from the Indian name "Moingona." As a matter of fact, for more than a century various forms of "Moingona" were used in reference to the stream. However, at the beginning of the 19th century the name "Des Moines" appeared—being first noted in 1810, on the map of Zebulon M. Pike, a pioneer adventurer well known to the Missouri of that day.

As the flow of settlers surged up the Des Moines in the wake of the Indian and the soldier, there was a clamor for cheap and easy transportation. So, among other superlatives, the Des Moines was the first Iowa stream to be navigated by steamboats; it carried the largest and most sustained tonnage and was navigated for the greatest distance. Actually, it was the only Iowa stream that could be called navigable, either in fact or law, though its traffic was indeed small in comparison with that which took place on the Missouri and Mississippi rivers.

River Traffic in 1837.

The "Hero," a 116-foot 89-ton steamboat, was the first to give the stream a try in 1837, but the vessel was unable to proceed more than 30 miles upstream—the northernmost point of the present river boundary line. Other longer and larger boats kept paddling precariously farther and farther upstream, however, until a sizeable but highly undependable traffic was built up. A St. Louis-Keokuk packet, "Jeanie Deans"—485 tons and 236 feet long—was the biggest boat the stream ever carried. "Boss year" for steamboat traffic on the Des Moines was in 1859 when heavy rains from March through August kept the water at an unusually high level. But thereafter the volume dwindled to nothing.

It is interesting to note that the United States congress adopted a bill in 1846 to improve navigation on the Des Moines, and a Board of Public Works was designated to handle the matter. A plat of a survey filed in 1849 called for the construction of 28 dams and a number of locks and canals. It was not long afterward that a 12-mile canal was dredged from the mouth of the Des Moines to St. Francisville, and there the first dam and locks was built. All in all, the first seven dams and locks were constructed and progress made on three others. Today, little or nothing remains of any of those edifices.

In the not too distant past, ferries across the Des Moines played an important part in promoting trade and travel between the states of

Mississippi was also on a rampage, and the Des Moines had no place to discharge itself. Finally, at a point a few miles below St. Francisville, the levee broke and the Des Moines came roaring in with a terrible rush. Great cottonwood trees were torn from the river bank and swept along as the escaping river dug awesome craters where it poured through. As the levees along the Des Moines, Mississippi and Fox river all connect, it was inside this man-made basin that a huge, deep lake was formed. Alexandria and most of the surrounding countryside was inundated as never before. Blasting of the Fox river levee several miles to the south did not relieve the stricken area for a full 30 days.

Despite the misery it has caused, the Des Moines river is regarded with affection by many Missourians. It is said that the Des Moines was once a good bass stream. That underlying causes go much deeper, of course. Losses to the Des Moines by erosion are expensive; it carries an estimated 5,000,000 tons of Iowa soil downstream every year, and its silt concentration is exceeded only by that of the Missouri river.

Land uses and watershed management practices in the upper regions, like other streams, are reflected in what happens along its lower part. But Missouri cannot rightfully point an accusing finger at Iowa without being hypocritical.

Great floods have been logged for the Des Moines in 1851, 1858, 1862, 1881 and 1903. During this time, Alexandria, a thriving city and pork-packing center which rivaled Chicago and St. Louis, was virtually demolished and swept away by water. It has ever since been but a small community; only recently was it incorporated.

Perhaps what was the worst flood of all came but three short years ago—in 1947. At that time the Iowa and Missouri. There were two ferries just east of Revere, Mo., known by the names of their respective owners—McCormick and Sapp; another ferry was located at St. Francisville, and there was one serving between the two communities of Athens, Mo., and Croton, Iowa. Though the ferries are gone, the residents of Athens still go to Croton to do much of their trading, using rowboats to cross the stream.

Picturesque Clark County.

Missouri, sometimes aptly described as a microcosm of the United States, has a small counterpart of itself—in topography at least—in its Des Moines river valley. In Clark county, there is gently rolling land reminiscent of northwestern Missouri, prairieland like that in the central part of the state, and even places that prompts one to recall the Ozarks. But probably most striking is the similarity between a part of this area and the delta region of southeastern Missouri. Above St. Francisville, bluffs begin to rise in Missouri along the river, but from that community down to the mouth of the Des Moines the land is flat and rich—much of it with a network of drainage ditches and all of it protected by levees.

Where cotton dominates the scene in the southern delta, one sees acre after acre of corn, wheat, and soybeans growing in the Missouri Des Moines river valley.

THE DAILY GATE CITY.

THURSDAY, JULY 21, 1910

FLOATING THEATRE HERE NEXT TUESDAY

Cooley and Thom Big Show Will Be
Exhibited at the River
Front.

The Cooley & Thom Big Floating Theatre will make its appearance here on next July 26 presenting a merry musical comedy entitled "A Gay Whirl."

Unlike many other musical comedies it does not depend upon one number or novelty alone to insure its success but from the rise and fall of the first curtain to the finale of the last act. It is filled to the brim with overflowing comedy lines and situations, startling novelties and pleasing melodies.

Too much cannot be said of the beautiful and well trained chorus. The entrancing melodies are strikingly well fitted to this charming and successful comedy, headed by that eminent producer Mr. Rex Wilson who will keep you in constant merriment from the rise to fall of the curtain.

A visit to the boat is a treat in itself, it being one of the largest and finest ever built, so frame your mind for one jolly night. It happens at the river landing, Tuesday, July 26. You are cordially invited to visit the boat during the day.

Foot of Main Street

Tues. July 26

GOOLEY & THOM

Floating Theatre

Presenting the big musical
comedy

A GAY WHIRL

A Cyclone of Fun

General Admission
25 Cents.

KEOKUK CONSTITUTION

KEOKUK, THURSDAY, OCTOBER 19, 1866

Steamer Sunk.

CAIRO, Ill., Oct. 19.—The new steamer, Jas. W. Goff, struck some rocks on the Grand Chain this morning and sunk. Damage slight, and probably will be raised without delay.

EXQUISITE - SPEEDY
NEW STEAMER



Elk's Moonlight Tomorrow Night

Leaves Keokuk at 8:15 P. M., Warsaw 8:30.
Music Starts at 8:00 O'clock
Tickets 75c (Including Tax)

The same Wonderful Dancing Palace—Nifty dance music
—The big new steamer is finer and better than ever—
Come and have a real time on a real boat.

Ten Capitol Harmony Syncopaters

Get your tickets now at Ward's Cigar store,
Wilkinson & Co., Scott & O'Reilly, Lock's Drug
Store or Elks club and avoid the rush at the
boat.

THE DAILY GATE CITY, JUNE 8, 1921

STRECKFUS STEAMBOAT LINE - St. Louis

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY

TUESDAY, NOV. 8, 1910

CAPTAIN BLAIR ON PAST SEASON

Declared to Gate City Reporter That
It has Been a Disastrous One to
Steamboat Owners
Financially.

LEASE BLACK HAWK

Capt. W. W. Parmenter of Nashville,
Tenn., Wants Boat For a Run
on Cumberland River
Next Season.

Captain Walter Blair, manager of
the Carnival City Packet company,
with headquarters at Davenport, ar-
rived in the city yesterday on the ill-
fated steamer Wenona, which was
brought from the dry dock where it
undertook repair because of the re-
cent mishap encountered near Pon-
toosuc, Illinois.

The captain stated, as all other
river men have when questioned con-

cerning the past season, that it has
been the most disastrous he has en-
countered in his entire steamboat
career, in a financial way. Captain
Blair says that in his thirty years
of river experience he can never
remember when the river was at
such a low stage for so long a period,
and remained so until the life of the
steamboat season had expired.

With the low stage of the stream,
the aid of the government dredges
was not given until September, which
move was too late to benefit steam-
boat owners, as though the
summer months when the work of
the dredges could not be obtained.

In one way the low water was a
blessing to the river pilots, as it
gave them a good view of the rocky
condition of the river's bed, and the
dangerous landings along the shore,
which in high water, they passed
over, unaware of the destructive ob-
stacles.

For years the general cry of all
steamboat men is for a clear channel
and a three foot landing, which sev-
eral times have been promised them,
but apparently that was the extent of
the matter—just a promise.

Captain W. W. Parmenter of Nash-
ville, Tenn., was also in the city
yesterday. His visit was for the
purpose of entering into negotiations
with Capt. Blair for the lease of the
Black Hawk for next season. If the
transaction is closed, Capt. Parmen-
ter will take the Black Hawk, which
is his choice out of the five steamers
owned by the Carnival City Packet
company, including the Helen Blair,
Keokuk, Columbia, Black Hawk and
Wenona, to the Cumberland river
and place her, with several other
daily packets in a daily run. From
Capt. Blair's statement yesterday
the deal for this boat is yet pending
and no definite arrangements have
been made.

Last night's Quincy Journal says:
Captain Dipple, master of the local
packet, Keokuk, today informed The
Journal's river man that starting in
with tomorrow, and continuing until
the end of navigation, the steamer
Keokuk would go on a daylight
schedule, owing to the very low
stage of the water, which makes navigation
at night quite unsatisfactory.

Under the new schedule the boat
will break her run at Canton, that
is, she will go to Canton, Mo., tonight,
lay over at Canton and come back
to Quincy tomorrow night. Tomor-
row night she will go to Canton, lay
over there and proceed to Keokuk
Wednesday morning, returning to
Canton that same day and leave
Canton for Quincy Thursday morn-
ing, break at Canton and into Keokuk
Friday, back to Canton at evening
time, and off to Quincy Saturday
morning, going to Canton that after-
noon and the next day, Sunday, pro-
ceeding to Keokuk, where she will
lay over until Monday afternoon,
when she goes to Canton.

Daily Constitution.

AUGUST 5, 1885.

IRON BOAT BUILDING ON THE MISSISSIPPI.

Sometime ago we noticed in our Dubuque exchanges the project of constructing there an iron hull for a boat. We have been interested in the progress of work since, for if Dubuque can build iron boats successfully, and they prove successful in navigating inland waters, there will be the same revolution in inland boat building as there has been in the ocean trade. With our deeper water here; our secure harbor in the canal; our nearness to the iron and coal fields of the west and the facilities for dockage and repairs, Keokuk should naturally become the important center for such an industry. The new iron Dubuque boat was christened the "J. K. Graves," in honor of an enterprising and popular citizen of Dubuque. She behaved unusually well on the trial trip, and below will be found a brief description which we owe to the kindness of the Dubuque Telegraph.

"The hull is 125 feet long, 20 foot beam and 4 feet high and 5 feet at the stern. The boat draws 22 inches. The hull is built entirely of iron, angle iron forming the ribs or frames, and the plating of the hull is $\frac{1}{4}$ and 3-16 of an inch in thickness. These plates are riveted with counter sink rivets, and to look at the boat in the water one would think that each plate extended from the bow to the stern. She has a large cabin on the front part of the boat, with hall leading to dining room; also mess room for officers, with a number of large state rooms for passengers; one room in cabin designed for owners' use is 8x14 feet; Brussels carpets are on the floor in each of these rooms. She has a full cabin deck from near the bow to the stern. Competent judges pronounce her the very finest model ever seen here, and taken as a whole she is without a doubt the finest craft that ever floated in these waters, and does great credit to her designers. Her engine is what is known as the compound condensing engine, but can be worked either compound or not, as may be desired. Her high pressure cylinder is 10 inches bore by $6\frac{1}{2}$ feet stroke; the low pressure 23 inch bore and $6\frac{1}{2}$ feet stroke, with cross cut off on each engine. These engines are handled by a small engine so that each engine can be reversed from going full speed ahead to full speed astern by simply moving a small lever. This is good arrangement when we consider how important it is to handle a boat quickly sometimes. This arrangement was first introduced on the Mississippi by the Iowa Iron Works in the machinery built by them for the United States steamers, Vixen and Fury, and somewhat improved upon. She has what is known as iron cylinder timber, which has proved a great success on the Mary Morton of the Diamond Jo line, put on this boat five years ago by the Iowa Iron Works. The machinery worked almost perfectly and with 120

pounds of steam she turned her wheel 18 $\frac{1}{2}$ revolutions per minute. Captain Milliron ran her down as far as Nine-mile island, then turned to test her powers against the current. There was no perceptible difference in speed for in a very short time she passed through the bridge and thence to Eagle Point. A return trip was made to Nine-mile island and then back to the city, the boat making in all forty-five miles.

"Capt. J. H. Milliron is in charge, with Mr. O. G. Hospes as clerk, Mr. John Goff steward, and engineers Sol Fuller and Ed Burgins. A mate and another pilot will be added when the boat reaches Stillwater. The outward appearance of this boat will create a favorable impression wherever she appears. Like a duck she rides the water with a brilliant yet tasty exterior, the green, white, red and gold forming a contrast at once pleasing to the eye and beautiful in effect."

Keokuk Constitution.

WEDNESDAY, JULY 8 1885.

River Ripples.

The raft-boats C. W. Cowles, owned by W. J. and J. Fleming & Co., of McGregor, Iowa, and the Lillie Turner, owned by Turner, Hellinghead & Co., of Lansing, Iowa, were in collision about 11 o'clock Friday night a few miles above McGregor. The Lillie Turner sank at once. The estimated value of the Lillie Turner is \$18,000. A man named Rielly was so badly scalded that he died Saturday morning. Rielly has a wife and five children. The Lillie Turner was the fastest raft-boat on the river, and was also used in the passenger service.

The Rescue and barge take the First Baptist church excursion to Quincy, Thursday. The Second Regiment band will accompany the excursion.

The Gate City.

OCTOBER 3, 1895.
Entered in Keokuk Postoffice as Second-Class Matter.

At 4 o'clock Monday morning at his home in Montrose, occurred the death of Captain R. S. Owen, an old river man. He was born at Point Commerce, Ind., Oct. 9, 1830, and came to Iowa in 1839. He was at one time part owner of the steamers Park Bluff and Prescott and a member of the Des Moines Rapids Towing company. He was held in high esteem by river men and all who have associated with him and is universally spoken of as a man of integrity and generous impulses. He was a steamboat pilot between Montrose and Keokuk for many years and was one of Montrose's oldest and most prominent as well as most affluent citizens. Mr. Owen is survived by his wife and son. He was also a part owner of the ferry boat City of Nauvoo, which plies between Montrose and Nauvoo. Deceased was an Indianian

by birth. Besides his handsome residence in Montrose, Mr. Owen owns 500 acres of the best farming land in Lee county. Mr. Owen was a member in good standing of Cascade Lodge No. 66, I. O. O. F., also of Jasper Lodge No. 136, A. F. and A. M., at Montrose, of Potowonok chapter R. A. M., Fort Madison, and Damascus Commandery No. 5, Knights Templars of Keokuk, the Eastern Star and Lodge No. 115 Knights of Pythias of Montrose. He cast his vote uniformly in support of the republican party. The funeral will be conducted by Masonic honors at 2 o'clock this afternoon.

The Gate City.

AUGUST 30, 1884.
Entered in Keokuk Postoffice as Second-Class Matter.

RIVER DISASTER.

A Number of Lives Lost by the Capsizing of a Transfer Steamer on the Ohio River.

CINCINNATI, Aug. 29.—A private dispatch to the owner of the steamer Belmont here, says fourteen lives were lost by the sinking of the boat near Evansville, Ind., to-day.

THE PARTICULARS.

EVANSVILLE, Aug. 29.—The loss of the transfer steamer Belmont and the drowning of ten to fifteen persons is confirmed. The hurricane this forenoon capsized the boat at Stanley's landing, three miles above Henderson, turning her completely over. She was going to Henderson with a barge containing the passengers of the Louisville and Nashville railroad. The boat separated from the barge and all on the latter were saved, while all on the boat except four or five were lost. Among the lost are Capt. Jno. Smith, E. C. Roach & Son, a prominent merchant of Evansville; Miss Laura Lyon and sister, Sallie Bryant, teachers here, and mother; also Mrs. Woodward, of Henderson, and a lady and babe with a satchel with a card in it marked Miss Hattie Murray, Brookfield, Ala. The bodies of the three latter were found. The telegraph and telephone to Henderson is broken.

DAILY GATE CITY

WEDNESDAY, MAR. 2, 1921.

ALBATROSS IS AT HER BERTH

Car Ferry Which Was Lengthened in Keokuk Dock Has Reached Destination in Vicksburg.

The steamer Albatross which left Keokuk February 5 has arrived at Vicksburg.

A recent issue of the Waterways Journal says:

The transfer steamer Albatross which was lengthened at Keokuk and arrived safely at Vicksburg, has been in commission several days. Her sister boat, the Pelican, will leave shortly it is said, for Keokuk, where she also will be lengthened.

"THE GREAT DUST HEAP CALLED HISTORY"
R. BICKEL KEOKUK, IOWA

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY

C. F. Skirvin Manager

Keokuk, Iowa July 30, 1914

**READY TO RAISE
SUNKEN MAJESTIC**

Divers Are at Work and Temporary
Hull Is Being Constructed
About Wreck.

Quincy Herald: The steamer Majestic is to be raised. The work of floating the sunken craft was to be begun this morning. Capt. Wisherd left yesterday for St. Louis to be on the scene when operations were begun. Just what plan is to be followed in raising the boat is not known here, but it is supposed the hole in the hull will be covered and a temporary structure built all around the boat from the edge of the main deck to the edge of the cabin deck. The structure, of course, will be made water tight, and when finished, pumps will be employed to draw the water out of the boat. When the water is pumped out, the Majestic will come to the surface and may then be towed down to the Corondolet ways, near St. Louis, where permanent repairs can be made to the hull.

The Majestic is to be raised by George W. Neare, Gibbs and Company, of Cincinnati, marine brokers, who are general agents for a majority of the marine insurance companies of this country. Neare, Gibbs and Company, have many agents, including Oscar Shannon of this city, whose territory extends from St. Louis to St. Paul. The underwriters were to take possession of the Majestic today, and when the boat has been re-floated it will be turned back to the Wisherd company, and a settlement made for the damage. The extent of the damage and the amount to be paid the Wisherd company will not be determined until the effort to raise the Majestic has either succeeded or failed.

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY

C. F. Skirvin Manager

Keokuk, Iowa ... September 16, 1914

**MAKE SETTLEMENT
FOR SUNKEN BOAT**

Insurance Concerns Pay Wisherds for
Majestic Which Went to Bot-
tom in Early Summer.

The Marine Insurance Underwriters of Cincinnati have settled with the Wisherd Steamboat company for the wreck of the steamer Majestic which sank June 20 at the Chain of Rocks above St. Louis for \$21,000, giving the Wisherd company the wreck.

The steamer Majestic was valued at \$60,000 and was insured for \$55,000, \$33,000 fire and \$23,000 marine insurance.

At first it was believed the vessel could be raised and repaired, but after a thorough inspection by divers the conclusion was reached that it would be cheaper to pay the amount of insurance to the steamboat company and abandon the boat.

The owners of the Majestic believed that the boat could be raised and proposed to the underwriters to pay one-fourth of the expense of floating and repairing her, but the proposition was refused. However, the Wisherds, it is said, still believe she can be raised and will make the attempt to do so providing the river falls as low this fall as it did last season.

At present the river is low, but should the rains continue during the fall as some expect, there will be small chance of raising the boat. In such an event the wreck will be destroyed by dynamite.

If the Majestic is raised it will be stripped of everything above the main deck, except the structural steel frame and rebuilt from the hull up, just as was done at Peoria last winter when the same boat, then known as the Keystone State, was remodeled and renamed the Majestic. The most serious obstacle to raising the Majestic is the sand in the hull. Sand and mud have been carried by the current through the hole in the side into the boat, completely filling the hull, and unless this is sucked out with a suction dredge, the Majestic it is said cannot be raised. Wisherd has a difficult problem, and if he can solve it he can save his boat. Otherwise the Majestic is done for.

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY

C. F. Skirvin Manager

Keokuk, Iowa November 3, 1914

**SUNKEN MAJESTIC
IS TO BE RAISED**

Dangerous Whirlpool and Sand Bar is
Causing Delay in Completing
Work on Plant.

A dangerous whirlpool and a large sandbar formed in the Mississippi below the wrecked steamer Majestic, which is hanging on one side of the new intake tower at the Chain of

Rocks, is delaying the work of removing the cofferdam to place the tower and \$2,000,000 filtration plant in service at St. Louis.

The presence of the whirling undercurrent and the submerged sandbar was discovered when the water department began to remove a part of the cofferdam for the erection of the superstructure of the new tower.

It was found that a sandbar, eighteen feet in height, one hundred feet long, and reaching to within twenty inches of the surface of the water had been formed because of the holding of the current by the wrecked boat.

The barge causes a large whirlpool at the south end of the tower, according to Water Commissioner Wall, and make it dangerous for workmen to enter the water to tear away the wooden and concrete cofferdam.

City Counselor Baird of St. Louis received notice in reply to a formal notice to the owners, to remove the wrecked vessel at once, stating that the company this week will begin the work of raising the boat. It is believed the wreck can be cleared away in two weeks.

The steamer was wrecked in June when it collided with the submerged foundation of the intake tower, and has remained there since.

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY

C. F. Skirvin Manager

Keokuk, Iowa November 8, 1914

**FINDS MAJESTIC
CAN'T BE RAISED**

Diver Makes Adverse Report in This
Matter to Wisherds Who Own
Boat Sunk at St.
Louis.

HULL ALMOST BURIED

Timbers Are Split and Broken and
Everything Below Hurricane
Deck Is Damaged to
Great Extent.

Quincy Herald: The steamer Majes-

tic will never carry another excursion out of Quincy. The boat is done for. There is no possible chance to raise it. The Wisherds finally admit that refloating the big craft is a physical impossibility. The hull is almost buried in sand; the steel frame, hanging on a corner of the coffer-dam around the intake pipe at the Chain of Rocks is twisted and bent all out of shape; the floors are warped, the light timbers are split and broken; bulkheads are gone, and in fact, everything below the hurricane deck is ruined beyond any repair. It's no use. The Majestic, as Captain Pennoyer predicted the day after she sank, has gone to her grave.

H. Edgar Wisherd, who went down with Capt. D. Walter Wisherd and wife on the G. W. Hill last Tuesday, got home on the morning "K" line train today. The Hill went from here to St. Louis and returned to the scene of the wreck on Wednesday with two divers. It was impossible to reach the wreck from the south side because of the big sandbar that has formed there up to within two feet of the surface of the river. Half of the boat is buried in the bar. After the Hill was tied up, the divers made an inspection and after hearing their report, the Wisherds knew it would be impossible to save the Majestic.

Boat Is Complete Wreck.

Even if it were possible to get the sand out of the hull and by building a bulkhead around the main deck, get her to the surface, it is doubtful if the Majestic would hold together long enough to tow her to St. Louis. If it had been possible to tackle the job of floating the craft right after the wreck, the Majestic could have been saved. But the action of the drifting sand and the current have completed the ruin of what was the largest, handsomest, strongest and most modern of all excursion boats afloat on the Mississippi. The Majestic had been in service just about a month when she collided with the false work around the intake tower at the Chain of Rocks on June 20, and sank in about 28 feet of water.

May Build New Craft.

The boat was formerly the Keystone State, bought last year by the Wisherds, remodeled last winter and commissioned in the spring. The Wisherds invested about \$65,000 in the Majestic and now the boat is a complete wreck. The boat is to be stripped of everything that may be used in the construction of a new boat—for the Wisherds will probably build a larger and better boat during the coming winter. The Hill with a big barge and a derrick-barge borrowed at St. Louis, is now anchored near the wreck, and the Hill's crew with a force of extra men and several divers are working from daylight to darkness to get everything of value off the boat.

The Gate City.

THURSDAY, NOV. 19, 1914
Entered in Keokuk Postoffice as Second-Class Matter.

DID 13 HOODOO FOLLOW MAJESTIC?

Commodore Leyhe's Death Recalls His Disappointment When Told Wisherd Had so Named Sunken Steamer.

SAID "M" WAS BAD LUCK

Recalled Fact That Nearly Every River Steamer Whose Name Began With "M", Ill Fated.

Is there really a hoodoo in the figure 13? Commodore Henry Leyhe, who died several days ago, is said to have been a firm believer in the hoodoo, and when he learned Captain D. W. Wisherd had named his new boat Majestic, the veteran steamboat builder and river man is said to have nearly cried in his disappointment. At that time he is said to have prophesied that the boat was surely doomed, and his prediction was fulfilled as the boat sank at the intake tower on the Chain of Rocks in less than a month after it went into service. And all because the name Majestic began with the thirteenth letter in the alphabet. It was Commodore Leyhe's contention that every river boat given a name beginning with M. has had more or less bad luck. If there is anything to that hoodoo theory, the hoodoo surely found the Majestic in a hurry. And the first and only accident to the boat had sent her to her grave. Commodore Leyhe's son, Captain Henry Leyhe, is a great friend of Captain Wisherd, Captain and Mrs. Leyhe having visited in Quincy a number of times. Commodore Leyhe and the late Captain G. W. Hill, who built and for whom Wisherd's boat was named, were great friends and for many years were in business together. Captain Hill was the father-in-law of Captain S. H. Gregory, vice president of the Wisherd company.

Captain and Mrs. Wisherd were expected home Saturday on the steamer G. W. Hill, as it was understood the work of stripping the sunken Majes-

tic of everything of value could be completed in a week, but as H. Edgar Wisherd has heard nothing from his brother since Saturday, he says he imagines the work has not progressed as rapidly as anticipated. According to reports from Alton and St. Louis, there is not much left of the Majestic above water, the crew of the Hill having removed the pilot house, deck rails and nearly everything above the observation deck. Captain Wisherd has a derrick, barge and the steamer G. W. Hill at the wreck, and in addition to the Hill's crew, has a diver and a number of other workmen. But with the Majestic so low in the water, the work is necessarily slow, especially getting things off that part of the boat under water, such as the paddle wheel, driving rods, stage hoisting engine, capstan and other parts of the mechanical equipment, and it may be several days longer before the job is finished.

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY

Keokuk, Iowa December 6, 1914

STEAMER MAJESTIC MAY BE BLOWN UP

Wreck is Believed to be Cause of Sand Bar Forming and May Be Dynamited.

A recent issue of the Waterways Journal, weekly magazine dealing with affairs of the river, gave an account of the fate of the steamer Majestic, which went to the bottom near St. Louis some time ago. At the place where the boat sank, the river was sufficiently deep to allow the steamer to go completely under the water, and the water constantly washing over it caused a sand bar to be formed at the upper end of the boat. This bar was formed just at the intake pipe of the city waterworks of St. Louis. The pipe was clogged with sand, and operations of the plant were suspended until divers were sent to find out the cause of the trouble, and the sand partially removed.

When it was discovered that a sand bar had been formed, steps were taken immediately toward the removal of the sunken boat. Divers who were sent to the bottom of the river, explored the boat and found that to raise it from the river would be practically impossible, as every hole and corner had been filled with sand. However, the boilers, the calliope, soda fountain and engines which were still valuable were brought to the surface. Everything which could be found upon the craft of any value whatever was saved and government officials were then requested to blow the hull of the steamer to pieces in order to do away with the bar. This was consented to, and it is very probable that the boat will

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Majestic

May 20 '14

THE GREAT DUSTY NEWspaper
R. J. BICKEL KEOKUK, IOWA

soon be destroyed completely.

The Majestic was bought by the Wisherd steamboat company, and at the time of the purchase, was valued only for its new hull. New overworks were built upon this, new machinery installed and when it was finished it was said to be the finest excursion boat on the river. Shortly after starting the excursion season, the boat went to the bottom, with a great loss to the line.

The G. W. Hill of the same line, which makes a great many excursions here during the summer, and which was sent to the south to assist in the raising of the Majestic, has returned, and is now in harbor at Quincy for the winter.

THE DAILY GATE CITY.

Entered in Keokuk postoffice as 2d class matter

FRIDAY, JUNE 25, 1920

CAPT. FETTER DIES THURSDAY

Well Known River Captain and Long Time Owner of the Gardie Eastman, Succumbs to Long Illness.

Keokuk people who remember the Gardie Eastman recall her owner and captain, A. V. Fetter, who was well known along the river, and especially in this city. Captain Fetter died yesterday at his home in Quincy, and the Herald says of him:

"Captain A. V. Fetter, one of the best known river men in the upper central valleys, died at his home, 323 Spruce street, at 1:30 o'clock yesterday. Captain Fetter had been an invalid for about three years. He was fifty-four years old and was born at Fountain City.

"Wherever along the upper river towboats are known, there the river folk know the Gardie Eastman. She was Captain Fetter's boat and he personally piloted the craft and managed the important towing business as well for more than twenty years. He also owned a very complete fleet of quarterboats, barges and other equipment. One day in 1912, when Captain Fetter was at the wheel of the Gardie, the good boat swerved and the pilot's wheel, spinning out of his control, threw Captain Fetter against the roof of the pilot house. He partially recovered from the injuries and was for a time in command of his boat again, but he soon grew worse and has spent the last three years in an invalid chair. He sold the Gardie and outfit last year. Previous to purchasing the Gardie, Captain Fetter operated other boats. He was always a river man.

"Surviving are the widow and three sons, Walter, Theodore and Norman, all at home."

THE DAILY GATE CITY.

Entered in Keokuk postoffice as 2d class matter

SATURDAY, AUG. 26, 1922

PACKET PIASA ENDS TRIP FOR LACK OF COAL

The Eagle packet line steamer, Piasa, has made its last trip of the summer, on account of the scarcity of coal, according to a letter received by William Stanton, agent of the line here. H. W. Leyhe, secretary of the company, has written the agent as follows:

"On account of the coal situation we have been forced to discontinue operations to Keokuk for the season. However, from the encouragement we have received in the trade the short time we have operated the boat this year, we will have the boat out in the early spring."

THE DAILY GATE CITY.

Entered in Keokuk postoffice as 2d class matter

WEDNESDAY, AUG. 2, 1922

COAL BLUFF IS IN DRY DOCK FOR NEW HULL

One of the Oldest and Most Substantially Built Boats of the Government Fleet Gets Overhauling.

The steamer Coal Bluff, one of the fleet of United States boats in this district, is on the ways in the Keokuk dry dock, where a new hull is being built under it. The Coal Bluff is one of the oldest members of the fleet, and is said to be one of the most substantially built boats of the river.

J. W. Ackley and his crew of ship carpenters and other workers are doing the work on the Coal Bluff. The hull is being entirely replaced from stem to stern and is taking considerable time for the completion of the work.

When the giant car ferry, Albatross, was in the Keokuk dry dock

two years ago, it was expected that the sister ship of the big carrier, the Pelican, would be brought to Keokuk for an operation for the growing pains similar to that performed on the Albatross.

It is reported now that instead of breaking the Pelican in two and adding more steel, the decks have been widened to take another track, thus adding the necessary space for the carrying of cars.

The Albatross was cut in two and fifty-seven more feet of room added to the boat, by an interesting and exacting operation.

THE DAILY GATE CITY.

Entered in Keokuk postoffice as 2d class matter

THURSDAY, JULY 6, 1922

NEW EAGLE BOAT GETTING READY FOR SERVICE

Steamer Piasa is Said to be Slated for the Upper Mississippi River Traffic This Month.

The Eagle Packet company's steamer Piasa will be the packet which will be put into service between St. Louis and Keokuk when the company establishes its upper river service. The first announcement of the company's stated that July 11 was the date for the opening of the service.

The Piasa was formerly the Mary S. Blees of Mobile, and it has been let off the docks of the Phillip A. Rohan Boat company at Carondelet. According to reports current along the river, the Eagle company will bring the Piasa not only on the upper Mississippi service, but will also enter it in the Illinois river schedule as far as Kampsville.

It is reported that the Eagle line is figuring also with upper Ohio docks for the construction of an all steel packet boat 210 feet long.

The steamers Golden Eagle and Bald Eagle are operating in the Illinois river and Cape Girardeau trades respectively.

The announcement of the contemplated service of the Eagle company was made following a trip to Keokuk in June on the Golden Eagle, of the Illinois miners. The company plans to bring people to Keokuk, and then while they are visiting the dam and government lock, to go to Burlington for freight, according to its preliminary announcements.

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Majestic

MANIFEST - 2

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY

Keokuk, Iowa September 23, 1914

WEATHERED STORM ON LAKE PEPIN

Captain Blair Tells of Battle With Hurricane on Lake Pepin in August This Year.

WAS ON MORNING STAR

Captain Presented With Loving Cup the First Night Out on the Return Trip.

Captain W. A. Blair, owner of the White Collar line of steamers, will soon have completed his thirty-fifth year of steamboating on the Mississippi. When the last boat is laid up in November this fall, it will make the close of the twenty-third season for the Blair packets, the other twelve years having been spent in rafting and other service on the river.

Captain Blair has seen all phases of river life during his career, has weathered many a storm, but this season marked the greatest crisis in his life as a commander on the river.

On the night of August 17, the flagship of the line, the Morning Star, with about one hundred passengers aboard, was on her way to St. Paul. Rain had been falling but the wind was not blowing strongly.

At 1:00 o'clock on the morning of the 18th, while the boat was crossing Lake Pepin, a hurricane struck the Morning Star with a suddenness that was surprising. The passengers were asleep in their state rooms, little dreaming of the battle that was soon to be fought between the officers of the boat and the angry elements.

The Morning Star is a side-wheeler and when the storm struck her it caught her full, the waves washing over the boiler deck. Captain Blair, who commands the big excursion boat every season, realized that the boat was in danger and swung her around

with her stern to the wind.

Meanwhile the passengers had been aroused and acquainted with the danger that threatened. The east shore, rocky and offering no harbor, would break the steamer up if blown that way, so, after reversing her position, the boat was heeled into the wind. For half an hour the storm raged in its fury, but in the end the captain was rewarded with victory, with nothing more than the loss of the landing stage, which was torn away by the waves.

Some idea of the strength of the wind that turned Lake Pepin into a seething fury is gained by the experience of the Quincy. The big boat had reached the lower end of the lake when the wind struck her, but it was impossible to get lines ashore, yet the boat lay in the lee of the storm, protected by the high shore.

The passengers were loud in their praise of the boat officers, and especially of the skillful handling by Captain Blair. But the incident was considered closed when the Morning Star reached St. Paul.

It was revived, however, in a most gracious manner when, on the first night out on the return trip, Captain Blair was presented with a loving cup and resolutions, commanding the pilot and other officers for bravery, were read.

The Gate City.
= JULY 15, 1897. =
Entered in Keokuk Postoffice as Second-Class Matter.

OLD RIVER DAYS.

Freighting Over the Rapids and Some of Its Difficulties.

Steamboating on the upper Mississippi is not what it used to be. Old river men can tell most interesting tales of the old time steamboats. The Quincy Whig has published some stories of the days before the Des Moines rapids canal was built. It says the plans for the canal were drawn by General Robert E. Lee, the commander of the confederate armies. Before the canal was built the rapids was one of the most serious difficulties with which the boatmen had to contend. In that rock-bottomed channel of twelve miles was as much trouble, expense and delay as in the other 800 miles. There was no trouble in high water, but when the river was low the depth of water in the channel was not over twenty-six to twenty-eight inches—barely sufficient to float an empty boat.

At such seasons of the year it was necessary for the boats to unload and send their freight over the rapids either by the little railroads which operated between Montrose and Keokuk or by lighters towed by light draft towboats. The lighters hand-

led all the business until the Keokuk and St. Paul railway was built from Keokuk to Montrose, but from that time on the railroad handled most of the business. A railroad in those days, however, was not what it is today. Companies had not begun to number freight cars in to the hundreds of thousands, and the cars they did have would look like playthings beside those in use today. A road with 10,000 cars was considered a mammoth corporation, but the Keokuk and St. Paul road was small even for those days. If two good sized boats got into Montrose at the same time one had to wait until the other was done with the cars before it could begin unloading. The track was run along the river bank within stage length of the boats, so that the unloading itself was quickly accomplished, but if a boat had to wait until the cars were run down to the foot of the rapids and back it was a delay which no properly constituted steamboat captain could brook with patience.

As the boats approached Montrose in low water great care was exercised by everybody that no time should be lost in getting at the cars; and if two boats should sight each other when fifty miles from the rapids there was a race. The term race would be the last to suggest itself to the passenger when he saw the boat creeping along in and out among the sandbars under a slow bell, but the excitement of the crew and especially of the pilot and captain was as great as though they were navigating an airship in a hurricane.

In those days there were two steamboats which stood as the extremes of marine architecture—the Eureka and War Eagle. The former was a small, very plain freight boat, the latter a large, gaudily painted, dashing sidewheel passenger boat; the Eureka was very slow and the War Eagle fast. Consequently nothing could be further from one's thoughts than that these two boats should be pitted against each other in a race. If the War Eagle should be loaded to the guards, drag both her anchors and run only one wheel it would hardly be enough of a handicap to give the Eureka a show.

And yet when the dashing passenger boat swept past the plain old freighter as though she were fast on a bar, the knowing ones would not have given much odds that she would be the first one to reach Montrose, forty miles distant. Indeed, she was scarce three miles ahead when she missed the channel and crawled half her length on a sandbar. While her crews were placing her spars and preparing—as Mark Twain well said of the Missouri river boats—to walk off on stilts, the puffing, wheezing Eureka glided by. The art of getting off sandbars was highly developed in those days and unless a boat went on

THE GREAT DUST HEAP CALLED HISTORY
R. J. BICKEL
KEOKUK, IOWA

July 15, 1897-RJ-1

old steam lines

under full steam it was but a matter of a few minutes, or at most, hours, before she would spar off. As the Eureka entered the long bend above Nauvoo and the captain was wondering how long the War Eagle would have to wait for ears that boat hove in sight the second time. To overhaul and pass the Eureka was a matter of a few minutes. But just as the faster boat had washed the freighter's bow with her waves and the two boats were in sight of Montrose she ran upon another bar and stuck hard and fast. And there she lay while the Eureka crawled by and engaged all the ears at Montrose. Alas for the good old days! The United States government has built a canal the full length of the rapids, but there are few boats to use it. The last of the old Northern and White Collar line boats have disappeared.

The Gate City.
FRIDAY, AUGUST 28, 1914
Entered in Keokuk Postoffice as Second-Class Matter.

CENTENARY OF STEAMBOATING

St. Louis will Soon Celebrate One Hundred Years of River Traffic.

In three years St. Louis will celebrate the centenary of the beginning of its steamboat traffic. Only a few relics of the once mighty fleet that made the Mound City one of the great ports of the world will be left to commemorate the 100th anniversary of the arrival of the Zebulon M. Pike, the first steamboat to ascend the Mississippi above the mouth of the Ohio. The golden era of steamboating on the Mississippi has been immortalized by the one-time pilot, "Sam Clemens," later known to world-wide fame as Mark Twain.

Of St. Louis as a steamboat center, Charles M. Harvey has written:

"Except as it was impeded during the four years of the civil war, steamboating on the Mississippi was at its highwater mark from about 1854 to 1870. The writer, then a youth on his way from the east to cross the plains to California, previous to the completion of the first of the transcontinental railways, was reminded by a look along the levees on both sides of the Mississippi at St. Louis in 1868, of the sight seen at the docks of the Hudson and East Rivers in New York. For miles up and down the river were steamboats entering, or leaving or loading, or unloading. At that time St. Louis was the center of a steamboat traffic extending from Pittsburgh, in the shadow of the Alleghenies, to Fort Benton, at the head of navigation on the Missouri, far up in Montana, near the Rocky mountains, and from St. Paul to New Or-

leans. Lines of steamboats from its levees connected St. Louis with points not only on the upper and lower Mississippi, the Ohio and the Missouri, but with places on the Illinois, the Tennessee, the Cumberland, the Red, the Arkansas, and the other navigable tributaries of the Mississippi. In his trips on the Mississippi and the Missouri in those days seldom was the writer out of sight of the smoke of other steamboats or out of hearing of their whistles."

Official figures from Washington show that the steam tonnage at St. Louis in 1854 was greater than at any other port in the United States except New York and New Orleans, and twice as great as at Philadelphia. In that year the steamboat arrivals at the levees at St. Louis numbered 3,307, or more than nine on an average for every day of the 366. Today the river traffic at St. Louis has shrunk close to the vanishing point, while the Missouri, between its mouth and Kansas City, is almost as bare of craft as it was when Lewis and Clark ascended it in 1804.

There is some prospect for a revival of steamboating, however, but it will be on a small scale compared with that of half a century ago. The inability of the railroads in periods of great industrial activity to handle the traffic is impelling even the railroad magnates to wish that the rivers of the Mississippi valley could be called in as a re-enforcement. It was in obedience to this demand that the Lakes-to-Gulf Deep Waterway association was founded, which held its first annual convention, that of 1908, in St. Louis. As there are 16,000 miles of waters in the Mississippi valley which are actually or technically navigable, and as part of all of the streams of twenty-eight states drain into the big river, the Mississippi and its tributaries are a valuable asset for the country.

The Mississippi has had an interesting history. On its waters and on its banks battles have been fought between red men and red, red men white, and white men and white.

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY

Keokuk, Iowa July 24, 1914

GOVERNMENT BOAT ON LONG CRUISE

Steamer "Goldenrod," Light House Inspection and Supply Boat on Way Here From

Quincy.

IN IMPORTANT WORK

Crew of Boat Busy Keeping Up the Lights and Marking the Channel for River Pilots.

Quincy Journal: The steamer "Goldenrod" government light house inspection and supply boat, was in Quincy this morning for a short time while supplies were issued for the six lights in this neighborhood, three above and three below the city. The seaworthy craft left for upriver points about 10 o'clock. She is now on her way to the northern end of the thirteenth district which comprises the Mississippi river from the mouth of the Missouri to St. Paul, the Illinois river from where it empties into the Mississippi to LaSalle, the Missouri river up to Kansas City, the St. Croix river and the lights in Lake Travis. The headquarters of this district are at Rock Island. After a brief stop there, the "Goldenrod" will go on up into the northern waters, the work on the lower rivers having already been completed.

The boat is in charge of Captain W. C. Eagon, of St. Louis, with a crew of eighteen men. Engineer Harry Layfield, of New Richmond, Ohio, has charge of the engines. The business of the "Goldenrod" and her crew is, without doubt, the most important work now being carried on by the government; viz., the keeping up of the lights and the marking of the channel for the river pilots.

The white signs are planted, new lights put up, signals changed with the ever changing current, weeds and underbrush are cut away from the lights so that they can be seen for great distances at night. Dangerous bars and shoals are marked with buoys and other things to make traffic on the river faster and safer are done by Captain Eagon and his men.

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY

Keokuk, Iowa July 21, 1914

PILOT WITHROW'S LICENSE REVOKED

Man Who Was in Charge of Majestic When She Sank, is Punished.

ST. LOUIS, Mo., July 21.—Local United States Steamboat Inspectors Rees V. Downs and George Bower today revoked the license of Stephen E. Withrow, pilot of the steamer Majestic of the Wisherd line, which sank June 20, following a collision with the cofferdam at the new intake tower of the Chain of Rocks, near this city.

Notice of the action of the inspectors was made to Withrow today. He is 71 years old and resides in Homer, Minn.

The action was based on charges preferred by the inspectors against Withrow after they had made an investigation into the cause of the accident. They charged him with carelessness and neglect and inattention to duty while stationed at his post in the pilot house.

Withrow is one of the oldest pilots holding a license on the Mississippi river. River men said it was his first accident and it has greatly affected him. At his trial before the inspectors recently he broke down and wept while testifying.

He testified he did not see the red danger lights on the cofferdam.

The inspectors say Withrow will be allowed to appeal from their decision to United States Supervising Inspector W. J. MacDonald. If Withrow takes an appeal he will have to do so within thirty days.

No action of any kind was taken by the inspectors against other members of the Majestic's crew or officials of the Wisherd line.

THE GATE CITY PUBLISHED BY THE GATE CITY COMPANY

Keokuk, Iowa . . . September 21, 1914

PASSENGERS WERE PANIC STRICKEN

Steamer Keokuk Lifted Out of the Water When Upper Lock Gate Raises Too Soon.

DAMAGE WAS SLIGHT

Woodwork on Top of Gate Crushed, But Only Slight Damage Was Done to the Boat.

While passing north through the lock here yesterday afternoon the steamer Keokuk, Captain McKenzie, carrying a large crowd of excursionists from down river cities, was caught in the center by the upper lock gate and lifted two feet out of the water. The boat had passed half way across the gate before an accident to the controlling mechanism caused the operator to lose control of it and it rose, lifting the boat from the water.

The passengers became panic stricken and many of them started to jump from the boat to the walls of the lock. It was several minutes before the accident to the machinery could be repaired and the lock gate lowered to let the boat pass into the forebay.

Gate Slightly Damaged.

No one was injured in the occurrence and only slight damage was done to the boat. The woodwork on the top part of the gate was crushed, but otherwise the gate was uninjured, so far as is known at the present time. The damage can be repaired in a short time. The second upper gate is being used until the damaged one can be put in working order again.

According to the government engineers the accident was caused by a controlling lever slipping from its position. As nearly everyone knows the gate is operated by compressed air. In lowering the gate the air is discharged and the gate drops. To raise it the air chambers are filled with compressed air, the buoyancy of which is sufficient to raise it.

Lever Slipped from Place.

In lowering the gate, in order to prevent it from striking with too much force at the bottom, air is forced into the chamber just before the gate reaches the bottom. Immediately after this had been done yesterday, the lever which controls the valves, slipped from its position. The operator was powerless to prevent the gate from raising until he had left his position, gone to the machinery room and placed the lever in position again. While this was being done the gate rose, lifting the boat above it from the water a distance of about two feet.

There were about three hundred passengers on the boat when the accident occurred. They came from Quincy and other river cities between that place and Keokuk on the regular Sunday excursion to Keokuk and return. Many of them at first refused to return on the boat fearing that it might have been so damaged as to make it unsafe. An examination of the boat, however, proved that their fears were unfounded. Not a timber in the steamer was broken, although a slight leakage in the hull was caused.

Staunch Hull Saved Boat.

Captain McKenzie, of the steamer Keokuk, expressed the opinion that had it not been for the staunchness of the small steamer a serious accident would have resulted. He said he believed that if the same thing had occurred to one of the larger river steamers the boat would have been broken in two.

Major Meigs said today the damage to the lock gate was slight and will be repaired as soon as possible. He explained that the accident was unavoidable.

Captain McKenzie says that on two previous occasions the upper lock gate has risen before the boat could cross it, but that the boat was not over the gate at either of these times. Once, he said, the gate rose just before the boat reached it and that he was able to stop before striking the gate.

Ferry Boat in Dry Dock.

The Nauvoo ferry boat, "City of Nauvoo," is now on the ways in the dry dock basin where the hull is being caulked. The boat has been in the dock for several days and it is believed the work will be finished either today or tomorrow. On the ways it presents an interesting sight to those who have never before seen a boat out of the water.

The Gate City.

= MONDAY, NOV. 6, 1922 =

Entered in Keokuk Postoffice as Second-Class Matter.

41 YEARS AGO THAT WAR EAGLE HIT THE BRIDGE

John H. Cole, superintendent of the Keokuk and Hamilton Bridge company, recalls the fact that it was forty-one years ago Saturday night at 7:00 o'clock, that the steamer War Eagle hit the Keokuk and Hamilton bridge and knocked out the draw span.

Mr. Cole said that the weather was very similar to the weather of Saturday night, but that the stage of the river was twenty feet higher.

The night was a moonlight night, and the War Eagle struck the span as she was passing through. The span was carried out and the boat was damaged. There was much excitement in Keokuk as a result of the accident.

"THE GREAT DUST HEAP CALLED HISTORY"
R. J. BICKEL
KEOKUK, IOWA

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Mud jammed lock, so took boat, The Clara Hine, over Croton dam

The Daily Gaff City
KEOKUK, IOWA 3

WEDNESDAY, SEPT. 13, 1961

(By Dorothy Picket)

Mrs. Franklin D. Roosevelt made news a number of years back when she went over Boulder Dam in a bucket... but our own Tri State area pre-dated such a feat by many a decade!

It was in the 1850s that a certain undauntable boat captain, Robert Farris, was forced to do just such a thing, not in a bucket but in his packet, "The Clara Hine."

On that autumn day, quite late in the season, the Captain with a full load of passengers and cargo neared the Croton dam only to discover a lock so full of mud that even the Clara Hine couldn't plow through.

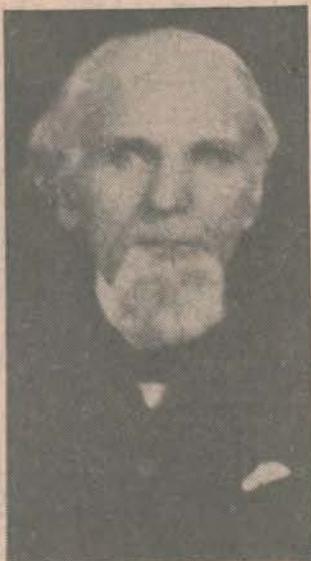
Unloaded boat

Accustomed to coping with unpredictable river emergencies, Farris had the cargo unloaded and passengers taken ashore. Then, with 'full steam ahead,' the Clara Hine and crew jumped the dam!

An almost three (?) point landing was made and after passengers and cargo were reloaded the vessel was on its way.

The Clara Hine, one of the very first commercial boats to plow an Iowa stream, was said to be the most powerful of the once-navigable Des Moines river. In the early days this picturesque stream held promise of being the most important water thoroughfare within the state, prompting Congress to inaugurate a waterways improvement project.

But this navigation dream was short lived. Only three of the proposed series of dams were ever built and after a brief period of successful boat operations the Des Moines channel disappeared and river traffic was abandoned.



ROBERT FARRIS — Photo courtesy of Miss Nellie Farris of Montrose, granddaughter of Mr. Farris.

U.S. took boats

Then, too, in 1862 the government confiscated the four boats — Col. Morgan, Clara Hine, Ad Hine and Des Moines City which changed the course of Robert Farris' life.

Naturally, a seasoned river man such as he, wouldn't forsake a nautical career... he just changed rivers, coming to Keokuk as a rapids pilot.

In the fascinating history of our community which has always been so closely associated with river activities, it might be said that the time aspect is divided into three definite eras.

The third, in which we are presently living, is the period of Mississippi water power; the first had to do with the days of the Des Moines rapids, when Keokuk was established as a transfer point for transportation by land to circumvent the insurmountable rapids.

The middle period or 'the old canal days,' supplies a generous portion of nostalgia depicting the struggles of man against nature in attempts to surmount the hind-

rances enforced by the rapids.

Surveyed by Lee

As early as 1838 Lt. Robert E. Lee made a survey of the rapids, but the government took no action on the findings. Again in 1849 Samuel R. Curtis investigated the situation and conceived the general idea of building a canal around the rapids. ... but still no action.

U. S. engineers in 1866 were authorized by Congress to make a new survey and appropriations were made. The actual building of the canal began on October 8, 1867 and required a ten year period for its completion.

Many interruptions, due to lack of funds and weather conditions, slowed up the project, but, August 22, 1877, the most imposing date thus far in Keokuk's history, saw the formal opening to navigation of the canal locks.

Robert Farris again was on the scene... this time as the first lock master, a position he held until late in the 19th century.

The canal itself was seven and six tenths miles long with three lift locks and one guard lock, each 350 feet long. Water was admitted to the locks by means of wickets, coming obstacles, not always sluices took care of surplus water.

Gate machinery

The machinery of the lock gates, heralded as an engineering feat of the day, consisted of a system of pulleys, chains and wire ropes operated by means of a pump forcing the water into hydraulic cylinders sunk behind the walls back of each gate and connected with an engine situated near the head of the lock and handled by one man.

That August day in 1877 saw a celebration never before equalled in Keokuk. The government steamer "Montana" headed the huge fleet of boats which included the

Northwestern, the Eagle, Cricket, the Louisa, and many others.

The bluffs were lined with eager spectators; press representatives from up and down the Mississippi covered the event and dignitaries from distances as great as New Orleans were present, along with 150 representatives of the St. Louis Merchants Exchange and Board of Trade participating.

The city was flag bedecked to greet the many government officials and visitors, excursion trains followed the shore line, bands were playing on some of the boats climaxing the days activities and running well into the dawn of the following day.

Only one thing marred the formal flotilla procession... the lower gates stuck temporarily, but records reveal it was only a matter of minutes until the situation was remedied.

Always found a way

It is safe to surmise that the intrepid Robert Farris was far from being nonplussed over this minor hitch, else it would not have been remedied so quickly. He seemed to have a way of overcoming obstacles, not always as jumping a dam, but he always found a way... whether it be over, under or around.

Robert Farris, who is the grandfather of Miss Nellie Farris of Montrose, brought his family to Iowa around 1852, settling in Farmington and later moving to Montrose.

Miss Farris' father, Charles H. Farris, was born on a canal boat in Zanesville, Ohio. He followed in his father's footsteps by choosing a river career. For many years he was a pilot between St. Louis and St. Paul and for some time both he and his father worked on the old canal locks.

Miss Farris was born in the Montrose house which she still occupies, the event taking place on the memorable morning a government torpedo boat, the Dolphin, was held up at Montrose because it couldn't get through the locks just a part of the family tradition.

The old home is near the river where more than once her father and grandfather were alerted in cases of emergency. She has, as a reminder of the early days, an old water indicator that was used before the canal locks were built.

Such men as Robert Farris and his son Charles will be remembered as playing an integral part in Keokuk's second era ... the old canal days.

The Daily Gate City
8 — KEOKUK, IOWA TUESDAY, APRIL 26, 1967

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Tom Sawyer books Keokuk excursions

A new adventure in Mississippi river trips will come to Keokuk on Sunday, April 30. The newest excursion boat traveling the river, the Streckfus Steamers' Motor Vessel Tom Sawyer, will make two one-hour sightseeing trips on that day at 2:30 p.m. and 4:15 p.m.

The Tom Sawyer is a 600-horsepower twin screw diesel craft, modeled after the stern-wheelers of old. She is outfitted in the tradition of by-gone steamboat elegance in plush, even "posh" style with wall-to-wall carpeting, upholstered captains

and mates chairs and tables and elegant appointments.

The Tom Sawyer is air-conditioned, cool in warm weather, heated in cool weather. A unique small dance floor with taped music, a snack bar, clean rest rooms are provided. Here is 19th Century decor in 21st Century convenience. Capacity is 400, but trips are limited to 350 for the convenience of excursionists.

The Tom Sawyer is fitted with radar and other modern navigational equipment. The dock for the new boat while in Keokuk will be at the boat landing.

The Daily Gate City
KEOKUK, IOWA THURSDAY, APRIL 27, 1967 — 11

COMING TO KEOKUK

SUN., APRIL 30

2 Sightseeing
1-hour Trips

LVS. 2:30 p. m.

LVS. 4:15 p. m.



BRAND NEW
MOTOR VESSEL

TOM SAWYER

MISSISSIPPI RIVER EXCURSIONS SINCE 1884



Ride the newest excursion boat on the Mississippi. 600 hp diesel replica of old-tyme sternwheelers, air-conditioned, wall-to-wall carpet, refreshments, rest rooms. Adults \$1.25, Child 75¢ . . . Dock: Boat Landing.

EAGLE

JULY, 1967



Published monthly by the Fraternal Order of Eagles, except bi-monthly in January-February, and September-October. As its official publication, this magazine carries authoritative notices of the Fraternal Order of Eagles. Otherwise no responsibility is assumed for statements of authors.

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John Naifeh presented the Eagles Award of Merit to Conservation Officer and Eagle Dale Entner at Fort Madison, Iowa, Aerie, for daring river rescue.

Fort Madison Eagle Cited

For Daring Rescue on River

CONSERVATION OFFICER Dale Entner was the recipient of the first Eagles Award of Merit to be presented in the history of Fort Madison, Iowa, Aerie.

The Award was presented to Entner, a member of Fort Madison Aerie, by then Worthy President John Naifeh.

Entner, assisted by a by-stander at the scene, John Willey, a Burnside, Ill., truck driver, braved wind-swept waves five to six feet high in his 16-foot outboard motorboat to pluck the captain and engineer of the Bixby from the sunken vessel's radar mast. The boat sank in the turbulent Mississippi River off Nauvoo. One crewman was lost.

The Bixby's captain, Harry Rutan, one of the two rescued, said, "It takes quite a man to brave that kind of sea in a small boat." An Illinois state trooper who assisted at the scene said of Entner: "It was the greatest job of boat-handling I have ever seen."

THE GREAT DUST HEAP CALLED HISTORY
R. L. BICKEL
KEOKUK, IOWA

THE GATE CITY:

TUESDAY MORNING, APRIL 16, 1878.

Lodged on a Log.

On Sunday while the Cricket was bringing a log raft over the rapids a huge root which had got fastened under the raft somewhere up the river caught on the rocks. This caused the raft to pile up so that the bunting log which the Cricket had tied to gave way, struck a rock and rolled under the boat, raising her out of water so that only a few inches remained under her. The Plough Boy took up a couple of lighters to ease her up. With the aid of these she succeeded in getting off yesterday and arrived here about 1 o'clock. Her deck was somewhat wrenched by the accident but otherwise she was not damaged.

The Gate City.

MARCH 12, 1899.

Entered in Keokuk Postoffice as Second-Class Matter.

THE SHORT LINE PACKETS

Captain Wisherd Seeking a Successor to the Van Metre.

Keokuk people are greatly interested in the question of what boat will be secured to take the place of the Van Metre in the Keokuk-Burlington trade. The Davenport Democrat has the following concerning the matter:

"Captain D. W. Wisherd, of Quincy, Ill., was a Davenport visitor last night, and accompanied Captain Walter A. Blair to LeClaire today. Captain Wisherd was the owner of the Van Metre, burned a short time ago at Quincy. The boat filled an important link in the chain of short line packets, running between Keokuk and Burlington, a section between the run of the Silver Crescent, with Quincy and Keokuk as terminal points, and that of the Young and Volunteer, which this year were to ply daily between Davenport and Burlington. All three of the latter boats belong to the Carnival City Packet company of this city. Captain Wisherd came here with Captain Blair to consult about taking care of the Keokuk-Burlington trade, and they had a conference at the St. James last night, and another this morning. They settled on one point, with unanimity, and that was the trade will be taken care of. Just how remains to be determined upon, but probably the Volunteer will be put on the Van Metre's run temporarily, in the early days of the season, until some suitable boat can be secured. The Volunteer is being put into fine shape at LeClaire, and would meet the need in much better shape than a rafter or any boat that could be picked up on a moment's notice."

The Gate City.

MAY 27, 1897.

Entered in Keokuk Postoffice as Second-Class Matter.

STEAMER SATURN SUNK.

Struck a Rock Pile on the Rapids Last Night and Went to the Bottom in a Short Time.

Last night about 8:15 as the steamer Saturn was coming down over the rapids with a raft, she struck a rock pile near the middle lock and tore a big hole in her bottom. Every endeavor was made to stop the leak; bedding by arm loads was pushed into the hole and lumber was used ineffectively to build a bulkhead around the gaping orifice. The boat came on down the river with her raft and passed through the bridge when it was seen that she was sinking rapidly.

She accordingly dropped her raft and steamed to the Illinois side as rapidly as possible, where she ran upon a sand bar and sank in about seven feet of water. The hole is said to be about as large as the circumference of a man's body and admitted the water in a torrent. Luckily no lives were lost and the boat will probably be raised tomorrow. She is just opposite the foot of Johnson street.

The Silver Crescent took the raft and the Satellite, the Saturn's helper, to a place below the lumber yards where they were made fast to the shore.

The boat was from Stillwater and was bound for St. Louis with a raft for the Knapp-Stout Lumber company. She is under the command of Captain Wining and was in charge of a rapids pilot. It is rather surprising as the stage of water is not very low. The Saturn has been very unfortunate this season. The Gate City some time ago published an account of her mishaps with the raft she was towing for the Taber Lumber company of this city, when she struck about three bridges and got tangled up in a bunch of trees during the high water.

The Gate City.

FEBRUARY 27, 1897.

Entered in Keokuk Postoffice as Second-Class Matter.

JUST TWENTY YEARS AGO.

Reminiscences of Excursions on the River in the Month of February.

Davenport Republican: Twenty years ago yesterday, says Captain Blair, the steamer D. A. McDonald, Captain Van Sant in charge, landed at Davenport with an excursion from Princeton, LeClaire, Cordova and Port Byron. The same steamer carried an excursion to Davenport one day in each of the winter months, one excursion coming on Christmas and one on Washington's birthday.

Charlie Johnson of LeClaire was another man in the city yesterday who knows more about the McDonald than

he could tell in a month. He was one of the crew of this ill-fated steamer when she blew up on June 14, 1872, near North McGregor, Ia. There were nineteen of the crew killed and only six survivors. Johnson was lying in his bunk at the time and was blown through a window about forty feet out into the stream, where he got astraddle of a big skiff oar and reached land without a scratch.

News of the disaster reached Le Claire and Johnson's family mourned his as dead, inscribed the date of his death in the family bible and prepared to raise a slab to his memory. Mr. Johnson in the meantime enjoyed himself for a day or two in La Crosse and finally found an old canoe in which he floated down to Le Claire. The specter was first seen in his dun-out paddling for shore by some small boys who were swimming. Those who saw Johnson go through Le Claire say that he cleared the streets as he went, the people believing that he was a ghost and giving him the way over the whole street.

The Gate City.

Entered in Keokuk Postoffice as Second-Class Matter.

KEOKUK, WARSAW AND ALEXANDRIA DAILY PACKET.

STEAMER MASCOT.

Lv. Keokuk...	7:00 am	Arv. Warsaw...	7:30 am
" " "	4:00 pm	" " "	4:30 pm
Lv. Warsaw...	8:30 am	Arv. Keokuk...	9:15 am
" " "	5:00 pm	" " "	5:45 pm

Fine building sand in any quantity at reasonable rates.

1897 E. M. FARRIS, Master.

The Gate City.

Entered in Keokuk Postoffice as Second-Class Matter.

Unitarian Excursion

ON THE...
STR. VAN METRE AND BARGE,
Keokuk to Fort Madison and Return,
Friday Afternoon, MAY 21, 1897.

All invited. Come and enjoy an outing on the river of an afternoon and evening.
Dancing and good Refreshments.

Boat will leave Keokuk at 2 o'clock, and on return trip will leave Fort Madison at 7:30 o'clock, arriving in Keokuk about 10:30 p.m.

Tickets 50 Cents Round Trip.

The Gate City.

Entered in Keokuk Postoffice as Second Class Matter.

Steamer Mascot

Will Make Four Trips
July 5th
From Warsaw and Alexandria.
Round Trip 20 Cents.
1897 MRS. J. T. FARRIS.

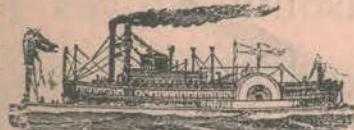
The Gate City.

PUBLISHED BY
THE GATE CITY COMPANY,
KEOKUK, IOWA.

The Large and Commodious
Passenger Steamer.

OTTUMWA BELLE

and double-decked barge,



"COLUMBUS,"

is now ready for excursion
business of Season of 1897.

Both boat and barge are newly furnished and lighted with ELECTRICITY.

For terms apply to

MESSRS. S. & J. C. ATLEE,
Fort Madison, Ia.

The Gate City.

SEPTEMBER 3, 1892.

Entered in Keokuk Postoffice as Second-Class
Matter.

"THE PALMY DAYS."

How Old Steamboat Men Delights to Talk
of Them.

The days of the veteran steamboat men who were famous on the upper Mississippi a score of years ago are about over, says the Davenport Democrat. Very little is heard of them nowadays except when an old time boat is wrecked and its history is resurrected. All the living pilots of a decade ago, with few exceptions, are either dead or living in retirement. The veteran survivors are in their waking and sleeping hours still on the river. They are still in the pilot house, shouting down the tubes their orders to the engineers, jerking the signal bell ropes and turning the big pilot wheel to and fro. They love to sit beneath the shade trees on a summer's day and tell steamboat stories to the young boys and girls who never knew the dangers that in early days frequently befel steamers and imperiled the lives of passengers. Brave men were they and yet their history is to be found in part only in the columns of the newspapers of the time and in the fragmentary letters that the folks at home read, but never wholly preserved. The old river men who did service long enough to be honorably discharged and pensioned, if the latter had been possible, are as enthusiastic in telling about their experiences on the river as the old soldiers who served in the war, and love to relate incidents of army life.

The old packet pilots of a decade ago are fast disappearing. Occasion-

ally a noted one is still to be found on the lower river and his tales of upper river experiences find their way into print and they read peculiarly strange.

But the river has greatly improved since the "glorious old steamboat days on the upper Mississippi." Better government lights are provided and the river has at last a main channel clear of snags and other obstacles that made navigation often times a dreadful and dangerous occupation. Pilots received great salaries in those days and traffic on the river was correspondingly large. To be a riverman in those times was the ambition of many of the young men in the river cities, but the scenes have been shifted, the old pilots and other stalwart men of the river in days gone by have left the wheel and the deck, the upper river has ceased, in a measure, to be the great highway of commerce it once was, and most traffic steamers ply between only a few cities here and there. Times on the upper river have greatly changed.

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hull. She was heavily loaded with merchandise, a large portion of her cargo being paints, oils and liquors. Almost immediately she began to sink and the pilot was for running her ashore but the captain gave the order to back, and back she went. A moment later she settled on the sloping bottom and came very near toppling over. Her cargo began floating away and soon the river was filled with boxes, barrels and other packages.

Among the fifty or more passengers there was great excitement. Women fainted or gave expression to their fears in screams and the men were pale with fear. But the officers were cool and prevented a panic. Soon a ferry boat and smaller crafts came to to their rescue and all were gotten safely to shore. Many amusing incidents occurred. One man put on five life preservers—one about his waist, one about each leg and one in each hand—and still was afraid of drowning. A colored man with a skiff saw a barrel of whiskey floating down the stream and took after it. But he let it float on when he discovered it to be coal oil.

The Mary Morton is one of the best and most popular packets on the upper river and her withdrawal from the trade and damage to herself and cargo, will work material reduction in the line's earnings this season.

The Gate City.

FEBRUARY 16, 1892.

Entered in Keokuk Postoffice as Second-Class
Matter.

Steamer Burned.

CAPE GIRARDEAU, Mo., Feb. 15.—The railroad transfer steamer Vice President caught fire yesterday morning at 6 o'clock and burned to the water's edge. The fire originated over the boilers from some unknown cause and the steam pipes exploded, rendering the "doctor" engine useless. The burning boat was cut loose from the incline and floated three miles and is grounded on a sand bar. No insurance. The R. A. Speed will act as transfer with a barge. The Vice President was to have left in the morning for Mound City to go on the ways for an overhauling.

The Gate City.

SEPTEMBER 11, 1892.

Entered in Keokuk Postoffice as Second-Class
Matter.

A PACKET SUNK.

The Diamond Jo Steamer Mary Morton
Goes to the Bottom of the River.

The Diamond Jo line packet Mary Morton was due to pass up for St. Paul last night. She didn't pass. She is at the bottom of the Mississippi a few miles from Clarksville, Mo. Agent McNamara received a telegram yesterday afternoon stating that much and nothing more. Last evening a young man named Pelgen of St. Louis and two companions arrived from the south. They were passengers on the illfated packet and relate a thrilling experience.

While the boat was running along at a good rate of speed she struck a snag and tore a great hole in her

The Gate City.

NOVEMBER 19, 1897.

Entered in Keokuk Postoffice as Second-Class
Matter.

STEAMER BURNED.

Low River Floating Palace Burns to the Water's Edge.

Chester, Ill., Nov. 18.—The steamer Bluff City, from New Orleans, burned to the water's edge and sunk. All on board escaped. The fire started in the engine room. An explosion of powder shattered the hull and damaged buildings ashore. The Bluff City belonged to the Anchor line and was one of the newest and finest boats on the lower Mississippi. It left St. Louis for New Orleans yesterday with forty passengers and 1,000 tons of freight. The loss is \$100,000. A number of valuable race horses, being taken to New Orleans, were burned to death. The passengers lost all their baggage. Most of them were yellow fever refugees, returning south to their homes.

The Gate City.

AUGUST 14, 1897. =

FOR FIRST-CLASS
BUILDING SAND
APPLY ABOARD
STEAMER
MASCOT.

THE GREAT DUST HEAP TAILED HISTORY
BICKEL KEOKUK, IOWA

The Gate City.

KEOKUK, IOWA:

IS JULY 4, 1867.^{17.}

FOURTH OF JULY

Excursion to Quincy

ON the new, fast and safe boat, "KEOKUK," which will be fitted up with awnings and seats by the Exchange Street M. E. Church, for the benefit of their Pastor. All who wish to spend a pleasant Fourth are invited.

Fare for the Round Trip, \$1; Children 50 cts. Tickets can be had at the Book Stores and Lowry's Literary Depot. *1867* June 20th

THE GATE CITY:

SUNDAY MORNING, OCT. 16.¹⁸⁶⁷

PLEASURE EXCURSION!

The Steamer Andy Johnson

WILL LEAVE KEOKUK

On Saturday next 20th inst.

AT 3 O'CLOCK P. M.,

For Davenport and Rock Island.

Leave Montrose at 4 o'clock; Ft. Madison at 5:20; Dallas City 5:50; Burlington 7; Oquawka 8:30; Keokuk 9:50; Muscatine 12, and arrive at Davenport and Rock Island at 6 A. M. and remain until 6 P. M. Return to Keokuk by 5 o'clock Monday morning.

Fare \$10 a couple for round trip

JULY 17. *1867* R. ASBURY, Capital

TOM HIGHTON, Agent.

THE GATE CITY:

WEDNESDAY MORNING, OCT. 12.¹⁸⁶⁷

NEW ADVERTISEMENTS.

Good Templars' EXCURSION!

THERE will be an Excursion to FORT MADISON by the Good Templars

On Thursday, July 18,

To which the friends of Temperance are respectfully invited.

An invitation is extended to the Lodges at Hamilton and Warsaw, Ills.

Tickets for Round Trip 50 Cts.

For sale at Book Stores and Literary Depot.

~~Boat leaves at 7½ A. M., returning at 8 o'clock P. M.~~ *July 17-22 1867*

The Gate City.

Entered in Keokuk Postoffice as Second-Class Matter.

EXCURSION!

There will be an Excursion
To Burton's Grove,
SATURDAY, JUNE 2d, 1877.

On the Steamer

Jennie Brown,
Under the auspices of the

UNITARIAN SOCIETY

Boat will leave the levee foot of Main street at half-past 8 a. m. All wishing to participate with the Society are invited. Tickets for sale at Ayres' and on the Boat.

THE DAILY GATE CITY.

JULY 1. 1884.

STEAMER "RESCUE,"

AND

BARGE "QUICKSTEP."

Will make trips every two hours between Keokuk Warsaw and Alexandria, on July 4th, 1884, as follows:

	A. M.	P. M.	P. M.	P. M.	P. M.
Leave Keokuk,	8:00	10:00	12:00	2:00	4:00
Leave Alexandria,	8:50	10:37	12:30	2:30	4:30
Leave Warsaw,	8:40	10:40	12:40	2:40	4:40

Fare for Round Trip 25 Cents.

On the night of July 4th, the Steamer "Rescue" and barge "Quickstep" will make a

Grand Moonlight Excursion.

leaving Keokuk at 8 p. m. and returning at 11 p. m.

For passage apply at Packet Depot or on board.

C. A. HUTCHINSON,
Agent.

The Gate City.

PUBLISHED BY
THE GATE CITY COMPANY,
KEOKUK, IOWA.

G. A. R.

EXCURSION



To Hannibal Cave and Return,

ON THE

Str. Ottumwa Belle
and Double Deck Barge Columbus,

—ON—

Thursday, June 25, 1896

Dancing—Music by Wittich's Band.
Refreshments Sold on the Boat.

TICKETS, ROUND TRIP:

Adults	65 cents
Children under 12 years,	25 cents

Boat leaves Keokuk at 7:30 a. m., sharp.

The Gate City.

PUBLISHED BY
THE GATE CITY COMPANY,
KEOKUK, IOWA.

GO TO QUINCY

WITH THE
MENS' CLUB
OF THE CONGREGATIONAL CHURCH.

Thursday, May 26,
On Steamer Silver Crescent.

1892 BOAT LEAVES AT 7:30 A. M.
Fare for Round Trip, 50c.

The Gate City.

PUBLISHED BY
THE GATE CITY COMPANY,
KEOKUK, IOWA.

Y. P. S. C. E.

OF

St. Paul's Evangelical Church,

EXCURSION

WEDNESDAY, JUNE 24,

TO

FORT MADISON and RETURN

On Steamer Ottumwa Belle
And Double-Decked Barge Columbus.

PLENTY OF GOOD MUSIC.

Refreshments Served.

1892 Boat leaves Keokuk at 8:30 a. m. sharp.
ADULTS, 50c. CHILDREN under 12, 25c.

Constitution-Democrat

CONSTITUTION—Established 1847.
DEMOCRAT—Established 1883.

GO ON THE SONS OF VETERANS EXCURSION

To Quincy and Return

JULY 4,
on Steamer Silver Crescent
and Barge.

ROUND TRIP 50c.

which includes
Ticket of Admission to
Baldwin Park for
that day.

Boat leaves Keokuk at 8
a. m., returning leaves
Quincy at 5 p. m.



Go on the

EXCURSION TO QUINCY Sunday, August 23

ON THE STEAMER KEOKUK
AND see Beachey and Oldfield in
their spectacular auto and aeroplane
races.

Leave Keokuk 8:00 a. m. Leave
Warsaw 8:30 a. m.

FARE 50c

Boat will lay at Quincy until after
performance,

Good orchestra on board.

J. B. HUTCHINSON, Agt.
Telephone No. 264.

1914

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY

Keokuk, IowaAugust 20, 1914

LINCOLN BEACHY AT BALDWIN PARK

Great Loop-the-Loop Aerobat of the
Air to be in Quincy,
August 23rd.

1914

The average person hardly would call Lincoln Beachey—the acrobat of the air—a scientist. Neither would the average person liken Barney Oldfield—monarch of the speed oval—to the grey beards of science. Yet every time Beachey executes a single or double somersault in mid-air, every time Oldfield skims around the sharp turns of dirt tracks, science has gained something.

Go out and watch Beachey, and Oldfield at Baldwin park, Sunday, August 23. Watch them as they literally devour space at the risk of life and limb, and then let your thoughts turn back to the age when speed was reckoned by the stamina of horse and courage of man. It makes an interesting resume.

Today racing automobiles of the type that Oldfield drives can make 100 miles an hour, some of them even greater speed for short distances. Compare that with the racing chariots of the Romans, clumsy, springless wood and bronze affairs that must have dragged at the heels of the horses like the fire engines we see going ponderously down our streets today. At the best they could not go nearly as fast as a horse running alone. And the fastest horse that ever lived couldn't pace Oldfield's auto ten yards.

And the flying machine—latest and greatest of our speed wonders. Flying is in its infancy, yet monoplanes have made 120 miles an hour without

wind assistance. Lincoln Beachey says when airmen have learned how to take advantage of the great sweeping currents of the air that swirl high overhead across the oceans they'll make trans-Atlantic trips that will startle the world.

Again let your thoughts turn back. What would an airship have done in ancient times? Then man was the fastest messenger. Ancient Greece had state dispatch carriers who could run horses to death. Once, when the Persians were landing an army in Greece an Athenian runner went out to warn the Spartans and other people remote from Athens. That runner covered 120 miles. When he arrived back in Athens the following day people laughed at him. They were incredulous. But when his feat was authenticated, it became a tradition.

What is the limit of mechanical speed produced by human ingenuity?

Beachey and Oldfield will appear at Baldwin park, Quincy, Aug. 23.

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY

MONDAY, AUG. 24, 1914

MANY FROM HERE SEE BEACHY FLY

Keokuk Sends Big Delegation to
Quincy Yesterday to Witness
Oldfield and Air King,
in Stunts.

BARNEY COURTS DEATH

Curves on Race Track Prove no Bar
to His Great Running, How
ever—Like Air
King Too.

[By a Staff Correspondent.]
QUINCY, Ill., Aug. 24.—Lincoln Beachey, king of the air, and Barney Oldfield, demon auto racer, thrilled nearly ten thousand people at Baldwin park Sunday afternoon in one of the greatest race meetings ever held here.

People came from three states by train, boat and auto. Keokuk sent down the largest delegation of any distant city. The steamer Keokuk carried a large crowd, both the morning and afternoon trains were crowded

ed and many more made the trip in automobile.

While the motorcycle races were attractive features, the big cards of the day were Beachey and Oldfield. The latter, direct from the Elgin races, drove his red speed boat around the half mile track only a few seconds slower than sixty miles an hour, courting death on every lap at the sharp turns which he took with only the skill of an Oldfield. The first lap around, in the one mile exhibition against time, Oldfield threw a tire and finished the trial on the rim. Despite this handicap he went better than fifty miles an hour. Next he drove a Stutz roadster, sending the two passenger car the extreme limit of speed in a beautiful exhibition.

Beachey usually performs well, but yesterday he quit outdid himself, being so generous in his efforts to please the people that he made a great hit. Beachey put on a mild exhibition at first, but later thrilled the people with his altitude flights and extreme daring in the air. He raced with Oldfield around the track, keeping about a hundred feet above the auto driver, and later brought his performance to a close by looping the loop, one of the most spectacular feats known to aviation. This he did while having his airship under perfect control. Another sensation of Beachey's was flying upside down, and this he did as easily as some of his milder stunts.

DAILY GATE CITY,
PUBLISHED BY
THE GATE CITY COMPANY

C. F. SKIRVIN Manager

THE ANNUAL BENEVO- LENT UNION

EXCURSION

Thursday, June 24

Quincy and Return
Steamer W. W.

Boat leaves Keokuk, 8:00 a. m.
Returning, leaves Quincy, 4:30 p. m.
Tickets: Adults, 50c; children under 12 years, 25c.

MUSIC, DANCING, LUNCH.

1909

FERRY REMOVAL.

On and after Sunday, Oct. 6th, 1872, the Puente Vista Ferry will connect with the Wagon road leading from Fifth St., Keokuk. The traveling public should note the change.

H. H. BLACK.

THE GREAT RACE DAY CALL
Q. J. BICKEL, QUINCY, IOWA

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THE NATIONAL GAZETTE.

PHILADELPHIA:
TUESDAY, APRIL 25, 1826.

NEW ORLEANS, March 28.

The Hercules.—Feeling an interest in every thing connected with the transmission or propagation of intelligence, we yesterday went to see the new steam tow-boat Hercules—a name not inaptly chosen for the great masses it is intended to force up against the mighty waters of the Mississippi. We found something different from what we had hitherto seen in the shape of steam boats. A vessel of 131 feet keel and 25 beam, sitting gracefully on the water, with a handsome bow, and solid bulwarks all round. On stepping upon the forecastle, a door is seen leading into a handsome little cabin, a short distance behind which are placed the fires, boilers, machinery, etc. Over head is another deck, quite flush, and extending nearly one hundred and twenty feet in length. Nothing is in the way but two chimneys, standing forty feet apart; the first about fifty feet from the bow, the last about the same distance from the stern.

The engine of the Hercules is upon the high pressure principle, and more than 100 horse power.—There are eight furnaces, and as many boilers. All this power is directed upon one wheel, placed in the stern of the boat, and which is said to propel her at an astonishing rate through the water. The hold is unencumbered, and intended for stowing firewood.

As far as our knowledge extended in such matters, we felt no hesitation in pronouncing the Hercules to be completely fitted for the business she is to go on; and we congratulate the commercial community, particularly, upon the increased facilities this boat will afford them for carrying on their trade by sea.

APRIL 1—A trial of strength and speed—\$5000 staked.—The steamboats Hercules and Post Boy, will leave the port of Orleans, (by signal given) precisely at 9 o'clock this morning, to run from thence to the battle ground, and return to the Custom house, for the above wager.

The Valley Whig.

KEOKUK:

MONDAY MORNING, JULY 1, 1861.

Another Steamboat.

Mr. A. J. Wiard of this city, has now on the stocks, at the Levee, the skeleton of another steamer. The dimensions of this craft is 110 feet in length; 4 feet hold; main breadth 31 feet—side wheeler. She is to be fitted up with a social hall, 75 feet in length, 8 state rooms, and 20 feet off aft as a ladies cabin, with all the little etceteras. It is designed to have the boat in running order by the 1st of Sept., and, if business warrants, will ply between Keokuk and Quiney. This will make two steamboats, one brig, and 7 sailing crafts Mr. Wiard has built at our levee, within the past two or three years.—Success attend him in his efforts, with the hope that this boat may prove to be a fast goer, a credit to Warsaw and remunerative to the proprietors of the "Federal Union," or whatever name the boat may be known by.—[Warsaw Bulletin.]

The steamer building at the foot of Johnson street will be finished by the first of September. Her hull was built at St. Francisville, and the carpenter's work is done by Mr. R. E. Ventress. The following are her dimensions: length 118 feet, breadth of beam 26 feet, depth of hold 3½ feet. When light she will draw 15 inches. She is owned by Wm. Ferris, who intends her for towing and

lightering on the rapids. She will have a large saloon well calculated for excursion parties. The Alice's boilers and engines will be placed in this craft.

Below the pork-house a stern-wheeler, intended for the Des Moines river trade, is being built under the superintendence of Messrs. Moore & Wright, the owners. Her dimensions will be as follows: length 103 feet, breadth 20 feet, depth of hold 3 feet 4 inches. She will be supplied with good machinery. August is the time by which she is calculated to be ready for service.

The Valley Whig.

KEOKUK:

MONDAY MORNING, MARCH 18, 1861.

DES MOINES RIVER.

ON THE OPENING OF
NAVIGATION

THE new and fast running light draught boats DES MOINES CITY, CLARA HINE, and AD. HINE, will form a daily line from Ottumwa to Des Moines, one leaving Ottumwa daily, and one leaving Des Moines daily, and connecting both ways with the railroads at Ottumwa.

Feb. 4, '61-d6tw1m

DES MOINES RIVER.

ON THE OPENING
OF NAVIGATION

THE NEW AND FAST-RUNNING LIGHT-DRAUGHT Steamer "POMEROY" will run from Ottumwa to Des Moines, carrying passengers and freight, and connecting with the railroad at Ottumwa every other day.

[feb18d6w4t]

The Gate City.

WEDNESDAY, APRIL 26, 1876.

THE WHARFAGE QUESTION.

The Case of the City vs. the K. N. Line Packet Co.

The case of the city vs. the K. N. Line Packet Co. to recover wharfage, which the company refuses to pay, has, as we have already stated, been appealed to the Superior Court of Iowa, by the defendant, against whom judgment was rendered in the Court here. Hon. John Gibbons, attorney for the city, has just completed his argument in the case. It is quite a voluminous document, occupying between thirty and forty pages of the usual printed brief, and covers the entire ground. In its preparation Mr. Gibbons has manifested the energetic research and marked legal ability which characterize all his efforts. He cites numerous authorities in support of his positions and his arguments upon the points at issue are clear, apt and forcible. In quoting from the decision of the Supreme Court in the celebrated case of Cannon vs. the city of New Orleans, Mr. Gibbons says:

This case is significant as bearing directly on the questions at issue, and re-affirming the doctrines long since settled, to wit:

1st. That structures of the nature of wharves and piers, erected by individual enterprises, are recognized everywhere as private property.

2d. That it is a doctrine too well settled and a practice too common and too essential to the interests of commerce and navigation, to admit of doubt, that for the use of such structures, a reasonable compensation can be exacted.

3d. That it is within the power of the state to regulate this compensation, and that this power of the State, is often properly delegated to the local municipal authority.

4th. That when a city or other municipality is the owner of such structures, built by its own money, to assist vessels landing within its limits in the pursuit of their business, the city should be allowed to exact and receive this reasonable compensation as well as individuals.

These facts admitted as settled, the only question remaining, is the one suggested in the opinion that "in the exercise of this right, care must be had that it is not made to cover a violation of the Federal constitution."

Mr. Gibbons has devoted much time and thought to this as well as to all other cases in which he has acted for the city. When he was elected to the Legislature he tendered his resignation as City Attorney, but so prominently was he identified with this case and so essential were his services deemed in conducting it before the Supreme Court that he was specially retained by the Council for that purpose.

J. H. Davidson and Messrs. Gillmore & Anderson are attorneys for the appellant.

APR. 26 1876

MARINE JOURNAL.

NEW-YORK AMERICAN, DECEMBER 20, 1825.

High Water this evening, 14.38m.

LOSS OF THE STEAMER RELIEF.—We have to report the loss of the steamer Relief, which left this port on yesterday afternoon, for Alton.—When about six miles up the river, she struck a snag in deep water, and it is expected the boat and cargo will be a total loss, as she is lying on her side. No lives lost. The Chariton brought the passengers to the city last evening.—[St. Louis Bulletin, Dec. 6.]

ANOTHER STEAMBOAT SNAGGED.—The extreme low water in the Mississippi this season, has proved very disastrous to the boats navigating it. Almost every day furnishes accounts of the loss of boats.

The steamer Camanche, which left Louisville for New Orleans on the 26th ult., is reported to have struck a snag at the mouth of Salt River, about thirty miles below the falls, and immediately sunk. She had a full freight, and it is supposed she will be a total loss. Passengers and crew saved.

Another.—The steamer Louisville, arrived at New Orleans on the 9th instant, reports the steamer Renown, sunk at Sister's Island—boat a total loss. Passed on the 30th ult.; the wreck of the steamer Logansport, sunk, having struck a snag at the foot of Buck Island—boat and cargo a total loss. Met the steamers Diana and Hail Columbia, towing down the wrecks of the Gen. Brown and Augusta.

The Cairo Times.

Published Daily, (Mondays Excepted.)

Springfield Block, Ohio Levee, over
Humphreys & Co's Drug Store.

DECEMBER 15, 1865.

ARRIVALS AND DEPARTURES OF MAILS.

ILLINOIS CENTRAL R. R.

Arrive 5:30 A.M. and 5:40 P.M. Depart 2 A.M. and
12 M. Mails close at 10:30 A.M. and 10:30 P.M.

CAIRO AND EVANSVILLE, PER RIVER.

Arrive 2 P.M. Sundays, Tuesdays, Thursdays and Fridays. Mails close same days at 4 P.M.

CAIRO TO ST. LOUIS, PER RIVER.

Arrive 6 P.M. Wednesdays and Saturdays. Mails close at 10:30 P.M. Tuesdays and Fridays.

CAIRO TO CHARLESTON, W. V.

Arrive 12 M. Tuesdays, Thursdays and Saturdays. Mails close at 1 P.M. same days.

CAIRO TO NEW ORLEANS, LA.

Mails close at 4 P.M. alternate days, commencing October 2d. Should arrive same days.

MISCELLANEOUS.

ST. LOUIS & VICKSBURG PACKET LINE

1865

For Cape Girardeau, Cairo, Columbus, Hickman, New Madrid, Memphis, Helena, White River, Napoleon, Eunice, Gaines' Landing and Vicksburg.

The fast and elegant steamers,

PLATTE VALLEY.

W. H. BLAKE, Master, A. C. ISAACS, Clerk.

ST. JOHNS,

A. R. WILLIAMS, Master, SAM S. ENTREKIN, Clerk

One of the above passenger packets will leave St. Louis every Thursday, and Vicksburg every Wednesday, making all way landings and close connections with all Railroads East and South; connecting at Vicksburg with New Orleans packets.

Shippers and passengers can rely on all business entrusted to the above line being promptly attended to.

Orders from planters solicited.

BOYD & SYLVESTER, JOS. ELLIOT, Agent.

C. H. GREEN, Wm. WILLIAMS, Agent, Memphis.

W. H. RUSSELL, WM. WILLIAMS, Agent, Vicksburg.

Agents, St. Louis.

DOWN STREAM TIME TABLE.

Leave St. Louis. Thursday at 4 p.m.
Cairo. Friday at 7 " " " " "
Memphis. Saturday at 6 " " " " "
Helena. Sunday at 6 a.m.
Napoleon. Sunday at 4 p.m.
Eunice. Sunday at 9 " " " " "
Arr. at Vicksburg. Tuesday at 6 a.m.

UP STREAM TIME TABLE.

Leave Vicksburg. Wednesday at 10 a.m.
Eunice. Thursday at 10 " " " " "
Napoleon. Thursday at 2 p.m.
Helena. Friday at 6 a.m.
Memphis. Friday at 4 p.m.
Cairo. Saturday at 6 " " " " "
Arr. at St. Louis. Monday at 12 m.

MEMPHIS AND ST. LOUIS PACKET CO.

1865.

DAILY U. S. MAIL LINE.

Speed! Comfort! Safety!

Boats leave Cairo for Memphis and all way points on arrival of evening train.

City of Alton. Calvert, Master, Monday.

Marble City. Tschudi, Tuesday.

City of Cairo. Riley, Wednesday.

C. E. Hillman, Kisley, Thursday.

Adam Jacobs, Roland, Saturday.

Upward bound Cairo for St. Louis (due at 5 p.m.)

Adam Jacobs, Tuesday.

City of Alton. Thursday.

Marble City. Friday.

City of Cairo. Saturday.

C. E. Hillman. Sunday.

For freight or passage apply to

BOFINGER, HOMANS & CO., Agents.

ap25-dft

MERCHANTS AND PEOPLE'S LINE.

ST. LOUIS AND NEW ORLEANS

PACKETS

Government Transportation Contractors for 1865.

Board of Directors.

Ed. Walsh, St. Louis. M. S. Mepham, St. Louis

David White, " R. Holmes, "

R. F. Hutchinson, " W. J. Lewis, "

H. L. Lee, T. F. Perkins, "

Wm. P. Halliday, Cairo. J. B. Hall, Evansville.

J. B. Ford, New Albany. T. W. Gaff, Cincinnati.

J. K. Bell, Louisville.

DAVID WHITE, President.

W. H. REID, General Superintendent.

JOHN H. BOWEN, General Agent,

No. 11 City Buildings, St. Louis.

The above line is composed of the finest and fleetest steamers in the Southern and Western waters, such as

Magenta, Magnolia, Henry Ames, John Kilgour, Commonwealth, Brilliant, M. S. Mepham, Clara Dolsen, Dictator, and others, forming a line leaving promptly every alternate day for New Orleans, there connecting with steamship line for New York and Boston.

Shippers will find it to their advantage to order freight through this line.

E. B. HENDRICK, General Agent, Cairo, Ill.

FOR NEW ORLEANS.

PEERLESS.

Will leave for the above and all intermediate ports THIS EVENING, on arrival of the train or steamship. For freight or passage apply on board or to

E. B. HENDRICK, Gen'l Agent, Lower Wharfboat.

FOR VICKSBURG, NATCHEZ AND NEW ORLEANS.

The elegant and commodious steamer,

ALLEN, Master,

Will leave for the above and all intermediate ports on SATURDAY EVENING, on arrival of the train.

Passengers received at any time before leaving.

For freight or passage apply on board, or to

E. B. HENDRICK, Gen'l Agent, Lower Wharfboat.

REGULAR ST. LOUIS, CAIRO AND NASHVILLE WEEKLY PACKET.

The splendid light-draught passenger

steamer

HENRY G. McCORMAS, Master

Leaves Cairo every Saturday at 12 m. for Nashville.

Returning leaves Cairo for St. Louis every Wednesday at 12 m.

For freight or passage apply to

BOFINGER, HOMANS & CO., Agents.

ap25-dft

IMPERIAL,

HENRY G. McCORMAS, Master

Leaves Cairo every Saturday at 12 m. for Nashville.

Returning leaves Cairo for St. Louis every Wednesday at 12 m.

For freight or passage apply to

BOFINGER, HOMANS & CO., Agents.

ap25-dft

FOR NASHVILLE, VIA JOHNSONVILLE.

Connecting with Railroad at Johnsonville,

and touching at all way points.

The St. Louis, Cairo and Johnsonville

Daily Packet Company's fleet and com-

modious steamers.

FANNY BARKER.

BAUGH.....Master.

Connecting with the Johnsonville and Nashville Railroad, for all points South, and conveying the through mails and Express, leave THIS DAY, at 10 o'clock A.M.

Passengers may rely upon making sure and quick con-

nection at Johnsonville for Nashville and all points South.

For freight or passage apply on board, or to

Sept 29dt AMISS & CO.

170

AMISS & CO.

LOUISVILLE CAIRO AND MEMPHIS MAIL LINE,

ST. PATRICK,

The favorite passenger steamer ST. PAT

RICK,

GEO. C. HART,.....Master.

BRUCE ALVOR and J. CLEMENS, JR., Clerks.

Will leave Cairo for Memphis on FRIDAYS at 10 a.m.

Returning will leave Cairo for Louisville on SUNDAYS at 5 p.m.

CAIRO AND JOHNSONVILLE

PACKET

Close Connection with Northwestern Railroad for Nashville.

The swift passenger steamer,

G. McPORTER,

B. B. PACKARD,.....Master.

G. S. PACKARD,.....Clerk.

Leaves Cairo for Johnsonville EVERY SUNDAY

TUESDAY and FRIDAY at 10 p.m., making close con-

nections with trains for Nashville.

Oct 18dt

FOR CALEDONIA, METROPOLIS AND PADUCAH.

Connecting with Packets for all points on Ten-

nnesee River, and Nashville, and with Evans-

ville and Paducah Packets.

Oct 18dt

The beautiful and swift passenger steamer

PLAIN CITY.

SCOTT,.....Master.

Leaves Cairo EVERY EVENING on arrival of the train.

Leaves Paducah EVERY MORNING at 8 o'clock, con-

necting with Illinois Central Railroad for all points

North, and with Mobile & Ohio Railroad's steamer, Gen.

Anderson, for all points South.

Oct 18dt

EVANSVILLE AND CAIRO.

1865

Daily United States Mail Line

The Fast Passenger Steamers.

ARMADA.

CHARLES THROOP,.....Master.

W. DUNN,.....Clerk.

The ARMADA leaves Cairo on Sunday and Thursday

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Saturday and Wednesday at 2 p.m.

CHARMER.

CAPT. GUE, DUROCHET,.....Commander.

The CHARMER leaves Cairo each Tuesday evening, on

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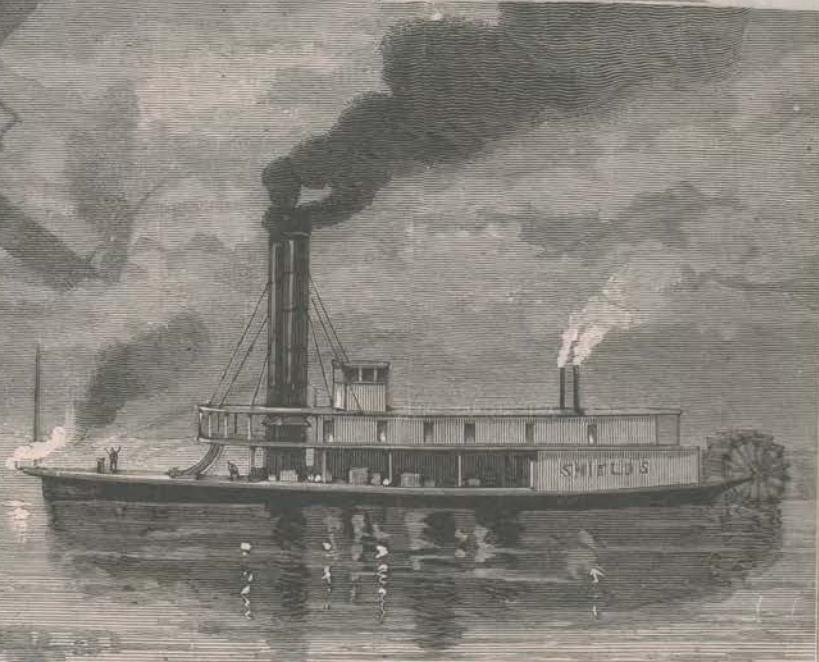
For freight or passage apply on board or to

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THE GREAT DUST HEAP CALLED RIVER,
R. J. BICHEL, KEOKUK, IOWA

WEEKLY PLAIN DEALER
June 22, 1853

A mirage was seen from South Boston and Dorchester on the 11th inst., from five to six P. M. In the direction of the Outer Brewster, a brig, bottom up, was distinctly visible, much elevated in the air. A few miles further to the left, a large ship was seen in the same position.



TENNESSEE.—SINGULAR MIRAGE WITNESSED AT COMMERCE LANDING, ON THE MISSISSIPPI, ON THE NIGHT OF APRIL 10TH.
FROM A SKETCH BY J. H. CHINN.

FRANK LESLIE'S

ILLUSTRATED NEWSPAPER,

53, 55 & 57 PARK PLACE, NEW YORK.

NEW YORK, MAY 8, 1880.

A CURIOUS MIRAGE.

A CORRESPONDENT at Memphis, Tenn., writes as follows: "A singular spectacle was witnessed by the officers of the steamer *Shields* a few nights ago, as she lay at what is known as Commerce Landing, on the Mississippi River, forty miles below this city. The boat was landed by Mr. Elisha Evans, the pilot on watch, for the purpose of taking on freight and passengers for Memphis. The night was dark and very misty or foggy. The boat laid with her starboard side against the bank, and a bright pine torch hung over her starboard bow. As Mr. Evans came down out of the pilot-house, he looked up towards the heavens, and, lo! the scene which the illustration represents met his bewildered gaze. He says he was slightly scared at first, thinking it was some descending steamer running in the fog and headed square at them, and he was listening breathlessly for the crashing sounds which would attend the expected collision; but as no crash came he remembered reading in books of mirages at sea, which reflect the shadow of ships in an inverted position, and his fright passed quickly away. In this instance, however, the shadow of the steamer on the fog did not show the boat in an inverted position, but as represented in this sketch. Mr. Evans says he awakened his partner, Mr. Wilbur, and told him to look up in the clouds. He gazed upwards, half-asleep, and bewilderingly exclaimed: 'Great God, there's a steamboat coming down at us from out of the air!'"

The Daily Gate City.

TUESDAY MORNING, JUNE 4, 1852.

ACCIDENT ON THE RAPIDS..

Sinking of the Steamer Northwestern.

NEWS GLEANINGS.

—The steamer Judge Wheeler, exploded her boilers at Belle landing, fifty miles above Vicksburg, early Sunday last, and took fire, burning to the water's edge, after which the hull sunk. Eight or ten persons were killed by the explosion or drowned.

THE WEEKLY GATE CITY.

HOWELL & CLARK, Publishers.

AUGUST 3, 1882.

Captain Mackenzie was in Louisville, Thursday, to attend the trial trip of the new government tow-boat, to be called the General John J. Parke. This is a large stern-wheel tow-boat, 140 feet long, 28 feet beam, 14 $\frac{1}{2}$ cylinders, 6 foot stroke, and will be used in low water to replace the General Barnard, snag-boat, and for towing rock and brush for the river improvements. The boat will leave Louisville in a few days with a tow of new barges and some oak lumber for the Des Moines Rapids canal. Major MacKenzie will be in Keokuk Saturday or Monday.

KEOKUK CONSTITUTION.

KEOKUK, THURSDAY, AUGUST 12.

GEO. SMITH, H. W. CLENDENIN, THOS. REES,
Steamboat Explosion.

NEW ORLEANS, Aug. 11.—The steamboat Bonnie Lee, hence on Saturday for the Red river with two hundred and fifty tons of assorted merchandise, was blown up and sunk at Lone Wall landing. The boat is a total loss. She was valued at \$15,000, and insured in Cincinnati for \$9,000. The value of the cargo is unknown. Jeff Persey, second clerk, was killed, and McDermott, his little son, is missing.

For Illinois: A Museum



Rep. K. J. (D-Ill.) has authored a bill that would give this 35-year-old Mississippi River steamer—the last of the Texas deck sternwheel-

ers—to the State of Illinois museum of river history. It block any chance that the

Dean of Steamboat Men Is Buried on River Bluff

By a Staff Writer

BURLINGTON, IA.—They buried the dean of the steamboat men here Saturday in Sacred Heart Cemetery on a bluff overlooking the Mississippi River.

The dean was a title that the river men—not newspapermen—gave to Captain Roy M.

Des Moines Sunday Register
Oct. 15, 1967
Local Section

7-L

Streckfus, 79, second-generation river man, president and general manager of Streckfus Steamers, Inc.

Streckfus Steamers operates excursion boats on the river — The Ad-



ROY M.
STRECKFUS

miral and the Huck Finn in St. Louis, Mo.; the President and the Mark Twain in New Orleans, La., and the Tom Sawyer in Minneapolis, Minn.

It was a line started by Captain Roy's father who, when a boy in Rock Island, stowed away on a down-river boat.

As a young man, Captain Roy Streckfus had lived in most of the river towns. In Burlington he met Isabel Mc-

um of River History?



inois to be used as a
y. He said this would
e boat might wind up
as a gambling club. The ship is shown as it was
decommissioned recently in Memphis by the
Army Engineers. (AP)

Partland and they were
married in St. Paul's Catholic
Church.

Four of his boats were built in
Dubuque. And in the days when
the Streckfus Steamers docked in Dubuque, it was there that
they bought their beer supply
from a local brewery.

"There was a family atmosphere about the boats," Captain
Streckfus said about the success

of the excursion line in an interview several years ago.

"By always having a member of his family aboard, my father developed a clean atmosphere on his boats, lacking in some earlier packets when gambling was rampant."

Last Monday — in an apartment selected near the river front so he could hear the

calliope aboard the Admiral — the captain suffered a cerebral hemorrhage. He died Wednesday.

He is survived by three sons — one of them, Captain William, master of the Admiral — two daughters, and a brother, Captain Verne, who heads the New Orleans part of the company.

Said Burt Prugh of Burlington, whose family has a three-

generation friendship with the Streckfus family:

"He wanted his funeral mass in the church here where he was married, and he wanted to be buried next to his wife in the family plot on the bluff where he could watch the river go by."

THE GATE CITY.

WEDNESDAY MORNING, NOV. 2.

CAN'T WE HAVE A FERRYBOAT?

(To the Editor.)

The present rotten and dangerous condition of the Keokuk and Hamilton bridge seems to call for the general disapproval of the traveling public, especially those who have to travel with wagons and teams, and the disgust of all who have to cross the river with their produce, at the seeming shabby and selfish management of repairing the same, that we deem it not of out place to ask a few questions; make a few remarks and suggestions; not that we think that we know all but in the first place would like to have a little light on the subject.

In the first place, therefore, our question "can't we have a ferryboat" at least till the bridge is repaired, not that we want to go back to the old days of ferry-boats and all that; but at present it seems that we almost have to come to Keokuk to exchange values, and yet we are afraid to on account of the imminent danger of life and limb and property in crossing that bridge, and yet we can't ford the stream at the present stage of water, and taking it all in all we are in a quandary.

The bridge is full of holes from one end to the other, excepting the small portion which has been already repaired. We are told that large open spaces are left open all night without guards or any one to warn strangers or any one else of their existence.

We have seen a petition, addressed to the superintendent of the bridge, with a great many names signed to it, very mild and polite in form, asking for a change in the management of the repairing of the bridge, thereby showing the general stagnation in business and anxiety of the public.

Wagons go to smash daily by dropping part way through the bridge and we can see no end to the tinkering.

Now, the GATE has always been foremost in helping along projects and facilities to enable farmers and others with what they have to sell or exchange. Therefore we would suggest that it come out with some of its broad, deep plans and help the farmers and others of Hancock and vicinity out of their present difficulty.

Many of us have produce that ought to be brought to market now, and are in need of many things from town, but cannot risk our lives, teams and wagons on that shabby bridge, which has become a nuisance and a hindrance, shutting off all other ways of crossing the river at this point.

We have been told that the superintendent of the bridge when asked by a farmer if a ferry boat could not be substituted while repairs were going on, told him that he need not cross the bridge if he did not like it. Now we hold that we are obliged to cross that very bridge and that the managers of said bridge are obliged to keep it in a safe and passable order, for have they not shut off all other means of crossing the river here? What we want to know, and will sooner or later, is this: is the Keokuk

and Hamilton bridge to be run solely in the interest of railroad companies? and are the rights and privileges of the people to be totally ignored? If so, we will declare the bridge, together with its puffed-up managers, a nuisance (at least in our own minds), and if the farmers of Hancock county have to find other markets for their supplies, why they can and will do it.

OPTICS.

Fletcher, Henry Smith, Geo. Long, Wm. Campbell, Chris. Francke, deck hands; Pat. Thompson, Peter Connolly, firemen; Wm. Jenks, carpenter.

The latter saw Dick Kennet in the water after the explosion and shoved him a plank, but Kennet was badly wounded and soon sank. Captain Dawson assisted two men out of the wreck and it is believed was trying to rescue others when the wreck sank, carrying him down. All the wounded are doing well.

VALUE AND INSURANCE.

ST. LOUIS, May 1.—The towboat Warner, that exploded at Memphis this morning, was owned by the Babbage Transportation Company, valued at \$30,000 and insured for \$50,000, but not against explosion.

SCHOONER BURNED.

MILWAUKEE, May 1.—About two o'clock p. m. yesterday, when twenty-five miles off this port, the schooner St. Lawrence took fire from the boiling over of a kettle of pitch in the galley. When discovered the fire had made such headway that all efforts to control it were of no avail. The captain ordered the boats lowered while the vessel was under a headway of six miles per hour. The boat capsized the moment it touched the water, drowning Captain Martin Larkins and a passenger named Arthur Piplow, of Gifford, Ills. The remainder of the crew were picked up by the schooner Granada and landed at Ahnapee this morning. The St. Lawrence was owned by Captain Larkins.

THE GATE CITY:

THURSDAY MORNING, MAY 2, 1878.

WATERY GRAVES.

Explosion of a Tug Boat at Memphis, Tenn., and Entailed Horrors.

Five Men Killed and Many Others More or Less Injured.

Burning of a Steamer Near Milwaukee—Two Persons Drowned.

STEAMBOAT EXPLOSION.

MEMPHIS, Tenn., May 1.—The towboat Warner, from New Orleans for St. Louis, has just exploded opposite this city. All on board are believed to be lost.

PARTICULARS OF THE ACCIDENT.

MEMPHIS, Tenn., May 1.—At 9:30 this morning the towboat Warner, from New Orleans to St. Louis with five model barges and the trading boat Kaligan in tow, exploded her boilers when opposite the elevator. The pilot house and roof were blown to a great height and fell back upon the wreck, while the air was filled with splinters and fragments. The wreck took fire instantly and the smoke and steam hid the boat from the crowd which soon lined the bluffs, and it was thought all on board had perished. The tug Desota and two or three skiffs were soon at the wreck and succeeded in saving twelve. Dixon Bennett, pilot and Wm. Radcliffe, second engineer, who were asleep at the time, were lost, and one fireman was literally blown into fragments. The boat had a total crew of twenty-five, but owing to the confusion and hurrying off to the hospital of the wounded it is impossible to tell exactly how many were lost.

Although two of the crew stated they saw Captain Dawson after the explosion, it is now certain he was lost, as no trace of him can be found since immediately after the explosion.

THE KILLED AND SAVED.

MEMPHIS, May 1.—The following is a correct list of the saved and lost by the explosion of the tow boat Warner this morning:

Lost—George Dawson, captain; Dickson Bennett, pilot; Wm. Petitt, Wm. Ratcliffe, unknown deck hands, all of St. Louis; Wm. Radcliffe, engineer, of Pittsburgh.

Saved—John W. Peck cook, Jacob Cox pilot, Charles Anschutz engineer, Barney Cassidy mate, Clara Britton chamber maid, Larry Cassidy deck sweeper, Mike Keefe, Henry Meyer, Albert Benecke, James Bartlino, Charles Sullivan, Mike Cassidy, Henry Boelker, Wm.

THE GATE CITY:

SATURDAY MORNING, MARCH 30.

THE RIVER.

The Lake Superior left for St. Louis yesterday morning.

The Northwestern was due from below last evening and will leave for St. Louis this morning.

There is no danger of the Eagles running above Keokuk when they come out unless there should be a big rise.

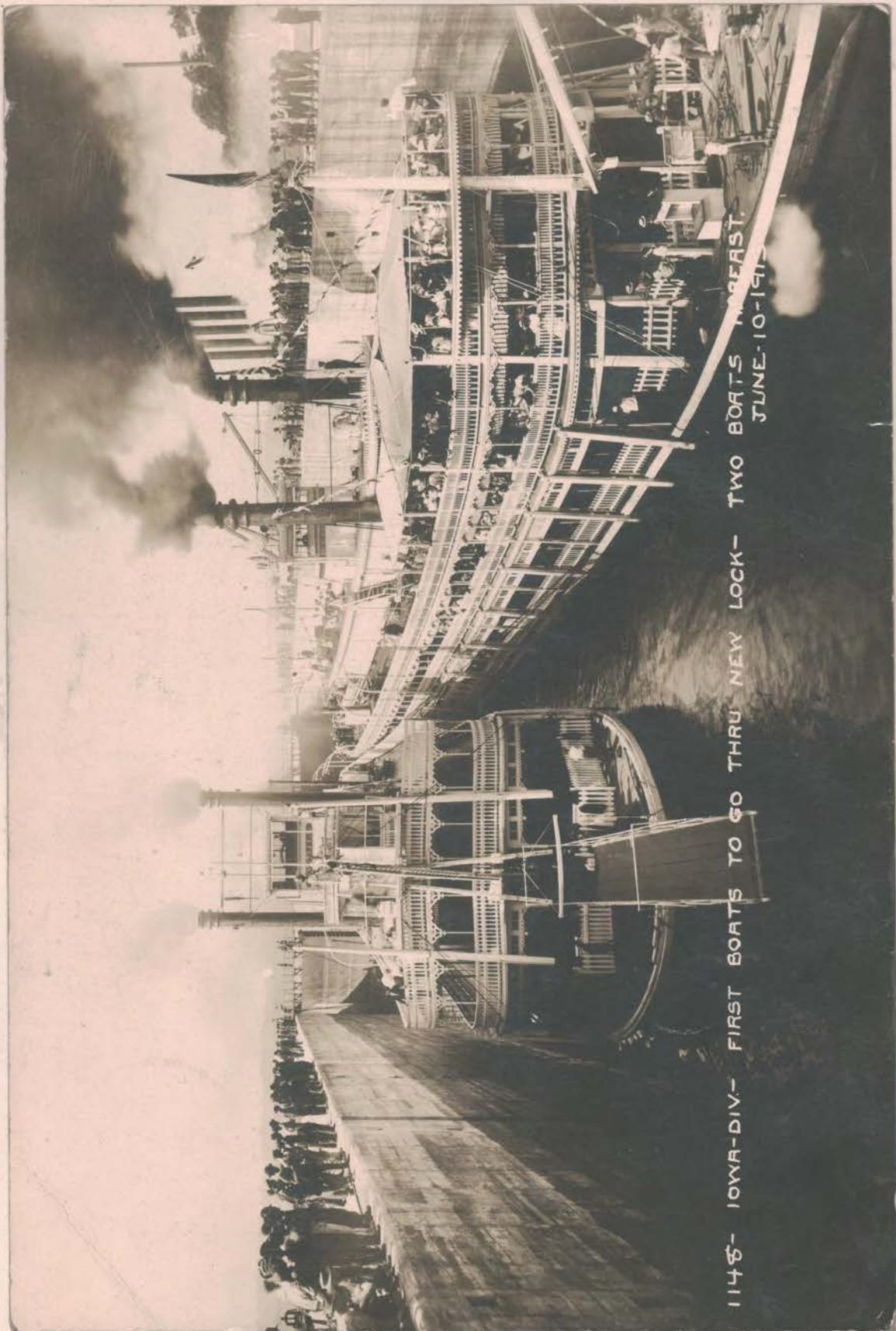
The steamer McDonald, which sunk here two years ago, came down night before last with a large lumber raft in tow for St. Louis. Captain Ben Vansant was in command.

The John Porter, a new tow boat, passed down yesterday and has gone to Nassau slough after a tow of barges loaded with coal for Burlington. She will pass up just as soon as the barges can be lightened.

Captain John A. Bruner has bought the steamer DeSmet for \$14,000 and sold his stock in the Eagle Packet Company to the company for the same amount. Captain Bruner was formerly in full possession of the St. Louis and Alton trade, and designs putting his purchase in the trade.

The Mississippi River is 2,616 miles in length, and is 1,680 feet above the level of the gulf at its utmost source. At St. Paul it is 870 feet above the Gulf level; at the head of Rock Island Rapids, 505 feet; at St. Louis, 408 feet; at Cairo, 322 feet; at Memphis, 221 feet; at Natchez, 66 feet; at New Orleans, 15 feet, and at the head of the passes, 2 feet 9 inches.

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G. W. Hill and Sidney in New Keokuk Lock in 1913



The First Steamboats to Use the Facility

This picture of the steamers G. W. Hill and Sidney in the Keokuk Lock in 1913, the first boats to be locked through that structure, was sent to The Waterways Journal by Mrs. Mary Adams Michel, of Quincy, Ill., daughter of the late Capt. C. L. "Clat" Adams of Quincy who, for years, operated a well-known boat store.

The G. W. Hill

The steamer G. W. Hill, measuring 190 by 36 by 5 feet, was built in 1909 at the Howard Ship Yard in Jeffersonville, Ind., for the St. Louis and Clarksville Packet Company, which was headed by Capt. S. H. "Sam" Gregory, then president of the Eagle Boat Store Company, St. Louis, and Capt. G. W. Hill, one of the founders of the Eagle Packet Company.

Coming off the ways in time to join the parade of steamboats in 1909 from St. Louis to New Orleans that transported delegates to the convention of the Lakes-to-Gulf Deep Waterway Association, the G. W. Hill participated in that cruise. President William H. Taft was a passenger aboard the light-house steamer Oleander in the same parade. On the trip Capt. Milt R. Harry was master; Capts. Harry Miller and Harry Davis, pilots; Phil Kehne, mate, and Charles Jackson and Bass Black, engineers.

The St. Louis and Clarksville trade evidently did not work out as expected, because in 1912 the G. W. Hill was

sold to Capt. D. Walter Wisherd who converted her into an excursion vessel and tramped her up the Ohio River. In 1922 she was sold to the Coney Island Company, in Cincinnati, which changed her name to Island Maid.

Steamer Sidney

The steamer Sidney was built as a Wheeling and Cincinnati packet in 1880 at Murraysville, W. Va., where the hull and framing was constructed, with the finishing touches completed at Wheeling. Measuring 221.3 by 35.5 by 5.5 feet, the Sidney had engines with 17-inch cylinders and 5½-foot stroke. In the Wheeling-Cincinnati trade the vessel was commanded by Capt. William M. List, master, who had Charles D. List as head clerk. Originally she was painted yellow with a colorful trim. While at Goose Island on March 10, 1882, she broke a steam line in an accident that scalded 16 persons with four subsequent deaths.

Soon after the accident she was sold to the Diamond Jo Line on the upper Mississippi, and from then on she ran St. Louis to St. Paul teamed up with the steamer Pittsburgh and others. In 1911 she was sold, with other Diamond Jo Line boats, to the Streckfus Line which rebuilt her into an excursion vessel. She tramped to New Orleans in the winter months and in 1921 was completely rebuilt at Mound City, Ill. Her name was changed to Washington at that time.

Big Dredge Rock Island Cutting 2,500 Cubic Yards of Silt an Hour From Mississippi River

The Keokuk Gate City and Constitution Democrat
Page 5—Wednesday, Sept. 5, 1945

With wartime restrictions removed, an article in the Davenport Times reveals that the huge government Dredge "Rock Island," which makes Keokuk its home port and is captained by a Keokuk resident, Capt. Dick Parker, is now at work just above Campbell's Island cutting a wide swath in the silted channel of the Mississippi.

The dredge, largest and costliest boat on the entire Mississippi, is

removing 2,500 cubic yards of silt per hour approximately 1,200 feet to a deposit on the shore. Three cuts are to be made in that area, removing about 96,000 cubic yards of dirt, most of it top-soil washed into the river by tributaries from Iowa, Illinois and Wisconsin.

Cuts 200 Feet at Time.

An expanding soil conservation program may hold much of this material back some of these days but until it does the "Rock Island" will dig it up out of the river and carry it to shore.

The mammoth dredge, swinging from side to side on its two 50-foot long tubular steel spuds or "feet," travels down the 3,600 foot cut dredging a width of 200 feet at a time and cleaning out the channel to a total width of 400 feet.

Built to order at the Dravo Boat Yards near Pittsburgh during the winter of 1936-37 at a cost of \$1,000,000, the Rock Island replaced a fleet of smaller suction and dipper dredges which were formerly used by the U. S. Engineers in this district. A sister boat was built at the same time for the St. Paul district and are the costliest boats on the river but their performances have more than justified their cost.

Does All Work of Fleet.

The Rock Island not only does all of the work formerly handled by the fleet of smaller vessels, but does it quicker, better and cheaper. It takes care of all the channel between lock and dams No. 10 at Guttenberg, Ia., and No. 22 at Saverton, Mo., and this fall will help in dredging work in the St. Paul district.

It has a capacity of 2,500 cubic yards an hour and throughout the season removes between two and a half and three million cubic yards of unwanted material from the river. Because of the shortness of the season—April 15 to November 15—and the heavy cost of the investment, the dredge works 24 hours a day with three eight-hour shifts, six days a week.

The responsibility falls heavy on the capable captain, Dick Parker, for it is a 24-hour job on his part but how he handles it is shown by his safety record, the best on the inland waters of the United States.

9 Cents a Cubic Yard.

The cost of removing material from the river is only nine cents a cubic yard, as shown in the season's average. It was nearly three times that amount when handled by the fleet of small dredges used in the six-foot channel days.

Ultra modern in its equipment, the dredge has well over 100 different pieces of motor driven machinery aboard, each with its individual motor. The big cutter at the bow, with detachable blades six feet in diameter is driven, as is the mammoth pumps, by a 100 horsepower direct Diesel motor. Everything else on the boat is driven by Diesel power by huge motors.

The boat makes its own power, filters its own water, manufactures its own ice and does everything that utilities do in a well-organized community. The crew of 68 lives aboard with comfortable quarters, a well-stocked larder, wonderful cooks, laundry and baths, recreation rooms and, in fact, every convenience.

KEOKUK, NAUVOO & FT. MADISON P A C K E T .

THE STEAMER PRESCOTT

T will make regular trips between Keokuk and Fort Madison, leaving Keokuk daily (Sundays excepted) at 3 o'clock p.m.; returning, leave Fort Madison at 2 a.m., and Nauvo at 7:30 a. m.

C. P. GILLESPIE,
Master.

"THE GREAT DUST HEAP CALLED HISTORY
R. L. BICKEL KEOKUK, IOWA

The Big River 120 Years Ago

By Carl Gartner
Editor of Picture Magazine

THE lithographs of early Iowa scenes on today's cover and on page 11 are from the limited edition of a handsome new volume called "The Valley of the Mississippi Illustrated" published by the Minnesota Historical Society. It is the first complete English edition of a rare work originally issued in Germany, where the artist, Henry Lewis, spent his later years, called "Das illustrirte Mississippithal."

The new book, which sells for \$39.75 and is limited to 2,000 copies, contains 78 beautiful lithographed illustrations, from Minnesota's Falls of St. Anthony down to New Orleans. Lewis's original book was actually a by-product of an enormous panorama, long since lost, of Mississippi scenes. The panorama was a pictorial canvas 1,300 yards long and 12 feet high. It rolled between two slowly moving cylinders while Lewis lectured, entertaining audiences in foreign lands as well as the United States.

A BETTER ARTIST
THAN HISTORIAN

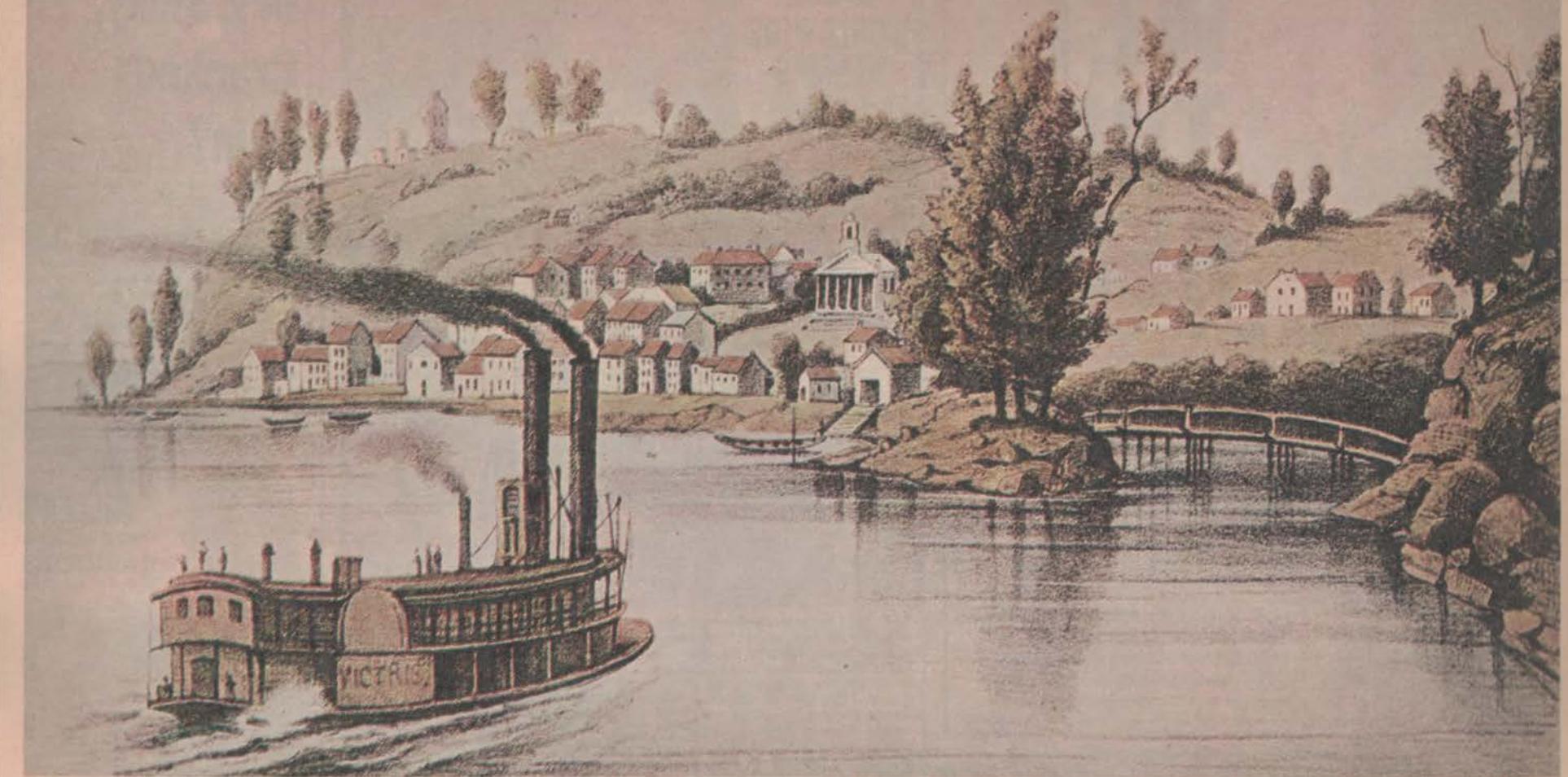
The Minnesota Historical Society's book was edited by Bertha L.



Early Days On the River

IN THE late 1840s a self-taught artist named Henry Lewis, who lived in St. Louis, made several trips up and down the upper Mississippi, sketching scenes and cities along the way. Floating along on an odd craft he called the "Minnehaha"—two canoes lashed together and topped by a cabin—Lewis turned out scores of sketches, later turned into handsome colored lithographs. A number of them were Iowa subjects, including the cities of Dubuque and Burlington reproduced on this page. For more on Lewis and his work, and for his lithographs of early Keokuk and Muscatine, turn to pages 10 and 11.

 KEOKUK, shown at right as the artist saw it, did not impress him to a great extent. Describing it, he wrote. "Situated on the steep side of a bare clay bank, which slopes precipitously down to the water's edge, its dilapidated rickety dwellings remind one of a flock of sheep hurrying to the water—as someone, I believe, once said of Galena, of which it is even more true. This much is certain—hills and houses crowd each other, and one can hardly be distinguished from the other."



MUSCATINE, which presented this appearance to the early traveler, "stands out very pleasantly" as seen from the river, he commented. Muscatine's population at that time was a little over 1,800. "As far as population and trade are concerned," the artist wrote sometime later, "it is one of the most important cities of this state. It is the landing place for all

goods destined for Iowa City, the capital of the state, and for many other inland towns. No other part of this flourishing state is more inviting for the farmer, craftsman, and merchant. Fertile lands can be purchased for \$1.25 per acre from the government. The land is composed of first-rate prairie bordered by forests . . ."

DES MOINES SUNDAY REGISTER—JANUARY 14, 1968—PAGE 11
976

THE FORTY-NINE-YEAR-TALLIED HISTORY
of IOWA CITY KEOKUK IOWA

The Big River - 1968



Burlington as a pioneer artist viewed it

Heilbron, an expert on early artists in the Minnesota area. Translation from the German was by A. Hermina Poatgieter of the society's staff.

Iowa scenes in addition to Dubuque, Burlington, Keokuk and Muscatine, include The Tete des Morts River, Bellevue, pioneer Berlin (across from Port Byron, Ill.) Great Muscatine Prairie and Fort Madison. There are also illustrations of Prairie du Chien, Wis., Galena, Ill., Savanna, Ill., Fort Armstrong on Rock Island, and Nauvoo, Ill.

Lewis was a better artist than an accurate historian, and, as the editor points out, he used much material he obtained at second hand, and he used much that was inaccurate. Despite this, the new book is a most valuable, as well as handsome, contribution to pioneer Americana.

One chapter is devoted to Dubuque, of which Lewis gives a brief, and not entirely accurate, history. He described it as a city that "will doubtless become the metropolis of the lead mining region of the Northwest and one of the most important cities on the Upper Mississippi. The city is located on a beautiful broad plateau, just across the border between Illinois and Wisconsin, about 450 miles above St. Louis and 300 miles below the Falls of St. Anthony. The population is now 4,000 and the city has a bank, a courthouse, and several churches . . . In the background of the city are some beautiful hills from the summits of which the surrounding area appears ineffably lovely."

**"THE VIEW IS UNUSUALLY
GRAND AND ROMANTIC"**

Lewis described Burlington as the principal city in southern Iowa, with a location particularly attractive and pleasant. "Half a mile west of the shore at this point," he wrote, "the view is unusually grand and romantic, extending over dense forests and wide prairies."

The artist considered the Davenport and Rock Island area to be "one of the loveliest regions along the entire Mississippi . . . Rich people who live in the larger cities along the Mississippi, like New Orleans or St. Louis, spend part of the summer here, because the climate is very healthful, and nature has provided opportunity for all kinds of recreation, such as fishing, hunting, bathing and sailing."





Dubuque as a pioneer artist viewed it

THE GREAT DUST HOP CALLED HISTORY
R. L. BIGELOW, MEDIAN, IOWA

The Minnesota Historical Society announces the publication of a deluxe limited edition of
THE VALLEY OF THE MISSISSIPPI ILLUSTRATED

THIS BOOK offers the first complete English translation of a rare item of Americana entitled *Das illustrirte Mississippithal*, compiled and illustrated by American artist Henry Lewis in the 1850s. The work was written in English, translated into German, and published in Düsseldorf, Germany, where Lewis was living. Only 72 pages of the thick volume apparently ever were published in the author's native tongue; just two copies of this English fragment and some twenty copies of the first German edition are known to exist in European and American libraries and private collections. Thus the Lewis work has long commanded high prices on the few occasions when it has appeared on the rare-book market. More than fifteen years of work on the part of the translator and the editor, including research in the United States and abroad, have made possible the publication of a complete English version. The edition is limited to 2,000 copies.

Lewis based the work on information gained while living in St. Louis and on trips to the Upper Mississippi in 1846, 1847, and 1848. He floated down the great river from Minnesota's Falls of St. Anthony sketching the magnificent scenery and the towns then developing along the riverbanks. The 78 charming and historically accurate lithographs that Lewis executed are painstakingly reproduced in full-size, high-quality, fine-screen, four-color illustrations in the handsome new volume. Lewis' text reflects not only firsthand knowledge, but also incorporates bits of the colorful history of this vast region gleaned from other writers of his day.

HENRY LEWIS, ARTIST AND AUTHOR

BERTHA L. HEILBRON, EDITOR

A. HERMINA POATGIERER, TRANSLATOR

Deluxe binding

Alkaline paper with a guaranteed life
of at least 100 years

Introduction

Notes

Index

78 four-color plates

600 pages

\$39.75

(Limited number of uncut copies available at \$50.00 each)

b L 1

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Plate 3. INDIAN DEPUTATION

H. Lewis

THE GREAT DUST HEAP CALLED HISTORY
R. J. BIGELOW KEOKUK, IOWA

The Early Mississippi

Book by an early St. Louisan given new life by Minnesota Historical Society

PICTURES—St. Louis Post-Dispatch, Sunday, March 31, 1968



A view of St. Louis from Illinoistown, later East St. Louis. Building with dome is the courthouse. The warehouses that front the river are mostly of limestone quarried on the spot. At extreme left is the old brick market house, on site of the first log house erected by Pierre Laclede in 1764. At right is Bloody Island, so named because of the many duels there. St. Louis population at this time was about 77,000.

By WILLIAM J. NAZZARO of the PICTURES Staff

A rare item of early Americana by the mid-nineteenth century St. Louis artist Henry Lewis has been rescued from oblivion with the publication by the Minnesota Historical Society of "The Valley of the Mississippi" in

its first complete English version.

The volume, illustrated with 78 lithographs of scenes on the Mississippi, was published in Germany in 1854 as "Das Illustrirte Mississippithal" but the firm that put out the work failed and today only 20 copies are known to exist.

The new edition, limited to 2000 copies, gives American readers a vivid description of the country spanned by the Mississippi river as it appeared to an alert and talented observer in the 1840s. The St. Louis Public Library possesses both the original German and the new English versions of the work. Eight of the lithographs are shown on these pages.



At left, the river near Grafton, Ill. At right, a view of Carondelet, which was also known as "Vide Poche" (empty pocket) after the impoverished settlers there who were continually coming up to St. Louis to beg for provisions. Carondelet was incorporated in 1851, and annexed by St. Louis in 1870.



A view of Alton. Lewis noted that Alton was the place where abolitionist Elijah Lovejoy's press was destroyed and Lovejoy killed by a mob on Nov. 7, 1837.



A view of Cairo and the mouth of the Ohio river. Lewis in his text puts the blame for Cairo's relative lack of development on the failure of the English firm that controlled the Cairo City and Canal Co., which owned most of the community.

End

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PICTURES—St. Louis Post-Dispatch, Sunday, March 31, 1968

THE GREAT DUST HEMP CALLED HISTORY
BY RICKETT KEOKUK, IOWA

EARLY MISS. - 2

Early Mississippi - pg #2

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The Mississippi of Long Ago

ST. LOUIS POST-DISPATCH

Founded by JOSEPH PULITZER
December 12, 1878

Sunday, March 31, 1968

View of the great fire in St. Louis, May 17, 1849. The fire spread from a steamboat to piles of hemp, tobacco and grain on the levee and then to the city. Fifteen square blocks were burned, 640 houses and 23 steamboats destroyed. Damage totaled about \$5,000,000.



Henry Lewis was born in England in 1819 and was brought to America by his father around 1829. In 1836 they moved to St. Louis. Lewis based his work on information gained while living in St. Louis and on trips to the upper Mississippi in the summers of 1846-48. He floated down the great river from Minnesota's Falls of St. Anthony, sketching the magnificent scenery and the new towns then developing along the banks of the river.

At first Lewis utilized these scenes for his "Mammoth Panorama of the Mississippi," which was first exhibited in St. Louis on Sept. 1, 1849. The panorama was 12 feet high and more than 1300 yards in length. During the exhibition, the painting was unrolled and moved across the stage, giving the illusion of a



This is how the Piasa Rock near Alton appeared to Lewis in 1848. The legendary Piasa painting has since been obliterated several times, twice for quarrying, and twice for road-building. It is not certain if this Piasa bird is the same that Father Marquette saw when he traveled down the Mississippi in 1673. Piasa is an Illinois Indian word meaning "bird that eats men."

trip down the river. Lewis later exhibited his panorama in other large cities, and then in Europe, where he eventually settled in Dusseldorf, Germany. His partner in the panorama venture, Washington King, returned to St. Louis, where he served as mayor in 1855.

In the text of "Das Illustrirte Mississippithal" Lewis produces affidavits as to the accuracy of the scenes shown in his panorama. Among the signers are President Zachary Taylor and Senator Stephen A. Douglas. After publication of his work, Lewis became a permanent resident of Dusseldorf, marrying a girl of English descent, and serving for 17 years in the American consular service. He returned only once to St. Louis, in 1881, and died in Dusseldorf in 1904 at the age of 85.

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Early Missp - A

ILLINOIS NEW CALLIOPI
S. L. COOK & CO., CHICAGO

early N. Mississippi pg 5



PICTURES—St. Louis Post-Dispatch, Sunday, March 31, 1968

A traveling Indian hunting party, probably Chippewa or Dakota. In his original text, Lewis used the description of Indian life found in "The Indian and His Wigwam," by Henry R. Schoolcraft, an explorer.

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Early Iowa



DES MOINES SUNDAY REGISTER—JULY 7, 1968

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Fort Madison

The Great Dust Bowl Called History
By ELLIOTT MEDKIN (1968)

Early Town pg 1



BELLEVUE AGENCY, now the site of Bellevue, Neb., just south of Omaha, was painted by Bodmer on May 3, 1833. This was the headquarters of Maj. John Dougherty, who had jurisdiction over affairs of the Omahas, Oktos and Missouris, Indian tribes in that region.

Historic Western Paintings

DES MOINES SUNDAY REGISTER—AUGUST 30, 1964—

IN THE spring of 1833 Prince Alexander Philip Maximilian, 50, a German naturalist and scientist, and Karl Bodmer, 23, a Swiss artist, boarded the steamer Yellowstone in St. Louis for a trip up the Missouri River following the trail of Lewis and Clark. One result of their journey was a now priceless collection of sketches and paintings of the Indian and early western culture of that region.

The collection is now owned by Northern Natural Gas Co. of Omaha and housed in the Joslyn Art Museum there. Starting tomorrow, Iowans will have an additional opportunity to see selected works from this exhibit. A number of the paintings, including the three reproduced on this page, will go on display at the Iowa Power and Light Co. office Monday and will be there through Oct. 2.



THE YELLOWSTONE, on which the artist and his companion traveled, was a rugged side-wheeler built especially to withstand the perilous navigation of the Missouri. At times the crew had to pole it or pull it through treacherous snags or over some of the many sandbars



A BUFFALO DANCER of the Mandan tribe was painted at Fort Clark, near the present site of Bismarck, N. D., in the spring of 1834.

NATIONAL INTELLIGENCER

PUBLISHED BY GALES & SEATON.

JAMES C. WELLING, ASSOCIATE EDITOR.

THREE TIMES A WEEK—SIX DOLLARS A YEAR
Payable in advance.

WEDNESDAY, NOVEMBER 18, 1868.

TERRIBLE STEAMBOAT DISASTER.

The steamer Glasgow, from Memphis on the 12th instant, has arrived at Cairo and brings painful intelligence of the burning of the steamer Sunnyside about five o'clock on Friday morning, opposite Island No. 16, twenty-six miles below New Madrid. She had a large passenger list and a heavy freight on board. Among the latter were thirteen hundred and eighty bales of cotton, which with the boat was totally destroyed.

The boat caught fire from sparks from the chimney which ignited the cotton. She was run ashore and her engines were kept working to hold her to the bank. The exit from the boat being insufficient many of her passengers were obliged to jump overboard, several of whom were drowned. The scene is described as most terrible. Of thirteen female passengers only four escaped, and of eight children six were lost. Thirty passengers in all were drowned or burned. Among the latter were Mr. Boyd and his wife and child, of Memphis; the sister and wife of Major Boswell; an army surgeon, name unknown; Mrs. Van Buren and her daughter Mattie, of Detroit; Mrs. Blake, Mr. George Cox, and child; Mrs. Croswell and two children, Mrs. Rose, Mrs. Strong, John Powers, fireman, and four deck hands, names unknown.

The boat's books and the money on board were lost. The Glasgow brought the survivors to Cairo, most of whom lost every thing they possessed.

THE NATIONAL INTELLIGENCER
BICKEL - KEOKUK, IOWA

By Jack Rice
Of the Post-Dispatch Staff.

ONCE THE MISSISSIPPI gets hold of a man's imagination he might as well give in gracefully. Two St. Louis business men, Arthur Krato and John Groffel, gave in to the spell of the river recently and they surrendered in grand style. They bought one of the biggest packages of romance on the Mississippi, the stern-wheeler "River Queen."

After Krato and Groffel congratulated themselves on the solemn business reasons for buying the steamboat they let themselves go on the real reason for their rejoicing. They have a 237-foot packet boat all their own to play with.

The River Queen is tied up at Hannibal now and Krato and Groffel are tied up with her, in a tangle of commercial and altruistic ambitions. They are doing a handsome job of finding new ways to spend fresh money on a 38-year-old steamboat.

They bought the River Queen at a bankruptcy auction in New Orleans for \$49,100 but they convinced themselves that was no mere purchase price, it was a bargain. They had help in their thinking.

"An old-timer on the riverfront at New Orleans told me we could have made \$49,000 in bets," Groffel said, "because the talk before the auction was that she'd go for \$75,000 at least. We didn't know about that talk."

They got the noble but boilerless Queen from New Orleans to Hannibal by sandwiching her in a river tow among barges of molasses and sorghum. The fare for the Queen was \$7500 and that was a bargain, too. The tow was cheaper than bringing the Queen's moving parts back to life, and it made genuine Mississippi steamboat men of Krato and Groffel.

Steamboat Round the Bend

'River Queen' Finds Home at Hannibal...New Owners Realize Dream

ST. LOUIS POST-DISPATCH

Sunday, September 3, 1961



"River Queen," now at permanent anchor at Hannibal, a reminder to tourists of the Mississippi's steamboat glory. 189

They stood on the hurricane deck and were masters of the Mississippi and all they surveyed, including the sorghum and molasses. There is a marvelous feeling of power in standing in the pilot house of a steamboat, even if the high wheel just spins for its own amusement and the speaking tube plays to an empty engine room.

They spent \$1200 on the Queen at St. Louis, having her smokestacks lowered. The tops of the stacks are 80 feet above the

water, more smokestack than any steamer really needs but the River Queen is a belle of a boat. Her stacks are extra high, the better to show off the steel feather work that tops them. The feather work is gilded; a self-respecting steamboat won't hold still be to capped off by any paint except gilt. The final 20 feet of the stacks were hinged to save the Queen's gilded feathers from the bridges at Louisiana, Mo., and at Hannibal.

Hannibal is where Krato and Groffel intend the River Queen

to stay. They expect her to make a career of being tied up at Hannibal, a combination restaurant and museum and reminder to tourists of the Mississippi's steamboat glory.

They chose Hannibal for the

River Queen by a process of sentimental, business-like reasoning. Krato is a St. Louis man but he also has a home in Hannibal, established when he moved a tool-and-die business there, and he is as much a Hannibal man as he is a St. Louis man. The friendship between Groffel and

Krato began here when Groffel front will draw 3,000,000 people a year, but Hannibal's the right place for the boat because of the town's association with Mark Twain and if the 3,000,000 want to see it they have to drive only 90 miles."

Krato, speaking as a Hannibal man, said: "Hannibal gets more than 200,000 people a year to the Tom Sawyer house and such, but the town's never tried really to commercialize on it."

They had vague notions about doing something big for the Mississippi, and Hannibal, and help-



ARTHUR KRATO, left, and JOHN GROFFEL . . . "We'll either be two guys with halos on our heads, or a couple of Injun Joes."



From left: Groffel, LAURA HAUGH, MIKE WICKENS and Krato at ceremony after boat was docked at Hannibal. The girl and boy, representing Becky Thatcher and Tom Sawyer, are holding original photograph of Sam Clemens, given to co-owners for use in the "River Queen" museum.

ing themselves, too, for some time. The notions stayed vague until Krato read in the Post-Dispatch last fall of the impending demise of the steamboat Mississippi, a government boat. They agreed immediately that the steamboat Mississippi had to be saved for Hannibal. Krato consulted with Frank Russell of the Hannibal Chamber of Commerce and Russell thought it was an inspiring prospect, too.

The prospect vanished quickly. The Mississippi developed a crowd of admirers, all putting bids on her. Krato and Groffel sized up the competition, which included the state of Illinois, and decided that the Mississippi had graduated from their league.

While they were sitting together, grieving over a lost steamboat, Russell called Krato. Russell said he read in the Waterways Journal that the stern-wheeler River Queen was to be auctioned at New Orleans. The boat was moored at New Orleans as a restaurant and museum.

Krato and Groffel decided that was their boat. Whatever the cause of the auction, they agreed the River Queen was blameless and would not fail them if they gave her a good home in Hannibal.

They went to New Orleans and looked at the River Queen. She had been recently repainted and her interior was nicely carpeted. They went to a nearby bar to pool their knowledge on bidding for steamboats. They had a dry pool. So they had another drink and exchanged guesses. Groffel guessed they should brace themselves to go as high as \$60,000. Krato guessed more cheerfully. He said \$50,000 should be about right for a steamboat.

At the auction, Krato did the bidding and did not speak up until the bids reached \$20,000. He began raising, \$1000 at a time, until the price was at \$40,000 and then he slowed down to \$100 raises. At \$49,100, he had a steamboat.

"I got the impression we had a bargain as soon as we had her — \$900 less than we'd guessed," Krato said.

His impression got bigger and bigger. Three hours after the River Queen was theirs, the partners were offered \$75,000. Other offers came in, getting higher. When they had been steamboat men for three days, they had an offer at \$150,000. They liked the Queen better every day.

They put the offers behind them and the River Queen joined a procession of barges, up-river. Groffel and his 17-year-old son,

Sept 3 1961 - pg #2
Steamboat round the bend)

"THE GREAT DUST HEAP CALLED HISTORY"
H. RICKEL KEOKUK, IOWA

River Queen

FROM PAGE ONE

since then has served as a floating restaurant and museum, first at Owensboro, Ky., on the Ohio river, then at Bradenton, Fla., and later at New Orleans.

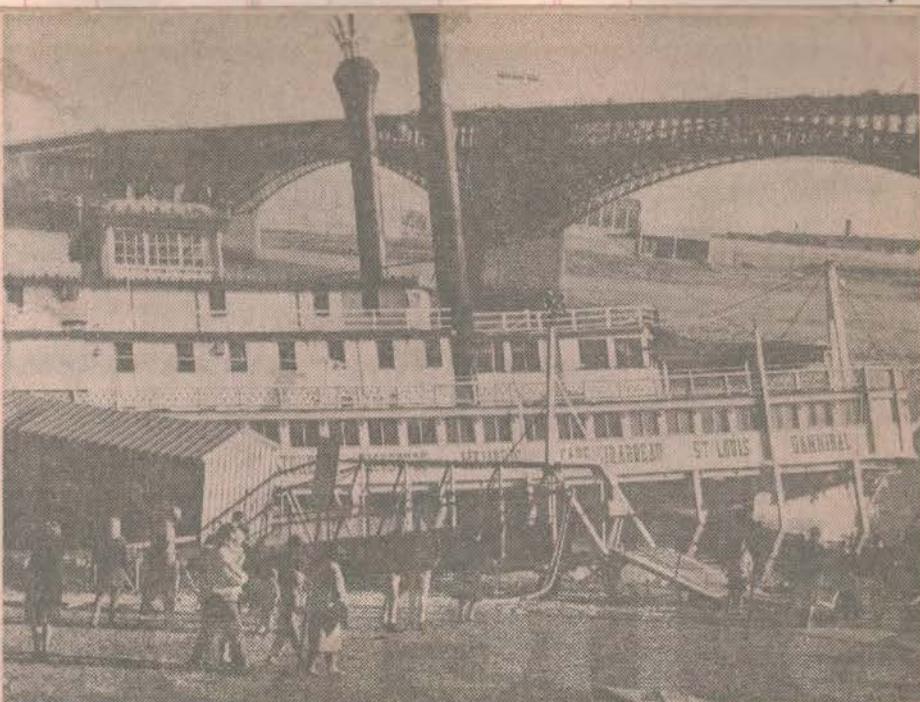
Groffel and Krato purchased it at auction in New Orleans in 1961 and took it to Hannibal, Mo., where it continued in service as a restaurant and museum under its present name.

In 1964, the boat was moved here, exchanging places with another paddlewheeler, the Mississippi, which was sent to Hannibal. The River Queen opened on the St. Louis riverfront in December 1964.

Adding to the luster of its history are appearances in several movies, notably "Gone With the Wind" and "Steamboat Round the Bend," a Will Rogers movie.

Des Moines Sunday Register
Dec. 3, 1967
Local Section

6-L



People gathered at the riverfront Sunday to view the partially sunken River Queen. No one connected with the boat knew what caused it to sink.

—Globe-Democrat Photo

Riverboat Cafe Sinks at St. Louis

ST. LOUIS, MO. (AP) — The River Queen, a riverboat converted into a floating restaurant, sank at its mooring on the St. Louis riverfront early Saturday. The vessel was submerged to the second deck on its left side and the stern was under water. The cause of the sinking was not immediately known.

St. Louis Globe-Democrat

Unland Requests

Authority to

Inspect Boats

Mon., Dec. 4, 1967

C. Larry Unland, city director of streets and the man with the responsibility for the city-owned wharf, Sunday called for legislation to allow the city to inspect the hulls of boats moored there.

In the wake of the sinking of the River Queen restaurant, Mr. Unland pointed out that the city has jurisdiction only over fire and public safety aspects of boats moored at the wharf.

"This is one of the reasons I've been trying to get a Port Commission going," Mr. Unland said. "It would be an advisory

body, similar to the City Plan Commission, which would make recommendations about the entire 19-mile riverfront."

The bill to establish the Port Commission was voted out of the aldermanic streets and wharfs committee on Friday.

Mr. Unland pointed out that the Coast Guard does not inspect vessels which are permanently moored and which have no operating machinery and said the city has no authority to do so.

He said the River Queen was inspected by a private engineering firm and found to be in sound condition before it was granted a city license late in 1964.

The boat began shipping water and settled to the bottom of the river within a matter of hours early Saturday. No one connected with the boat knew what caused it to sink. Mrs. John C. Groffel, wife of one of the owners, said Sunday it was the "puzzle of the century."

BOARDS VESSEL

Ron Schroder, manager of the restaurant, and Russell Spengel, an associate, boarded the boat Sunday afternoon to retrieve some musical instruments and employee records.

They reported the second deck, housing the restaurant, was about 80 per cent full of water and the third deck about 10 to 15 per cent full.

Mr. Spengel suggested the boat hull may have split a seam. It will be Tuesday before a fully equipped salvage barge can arrive at the scene to begin raising the boat.

The listing tourist attraction continued to draw people to the riverfront. A large crowd, complete with vendors, was on hand Sunday afternoon for a first hand look at the boat.

ONE OF THE LAST

The River Queen, one of the last of the Texas deck stern wheelers, was built in 1923 at Jeffersonville, Ind., for the old Eagle Packet Co. Christened the Cape Girardeau it served for many years between that city and St. Louis.

Sold in 1935, it was renamed the Cordon C. Greene. It was decommissioned in 1951 and has served since that time as a floating restaurant and museum.

Mr. Groffel and Arthur Krato of Hannibal, acquired it at an auction in New Orleans in 1961 and took it to Hannibal where it served as a restaurant until being moved to St. Louis in 1964.

of the Mississippi River today, waiting arrival of a heavy salvage craft from Evansville, Ind.

The 44-year-old stern wheeler sprang a leak and began to sink Saturday, just north of the Gateway Arch where it has been moored since 1964 as a floating restaurant.

"How do you salvage a craft like the River Queen? All I can say is that you 'worry' it up," said Ralph E. Clark, a marine consultant in charge of recovery operations.

Tow lines were attached to the vessel to prevent it from sinking further. But, with a rise of three feet in the river, much of the main, second and third decks were awash.

The owners of the River Queen have vowed to save her, saying "it's the last of its kind." The boat has been used in several motion pictures.

The Daily Gate City

KEOKUK, IOWA 6

TUESDAY, DEC. 5, 1967

'River Queen' partially sunk at St. Louis

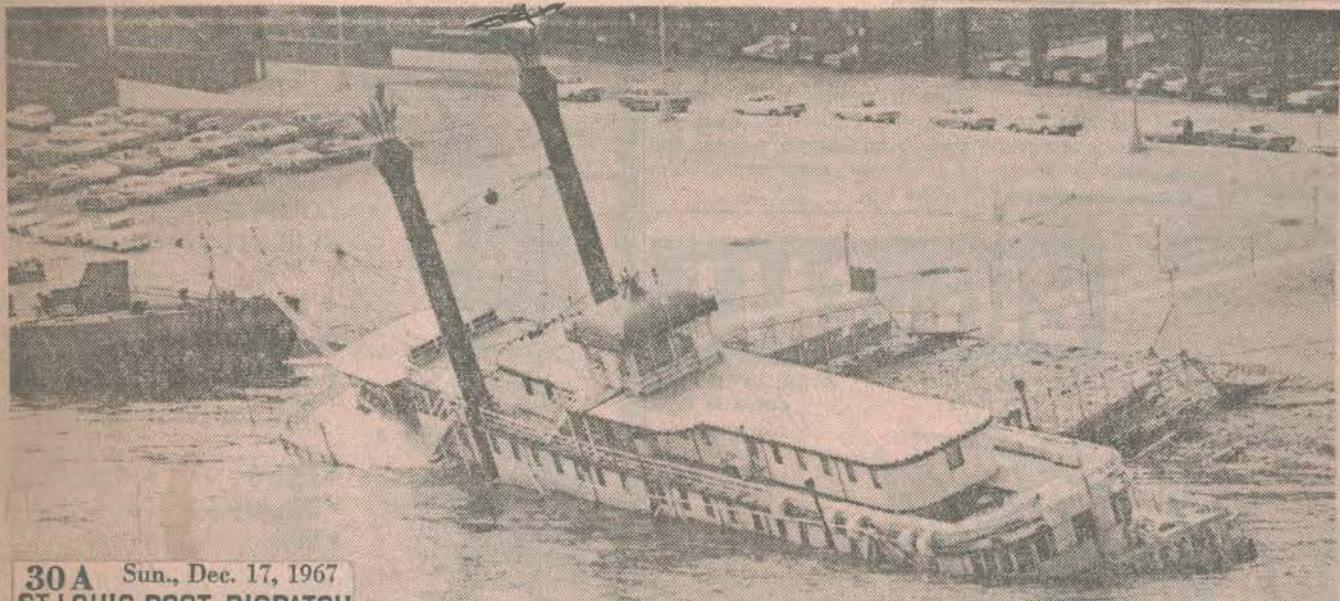
ST. LOUIS (AP)—The stricken vessel River Queen lay with its stern in the muddy waters

Dec. 10, 1967

**WHAT WILL BE HER FATE?**

Methods to raise the partially submerged River Queen, 44-year-old stern wheeler on the St. Louis riverfront, may be decided upon Saturday. The stern went under a week ago when the hull ruptured. The popular floating restaurant settled on the levee slope and is listing at a 20-degree angle. Unless the boat is raised within the next week it may be lost, its owners say.

—Photo By Arteaga



30 A Sun., Dec. 17, 1967
ST. LOUIS POST-DISPATCH

River Queen Still Awaiting Salvage

The sunken River Queen packet, to the south of which has been docked a large salvage rig intended for use in raising the vessel. The 44-year-old stern wheeler, which sank 15 days ago, remained in almost exactly the same position yesterday as at the time it went to the bottom along the

By a Post-Dispatch Photographer

levee at the foot of Delmar boulevard. Word on when or how the salvage operation will be conducted remained unannounced yesterday. A section of the third deck wall on the port side was said to have been loosened by extended immersion in the Mississippi river.

KEOKUK CONSTITUTION

KEOKUK, THURSDAY, SEPTEMBER 5, 1968

ATTEMPTED MURDER.

A Cold Blooded Effort to Take the Life of a Keokuk Darkey on the War Eagle.

Day before yesterday, while the War Eagle was just above Alton, the mate had a couple of darkey roustlers cutting and splicing rope on the lower deck. As one of the darkies was bringing the end of a rope from the stern forward, he had to pass a coal passer, a colored man from Keokuk named Henry Willet. He yelled at Willet to get out of the way. The latter refused and high words ensued, during which Willet threw a piece of coal at the roustler, and knocked him down. The latter told Willet that he would be even with him yet, but as the two ate supper together without any apparent ill feeling, nothing was thought of the threat. After supper as Willett was standing near the boilers, the darkey he had knocked down approached and drawing a revolver he had borrowed, placed it alongside of Willett's head and fired. He shot to kill, but his aim was too low, so the ball instead of entering the brain passed through Willett's cheeks.

The would be murderer, whose name we could not learn, jumped the boat and lit out when she reached Falmouth.

The affair created considerable commotion among the passengers of the boat, who heard the running about on deck and supposed the steamer was on fire.

THE ST. LOUIS HERALD
R. L. BICKEL KEOKUK, IOWA

Heave Ho! River Queen Coming Up

The giant task of lifting the River Queen restaurant from the Mississippi mud started Friday.

Capt. L. J. Sullivan, of the Valley Line Salvage and Equipment Co., who is supervising the salvage operations, said the work is "going according to plans so far."

Barges carrying salvage equipment were gathered at the site of the sunken steamboat-restaurant and a diver "went down to make inspections," Capt. Sullivan reported.

He has estimated the project could be completed in 10 days but stressed Friday this was "strictly a guess — it's pretty early to tell."

The 750-ton boat began sinking two weeks ago and now is listing sharply and is almost submerged, with the first two decks and part of the top deck under water. The 44-year-old boat, moored just north of Eads Bridge, contains a restaurant, cocktail lounge and gift shop.



St. Louis Globe-Democrat

Sat., Sun., Dec. 16-17, 1967

BARGES WITH SALVAGE EQUIPMENT AROUND SUNKEN RIVER QUEEN
—Globe-Democrat Photo

TO PROVIDE BOUYANCY

St. Louis Globe-Democrat

Mon., Jan. 1, 1968

River Queen's Future May Be in the Bag(s)

By JON DRESSEL

Globe-Democrat Staff Writer

The fate of the River Queen could be decided early this week. According to one of the boat's owners it's mostly in the bags.

The bags are rubber and inflatable, and they were being placed in the hold of the partially-sunken riverboat restaurant over the weekend by a team of three divers.

"We're getting close to an answer as to whether we'll be able to raise the boat," John C. Groffel, its co-owner, told The Globe-Democrat Sunday.

Mr. Groffel said salvage crews may be able to fully inflate the approximately 50 bags within the next few days.

ON EVEN KEEL

He and the salvagemen hope that the bags, when pumped full of air, will provide enough buoyancy to bring the boat to an even keel—even though it would stay partially submerged.

"If that works," Mr. Groffel said, "we'll be able to start pumping water out of the for-

ward sections and lifting with cables at the stern."

The divers also were stringing cables under the vessel's stern, which bear's most of the boat's weight because of the paddle wheel and engine room.

"When the cables begin to tighten, we should know whether we're going to raise her or break her neck," Mr. Groffel said.

Although the boat's hull is made of steel, it has a partially wooden first deck, which is the cause of the concern that it may not be able to stand the strain of hoisting cables.

Mr. Groffel said he had been on the boat Saturday, and that it still appeared to be "basically structurally sound." He said there appeared to be "a couple of feet" of mud and silt in parts of the after deck and engine room.

The divers, with their insulated suits, were possibly the warmest people on the riverfront between Eads and Veterans' bridges Saturday and Sunday, as water temperatures, at slightly

above freezing were often warmer than the air.

A small but steady stream of onlookers braved the snow and cold to watch salvage operations. On hand were vacationing college students, children clutching Christmas dolls, and middle-aged men grinding away with home movie cameras.

There was even a red-nosed, overcoat-clad peanut vendor.

"If I'd known what a tourist attraction this was going to be, I'd have gotten the concession myself," Mr. Groffel said.

The boat, which was brought here from Hannibal in 1964 by Mr. Groffel and co-owner Arthur Krato of Hannibal, began to sink in its moorings during the early morning hours of Dec. 2.

STEADY LIST

The question as to where it sprang a leak will probably not be fully answered until it is raised, Mr. Groffel said.

The angle at which it lists—about 45 degrees—has not changed much since the first day, but rising and falling river

stages have kept it in varying degrees of submersion.

"The river is down somewhat now," Mr. Groffel said, "and this is why we're hopeful of doing something this week."

Salvage operations are being carried out by the Valley Line Salvage and Equipment Co., a subsidiary of Mississippi Valley Barge Line Co.



DIVER BILL DOVER PREPARES FOR RIVER QUEEN SALVAGE JOB
... He Went Down and Placed Rubber Air Bags in the Boat.
—Globe-Democrat Photo

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River Queen Stands Fast

ST. LOUIS POST-DISPATCH

Tues., Jan. 23, 1968

Packet Salvage Abandoned

Efforts to salvage the stricken River Queen sternwheel packet have been abandoned.

Salvage equipment that has ringed the stern of the sunken vessel for the last six weeks, partly protecting it from the current and swift-moving ice as salvage workers labored, will be pulled out today, said L. J. Sullivan, vice president of Valley Line Salvage and Equipment Co. The firm was engaged to raise the 44-year-old River Queen.

The Mississippi river, which has been at low stage for the last few weeks, is now on the rise, and masses of ice this morning were reportedly on their way downriver. The river stage this morning was 4.5 feet, a rise of 3.3 feet since yesterday.

"This is only the second job in 15 years that we've walked away from," Sullivan said. Salvage work actually stopped

Sunday night, he said, after an attempt was made to raise the stern by use of winches and inflatable bags.

"We took a pick (pickup) on the stern Sunday," he said, "and she didn't move an inch; not at all."

The weight of the boat is one of the biggest blocks to raising at this time, he said. Early estimates of tonnage were about 500 tons. "but these were low, I think," Sullivan said. "A good estimate now would be 800 or 900 tons, and a lot of that is mud. We washed 100 tons of mud out of the upper cabin already.

"I think it could be raised if there was some way you could get at the rest of the mud; get in from the top and wash it out. But our job was to raise it with a minimum of damage to the cabin, and we have not been given authorization to knock off the house and raise the hull."

The Valley Line salvage barges were brought to St.

Louis from another job in Evansville, Ind., and were positioned about two weeks after the boat sank from unknown causes last Dec. 2.

No Pay for Effort

Sullivan admitted that the job was taken on a "no cure—no pay" basis, and that failing to raise the packet means "we won't get a cent for the time."

"After that one high water mark (when the river reached a stage in excess of 16 feet) we felt the situation had overrun us, that she (the boat) was filling with mud, loading up with weight.

"I guess it was just bullheadedness that we stayed on the job as long as we have."

"The high water, the cold weather . . . everything was against us. And then when she slogged up with mud . . ."

Sullivan explained that "there were just so few ways to get hold of it. She was lying so close to shore, and heeled over

that way. And then that wooden superstructure. "We got our one barge in, along the stern and passed a cable under to a barge on the starboard side. We've picked 275 to 300 tons on those barges, and remember we were only trying to pick the stern. But we never did get a pick."

Instead of the River Queen coming up Sunday under the power of the winches, the barges gradually were pulled closer to sinking. Finally the attempt was abandoned.

"The (55 inflatable) bags, they worked about halfway," Sullivan said. "Some of them punctured on bolts and other protrusions inside the hull. But I doubt even if they all worked if it would have made any difference."

He said that had the River Queen been in deeper water "we would have got other barges in there and lifted along the middle and maybe the bow, too. Normally we'd take two or three lifts along the hull. But you can't do it the way she's sitting."

Over the weeks the salvage crew has suffered freezing air and water to position bags underwater, pass a cable under the stern, flush tons of mud from the interior and position heaters to melt tons of ice that formed in the hold.

Barges Damaged

A few weeks ago a loose barge floating downriver struck the Valley Line barges, damaging two of them and bumping into the River Queen. "We've got to do some repair work and drydock those barges before we move the equipment elsewhere," Sullivan said.



ST. LOUIS POST-DISPATCH Sun., Feb. 18, 1968

By a Post-Dispatch Photographer

The relatively empty waters off the St. Louis levee, which may shortly be filled with vessels of widely varied ages, histories and uses.

Maze of Proposals Accompanies River Queen Demise

By EUGENE BRYERTON
Of the Post-Dispatch Staff

The sinking and destruction of the River Queen on the St. Louis riverfront has spawned a number of proposals for replacement of the old riverboat and added impetus to several others.

As of yesterday, proposals for displaying four additional boats at the levee had been advanced. Three other plans were reportedly in various stages of readiness.

Were all the proposals to materialize, the relatively open section of water fronting on the Gateway Arch would be jammed with 11 riverboats and a World War II minesweeper.

Facing them from the East

St. Louis shore would be a submarine.

And somewhere among the boats and barges would be several marinas and floating hotels.

The maze of proposals and plans, noted C. Larry Unland, St. Louis director of streets, provide what is perhaps the best indicator of revitalized interest in the river on the part of St. Louisans.

Unland said that the Board of Public Service, which ultimately must decide which proposals receive a yea and which a nay, is "seeking a well-planned variety of entertainment along the river."

Suitable craft are first given a permit to moor along the levee.

Then, after being brought into compliance with city safety and other requirements, they are provided a permit to occupy, or to open to the public.

At present only five vessels hold a public occupancy permit: the Admiral, the Goldenrod Showboat, the Huck Finn, the Mississippi Belle and the Golden Arrow. All except the Goldenrod make periodic trips, both scheduled and unscheduled.

One, the Becky Thatcher II, holds a permit to moor. It is being readied for what its owners hope will be a midsummer public opening.

The permit for the River Queen was revoked by the

Board several weeks ago, after it became apparent that attempts to raise the 44-year-old sternwheel packet were fruitless.

Two others have received mooring permits. One of these is an unidentified minesweeper, reportedly in the New Orleans area. The other is a 200-foot riverboat scheduled for a \$1,000,000 renovation prior to public opening.

Two more have indicated readiness to file for permits in the near future. These are the 115-foot Minnesota sternwheeler now anchored at the foot of Chouteau street and a new 250-foot riverboat restaurant and hotel still on the drawing board.

Unland noted that three addi-

tional proposals had reached his ears, but because no official move had been made, he declined to disclose names or details. He did indicate, however, that one of the proposals centered on a riverboat already in existence, a second involved a floating "restaurant affair" and the third dealt with a marina.

Panel Hears Plans

Unland said that the recently-formed St. Louis Port Commission, created by ordinance last Dec. 15, had participated in informal consultation on the various proposals.

The duties of the commission, he explained, have not been specified, although the group is to serve solely as an advisory body.

"It will take from six months to a year for them to get their feet on the ground," he said. In general, however, the commission's role would be to set forth general concepts. The Board of Public Service would continue to determine specifics.

The commission will hold its second meeting tomorrow and is expected to be consulted on the proposals, Unland said.

Minesweeper Plan

Robert E. O'Brien, manager of the Collegiate Club, Inc., is the sole identified member of a four-man group advocating mooring of a steel-hulled minesweeper on the levee. "I would have preferred an escort destroyer," he said, "but minesweepers are the only large

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Dethroned Queen



By HARPER BARNES of the Pictures Staff

The prognosis is critical for the River Queen, one of the last of the sternwheelers that once made the Mississippi a major passenger thoroughfare. The floating restaurant and museum, which was a major attraction on St. Louis's flourishing riverfront, began filling with water on Dec. 2 and quietly sank in the rising river, mired at its mooring at the foot of Lucas avenue.

Salvage operations got underway last week, but



the mishap quotient is high in such projects. One of the owners said, "No packet has been salvaged around here since the early 1900s, so no one is exactly sure how to go about it." A salvage expert said, "We will just have to play it by ear."

The River Queen, built in 1923 in the style of nineteenth-century packet sternwheelers, has had an illustrious career. It lent steamboat-Gothic elegance to several movies, including "Gone With the Wind."

PICTURES—St. Louis Post-Dispatch, Sunday, December 24, 1967

Between film engagements, the River Queen plied the Mississippi and Ohio and later served as a floating restaurant at ports along the rivers and on the Gulf of Mexico. In 1961, John C. Groffel and Arthur Krato bought it, refurbished it and berthed it at Hannibal as a lively artifact of river history, music and cuisine. In 1964, they towed the River Queen downstream to St. Louis and eased it into a berth between the Veterans and Eads bridges.

Photos by ARTHUR WITMAN of the PICTURES Staff

Maze of River Proposals

vessels that the (federal) Government will sell where they don't require the purchaser to totally scrap it."

Minesweepers now in use are of wood, he noted a development that coincided with development of magnetic mines. The vessel for which his group received a mooring permit last week is now berthed in the New Orleans area and measures 221 feet by 32 feet.

The 810-ton vessel, built in 1943 as a cost of \$2,400,000, is a member of the "Raven" class, the largest minesweepers ever built by the United States Navy, he said.

"We hope to restore it as close to the original fighting condition—including armament—as possible," O'Brien said.

Bar Idea Shelved

Although original plans called for a cocktail lounge and restaurant aboard the vessel, the cocktail lounge idea temporarily has been shelved. The restaurant, O'Brien said, will be little more than a cafeteria, "primarily for school children on tours." Emphasis will be on a maritime museum.

One of the biggest problems involved, O'Brien admitted, is the 11-foot draft of the boat, which will make it impossible to moor the vessel close to shore on the levee. "Removing

three of the engines will bring it up to seven feet," he speculated, "and then we're probably going to have to have some type of cable car or something to get visitors on and off it."

Fred H. Leyhe, spokesman for the James B. Eads, Inc., group which is proposing a \$1,000,000 riverboat restaurant, said his vessel could be ready within about nine months. The boat would be a reconstruction on the existing steel hull and lower decks of the Charles West, a three-deck sternwheeler, which Leyhe presently uses as a floating office.

Charles West

The Charles West, which would be renamed the James B. Eads, has a draft of about 5 feet, a beam of about 40 feet and a length of about 200 feet. It was built in 1934 for the Army Corps of Engineers and used as a snag boat, buoy tender and later a tour vessel for official visitors.

"We would utilize the hull and lower portions, but more or less start from scratch on her," Leyhe said.

Andrew Frisella, owner of A. Frisella Moving and Storage Co., will have his proposal aired tomorrow by the Board of Public Service.

Frisella's Offer

Frisella last week offered to

remove the sunken hulk of the River Queen at no cost to the city, provided the board grant mooring rights for a proposed marina and restaurant facility to his group, St. Louis Delta Queen Marina Center, Inc.

The group, he noted, is not connected with the operating paddlewheelers, The Delta Queen. He estimated that in six to nine months his group could construct a 250-foot facsimile of a riverboat, floating hotel facilities, a marina and sales and service area. He declined to reveal estimated costs of the proposal.

The riverboat facsimile, which would have neither engines nor boilers, would include a restaurant, bar, meeting rooms, a ballroom and 24 staterooms. Its beam would be about 50 feet. Frisella could not estimate its draft.

"We've been working six or seven weeks on this proposal," he said.

The owner of the Minnesota told the Post-Dispatch yesterday that his vessel, presently moored at the foot of Chouteau, is "just about completed in the night club part but the restaurant still requires a lot of work."

He has not yet applied for a permit to moor on the improved levee, but may do so.

The Minnesota, built in 1915, was at one time owned by one of Mayo brothers of medical fame. The present owner pur-

policy," Abell said, "so we're bound to be covered for at least \$5000 of the cost of removing it." He said that the city, in answer to hurried inquiries to salvage firms, has been told that normal procedure for such instances is to have a wrecker boat "come in with a big clamshell scoop, rip it up and deposit the wood on the bank. Then we would burn it or drag it off somewhere."

The steel hull of the 44-year-old vessel, he said, presents yet another problem. Pulling the hull up on the levee is one possibility; floating it away to another location is a second, and pulling it into deeper water to permit it to sink is a third, although the Coast Guard might object to such a procedure.

Commission to Meet

He said that the Port Commission would meet tomorrow to consider the problem "and then the Board of Public Service could conceivably revoke the permit for the vessel at its meeting next Tuesday."

"But I seriously doubt if we're going to move this fast; there are a lot of legal problems."

Abell said that he doubted "if

chased it two years ago in Memphis, Tenn. The vessel sank near the East St. Louis shore last year, but was raised. It is 115 feet long, has a 33 foot beam and a two-foot draft. Engines and boilers were removed long ago.

Showboat Project

Frank Pierson, owner of the Goldenrod Showboat and the Becky Thatcher II, lost the first Becky Thatcher to the Mississippi River and his original showboat to a fire several years ago. Pierson is presently in the process of remodeling and enlarging the showboat by opening a balcony section to the public and creating a second deck lounge.

The remodeled showboat will be completed about mid-May, he said, although weekend performances now are being offered. The Becky Thatcher II, when completed, will include a museum on the first deck, a dining room and lounge on the second deck and a lounge on the third or Texas deck.

Submarine Sought

Jim Reed, general manager of the Southwest Regional Port district, said that although the district lost its chance to get the Cero, a 307-foot, 1525 ton submarine of the Gato class, it may be able to procure another submarine of the same class.

"We lost the Cero because we had no place to berth it," Reed explained. "By the fall of this year we may have another one available to us, but we have to have the necessary showcase for this type thing."

Reed noted, however, that relocation of the Museum of Transport on the East St. Louis side of the river was not a requisite for acquisition of the submarine.

"And another thing," he noted, "is that you have to remember a submarine is always subject to recall by the Navy."

it would hurt anything if the boat broke up of its own accord" prior to action by the city. The steel-hulled Admiral is just downriver, but probably would not be damaged, he said.

"And right now it's not hurting a thing," he said. "It's simply sitting right there where it was when it sank."

4B Wed., Jan. 24, 1962 ST. LOUIS POST-DISPATCH

Question of Destruction

River Queen Posing Problems for City

Groffel was said to have gone to Puerto Rico and aren't expected back for six or seven days. Mississippi Valley (Barge Line Co.), the salvage firm hired to raise it, has apparently given up on the job.

Legal Opinion Sought

"The question," Abell said, "appears to be whether or not we're going to destroy that man's property."

The city, he said, has sought a legal opinion on its resources. It is now believed that unless the owners take steps to salvage or remove the boat on their own, the city will be forced to demolish it and attempt to collect the charges from the owners or involved insurance firms.

"The owners are on a Caribbean cruise (co-owner John

We have a \$5000 insurance

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THE GREAT DULUTH CANAL
THE GREAT DULUTH CANAL

Wake for the River Queen and Riverfront

ST. LOUIS POST-DISPATCH Fri., Feb. 2, 1968 3D

Levee a Sad Place, but Enough Grandeur Is Left That Mark Twain Might Still Feel at Home

By Jack Rice

Of the Post-Dispatch Staff

THE POOR OLD RIVER QUEEN was in the mud, given up for dead. I had come to the levee to pay my respects to the sunken packet boat and the day was fit for mourning, a late afternoon in winter with a heavy mist hanging low and dirty.

The levee pays no attention to such conditions. It has weathered everything, including neglect, as it probably will weather the intentions to rehabilitate it, through the River Center plan. The River Center plan so far is a reality only in a scale model that sits on a table in the City Plan Commission office and the last time I looked the model needed dusting, or throwing out.

The commission had approved the River Center plan, which proposes to tear down everything between Third street and the levee, and the Eads and Veterans bridges. That takes in all we have left of the truly old on the riverfront and the bright notion was to replace the longstanding charm of brick and cast iron with bird-cage modern architecture featuring a 530-foot high building.

THE LACLEDE'S Landing plan proposes to save the worthwhile and replace the eyesores with such things as malls, which are for people, and it would cost \$50,000,000 less than the River Center. That's a nice saving but its moral soundness is praiseworthy, too, just as it would be honorable to turn down an offer to trade in your beloved and stately old grandma for a brand-new Barbie doll.

The aldermen lopped the top off River Center by passing an ordinance limiting buildings in the neighborhood of the Arch to a maximum height of 306 feet above the base of the monument. So the Plan Commission has given Laclede's Landing a second life, and in the dreariness of the afternoon when I went to the wake of the River Queen that was one bright thought to take along for company.

There were two wakes going

on for the guest of honor, the imperfectly sunken River Queen, more of her out of the water than in it, but the mud inside her weighting her bottom to the river-bottom mud. One of the wakes was mine, on the mist-slicked cold cobbles of the levee. The other was a fine, warmed one across the street in Frank Pierson's place.

PIERSON'S Levee House is the only saloon building really on the levee and it is romantic to think that a steamboat pilot, Mark Twain, absent from the neighborhood some 100 years, could drop in and wouldn't have to ask, "Where the hell am I?"

Twain actually drank at a bar much farther uptown, on Fourth street, but he would prefer Pierson's bar now. Twain's former favorite has become a parking lot, and it serves the pilot right because he should have patronized a bar on the levee instead of putting on captain's airs.

I went into Pierson's and listened a while to the keening for the River Queen, the laments of several men there who said they'd had plans for raising the packet but the pity was, nobody would listen to them.

I did not have the heart to point out to those earnest and well-intentioned men the flaws in their several schemes, or to shame them by explaining how I would have saved the Queen. I left them and went south along the levee, toward Eads bridge.

James Eads did not really build his bridge as something merely to bear traffic. He was an artist of an engineer, not a railroad man or a horse-drawn man thinking of getting goods across the river. When I look at his bridge from the levee it is obvious that he built it for the

pleasure of people who stand below bridges, and look up, and enjoy a span that gives the most sensual warmth the eye experiences, a curve that isn't skimpy but goes just so far and stops, before it becomes ponderous, or overdone.

EADS IS a bridge to be enjoyed from below, but leaning against the large stones of its pier was a civic embarrassment. There is sufficient air-space between some of those stones, an absence of mortar, to put the family cat in. The pier stood up straight enough, but the bridge does deserve the respect due its age, and a tuck-pointer should come to call on it.

An automobile came poking down Washington, its driver looking for the levee, and his face showing the confusion and disbelief that goes with being a tourist and finding the way to the St. Louis waterfront for the first time. Washington avenue, having led the motorist on in the belief that it is a wide and generous street, suddenly veers right at the approach to Eads bridge, and becomes a cowpath ducking between the posts of the overhead interstate highway, then bumping downhill to the levee.

Last summer an editorial writer decided to visit the levee and asked me to go with him. There is an understanding on newspapers that an editorial writer never is allowed to go out in the world by himself, without a guide, but that day I couldn't accompany him and he set out alone, driving.

He could not untrack and follow Washington avenue's sudden outshoot, and he went with the mainstream of traffic, across Eads and into East St. Louis. He returned to the Missouri side by the Veterans bridge. With the unrelenting purpose of his kind, he brought his course to bear again on Washington.

The second pass at the levee was as wild an overshoot as the first and he was back in East St. Louis, following his Flying Dutchman's course, around and around and home again by way of Veterans. He may be driving it still. The first warm day of spring I will stand at the hidden entrance of Washington to the levee and try to flag him down as he makes another fly-over and heads for Eads and East

St. Louis.

EIGHT fortunates have been able to find the Washington avenue way to the levee. The eight were in four cars, a man and a woman to each automobile, and they were young and they were necking. Love finds a way, to the levee. I looked the other way, to the gray-gloom bulk of the Admiral, and the profiles of the Mississippi Belle and the Goldenrod and the Becky Thatcher. The boats seemed to be comfortable at their moorings, pretending the River Queen hadn't happened.

The mist had lowered. The top of the arch was not visible through the fog. I turned and walked uphill, toward refuge, detouring to look again at the grand exterior of a warehouse for animal hides.

The warehouse was a handsome hotel long ago, and its cast iron hasn't lost pride or admitted that it is a front for a has-been. Ahead of me, a salesman, carrying heavy sample cases, slipped on the cobbles and went to one knee, cursing, his cases opening and spilling their contents. He can't be the first drummer to take a spill on those steep streets. Somewhere, ghosts in stovepipe hats laughed, and were sympathetic.

I went on up the hill, to Third street, and into Jimmy Massucci's Cafe Louis. Massucci was the first man I know to call the area Laclede's Landing. He's aware Laclede didn't land there but Massucci is a wise man and does not allow inferior fact to get in the way of superior poetry.

"Come in out of it," he said, "And have one."

To the River Queen?

"Sure. And to March 20. Resurrection day."

We did that. March 20 is the deadline the Plan Commission has set for deciding what to do about the area.



The River Queen, half-submerged and listing, will be examined by engineers Tuesday to determine chances of saving the boat.
—Globe-Democrat Photo

Her Superstructure's Slipping

Specialist to Examine River Queen

The sagging River Queen will have her failing hulk checked by a specialist Tuesday before her demise is officially reported.

Her twin stacks collapsed and with her superstructure slipping toward the river current, the once elegant floating restaurant and museum Monday showed her first obvious signs of going to pieces.

A prospective owner who last week approached the Board of Public Service with temporary plans to save her has called in engineers Tuesday to check the Queen's present condition.

Andrew Frisella, owner of a moving and storage firm, who wants to save the former packet as an historic river

heirloom, said he expects to know more after the engineers' report.

To veteran river observers, the boat appears to be succumbing to the tons of mud which are exerting increasing pressure on the water-logged sides as the supporting river current falls away.

The Coast Guard found that fragments of the flimsy superstructure had broken loose and floated away Monday.

A Coast Guard spokesman said the fragments were not a menace to shipping on the river.

The 44-year-old ship, converted to a floating restaurant, sprang a leak Dec. 2 and settled into the Mississippi at her berth near Veterans Bridge.

City Denies Reprieve

River Queen Gets Death Sentence

The River Queen has been given the death sentence.

Salvage crews must go to work on her superstructure no later than Thursday, or the city will probably do the job, the Streets Department decreed Tuesday.

Director of Streets C. Larry Unland handed a letter to John C. Groffel Jr., one of the boat's owners, advising him that the once-plush floating restaurant now constitutes a hazard to river navigation.

Mr. Groffel, who saved the Queen's life the first time at a bankruptcy auction in New Orleans, was visibly depressed over the packet's demise.

"An old riverman once said to me," he told The Globe-Democrat, "that when you rescue a

St. Louis Globe-Democrat Wed., Feb. 14, 1968



storage company, withdrew his request to the Board of Public Service for extension of a mooring permit for the River Queen and said he has concluded it is not feasible for him to try to raise the boat.

"The Street Department has been sympathetic to your attempts to raise the boat," Mr. Unland's letter to Mr. Groffel read. "Approximately three weeks ago we were informed salvage operations were being discontinued."

"Since that time we have attempted to help you with every proposal you have made. However, it has been more than three weeks since any work has been done on the boat and it is in danger of breaking up and becoming a hazard to small boats in the St. Louis harbor."

boat like this you steal one this one for good."

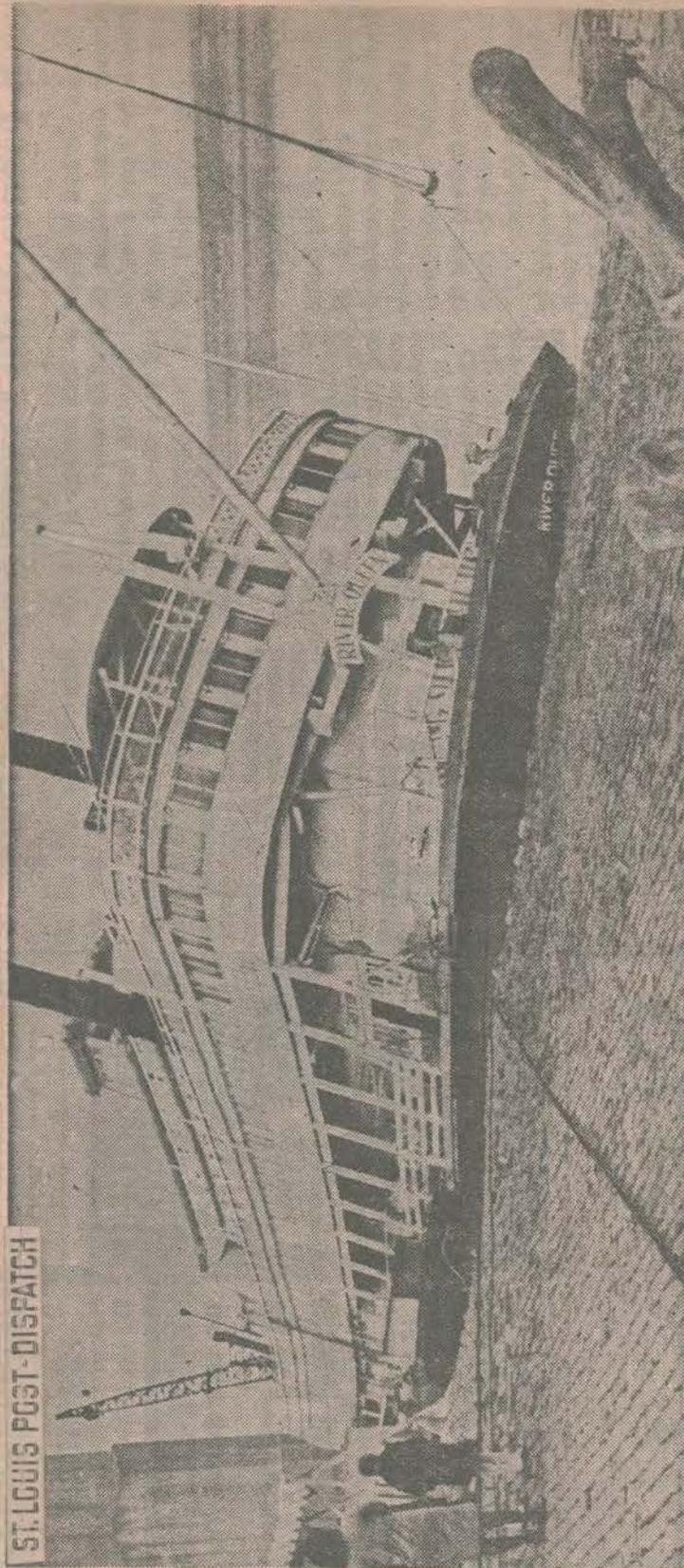
from Old Man River.

"Looks like he has claimed

Earlier in the day, Andrew

Frisella, owner of a moving and

ST. LOUIS POST-DISPATCH



THE GATE CITY:

SUNDAY MORNING, APRIL 7, 1878.

THE FAST PACKET LINE.

The steamer War Eagle, of the K. N. Line, arrived here last evening on her return from her trial trip to Davenport,

about thirty-six hours behind time. The purpose of the trip was to establish a schedule of time for the proposed fast line between St. Louis and Davenport. Of course the success or failure of an undertaking of this kind cannot be established by one experiment, but the result of the trip is sufficient to illustrate the uncertainties, if not the total impracticability of such a project. Deducting

By Lynn T. Spence, a Post-Dispatch Photographer

TUESDAY, JANUARY 23, 1963

The River Queen That Defied Efforts to Raise It

The River Queen in a photograph made yesterday. The packet boat, converted to a floating restaurant, sank last Dec. 2.

the time lost by accident and the boat is still more than twenty-four hours behind and at the progress she is now making will reach St. Louis from thirty six to forty-eight hours later than the time she was expected to make, and which all three of the boats will have to make, in order to maintain the line. Barring the accident which the War Eagle met with, the circumstances have been favorable. Add to these the low water, sand bars, fogs and high winds incident to the season, and the uncertainties are more than doubled.

The fact of the matter is the project isn't feasible, except during extreme high water. The average stage of water above the rapids is about twelve inches less than that below. Boats that can make good time between St. Louis and Keokuk make very slow progress above Keokuk, especially at the present stage of water. To attempt to run heavy draft boats on schedule time in shallow water is a good deal like trying to run broad gauge locomotives on a narrow gauge track. To establish a fast line to Davenport it will be necessary to construct a line of boats to run above the rapids that are adapted to that stage of water, and have them connect with the fast line from here down.

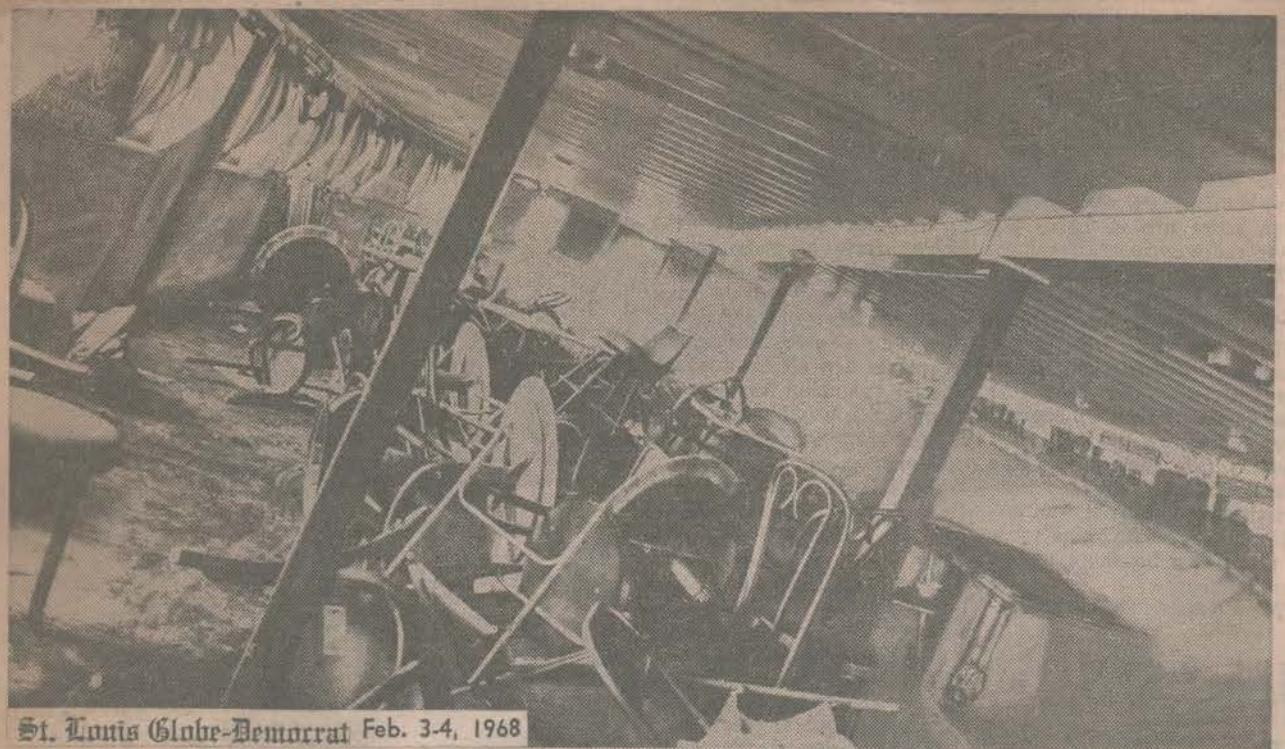
Commodore Davidson has the experience and practical sagacity of a successful steamboat man and has done more to build up the navigation interests of the upper Mississippi river during the past two or three years than has ever before been undertaken, and we are persuaded that when he sees the necessities of the case he will prove fully equal to them. But the sooner he abandons the idea of running the Eagles and the Rob Roy above the rapids on schedule time the better it will be for his line and his reputation as a successful steamboat man. Our opinion in the matter is not based on any knowledge of steamboating, but upon what seems to us to be a common sense view of the case and upon the opinions of experienced river men.

The Daily Gate City.

FRIDAY MORNING, MAY 24, 1872.

CASUAL OBSERVATIONS.

Messrs. Durfee and Peck give an excursion to the headwaters of the Yellowstone, leaving Sioux City on the 15th of June. About sixty days will be occupied with the trip. The English Legation at Washington, together with a party of English capitalists, Congressmen Dawes and Garfield, Ben Wade, Governor Cox, a representative of the firm of Jay, Cooke & Co., and many other prominent gentlemen, have signified their intention of participating in the pleasures of the excursion.



St. Louis Globe-Democrat Feb. 3-4, 1968

WARPED TABLES IN RIVER QUEEN'S THIRD-DECK BAR, A THIRD UNDER WATER

—Globe-Democrat Photo by Paul Ockrassa

History Settling in the Mud

A Visit With the River Queen

By JOHN AUBLE JR.

Globe-Democrat Staff Writer

The River Queen is all but dead now, clinging by two cables to the cobbles of the levee. She lists helplessly, sitting there in the silt like a woman too obese to get up from a chair but far too delicate to be pulled.

A Globe-Democrat reporter-photographer team climbed aboard the 44-year-old packet for the first interior pictures since the vessel, born in the frenzied era of the 1920s, shuddered and sank to the bottom on a cold night, Dec. 2.

The ornate but stately dining room with its carpet of red roses under the gold and ivory ceiling is filled with silt. Muddy

water swirls around the velvet drapes.

The third deck cocktail lounge and dance floor is about half under water now, most of it having gushed in a few weeks ago when a salvage vessel struck her side. Tables, warping badly there in the silent cabin, cluster in awkward, forlorn groups.

Just outside the bar the pilot house reeks of the river which has seeped into carpeting and that makes a squishy sound as you walk. Broken glass gives evidence of glassware plunged to the floor as the boat tilted.

Outside, on the levee where many have come to view the floundered craft, a youngster hurls a rock that crashes

through to break another window of the once proud packet.

No official statement has been made as to what caused the boat to sink. The owners, who saved her life once in 1961 at a bankruptcy auction in New Orleans, have not announced whether any further effort will be made to salvage the River Queen. An attempt to raise the boat was abandoned recently, after unsuccessful efforts.

There has been talk of smashing the boat into pieces to remove it from the river.

Something tells you, if you care anything about the past, that if she dies her memory may return for years to come, sashay up to that levee where

she has spent the last four years, laugh and remind you what has been lost in St. Louis.

The star of "Gone With The Wind" and three other motion pictures makes you want to crusade to save her.

This is more than a boat. This is a piece of history settling in the mud.

The photographer was through and he groped his way out as you do in one of those fun houses that destroys all sense of balance.

One last look. Then you realize that her highness was not expecting guests and a strange shyness makes you want to get out of there and leave her alone.

FOR PARK MUSEUM

St. Louis Globe-Democrat

Thurs., July 27, 1961

Hannibal to Get 'River Queen'

NEW ORLEANS (AP)—A Hannibal, Mo., businessman purchased the bankrupt riverboat "River Queen" for \$49,100 at a federal auction Wednesday and immediately ticketed it for a historical park near Mark Twain's home.

Arthur L. Krato said he would have the boat towed to Hannibal, birthplace of Mark Twain (Samuel Clemens), and would convert it into a museum and restaurant. Mr. Krato said an associate would dock it at the

Hannibal historical park.

New Orleans interests bought the "River Queen" last year and converted it into a theater, bar and touring attraction. But the owners placed the business in bankruptcy last May.

Mr. Krato said he believes he can make the "River Queen" a successful venture since the Hannibal park attracts about 250,000 visitors each year.

River Queen Auction



Auction of River Queen's Remains

Mud-encrusted, shattered rubble of the River Queen being auctioned off yesterday by C. Larry Unland (center), with

**By EUGENE BRYERTON
Of the Post-Dispatch Staff**

Bit by bit, some of the remains of the River Queen disappeared from the city's south side incinerator area yesterday, in trucks, in automobiles, on motor scooters and in pockets.

But by evening the bulk of the demolished vessel's rubble still lay strewn about on the muddy earth, a mixture of shattered wood and twisted metal unwanted even by the persons who paid from \$1.50 to \$285 a pile for the privilege of rummaging through it.

A two-hour auction by the City of St. Louis, designed to recover a portion of the \$5000 demolition cost, grossed \$749.75. The boat's co-owners reportedly have offered to make up the difference.

At the foot of Delmar boule-

vard, a few battered metal fragments, winches and cleats were all that was visible above water on the 44-year-old steel hull.

It was 13 weeks since the sternwheel packet sank last Dec. 2.

The mourners yesterday at both the auction and the levee were numerous.

But the scavengers were even more so.

The exact amount of money changing hands at yesterday's auction may never be known. Only 24 persons purchased an entire pile of rubble from the city, but each of the 24 was approached by dozens of others who purchased from them such curios as broken shards of crockery, bits of carpeting, pieces of wood, and menus.

Dozens of others bypassed the owners of the piles, preferring to snipe at the slime-caked rubble while the new owners noted at the opening of the auc-

tion. "Many of the things in these piles we don't even know. They're just as they came from the boat."

"I already had a fight with one lady," moaned Mrs. Lee Apperson, 7601 Weaver avenue, Maplewood, moments after she purchased a large pile for \$9.50. "But I sold some curtain fabric, just like you could have bought in a dime store, for \$2 already. And I got the 'E,' which is why I bought the pile anyhow." She waved a wooden letter 'E' proudly, a remnant of the boat's name as it appeared on the stern.

Unland Is Auctioneer

C. Larry Unland, St. Louis director of streets and wharves, was auctioneer, aided by a bull-horn and numerous city employees scurrying in and out amid the piles.

"I'm sure you're disappointed in what you see here," Unland noted at the opening of the auc-

tion. "Many of the things in these piles we don't even know. They're just as they came from the boat."

ST. LOUIS POST-DISPATCH Sun., March 3, 1968

tion. "Many of the things in these piles we don't even know. They're just as they came from the boat."

"After one week, anything you don't remove from your pile becomes the property of the city, to be salvaged or destroyed as we see fit. You don't have to remove it all from here if you buy it; just take what you want and leave the rest."

Bidding for pile number one started at 10 cents, then moved up a quarter at a time to the high bid of \$6 by David Vahlkamp, 4163 Gallatin lane, Brighton.

"I'm a nautical nut," Vahlkamp explained. "My den is full of ships' wrecks. Besides, I'm a bit of a ham, and I wanted to buy the first pile."

Three hours later, muddy and tired after exploring the depths of the tangled heap, he announced, "There's been nothing of any use in it so far, but I can't think of a better way to

spend a Saturday afternoon."

Called Memories

"This is old memories here," Unland cried, gesturing at a mound of foul-smelling muck, the odor of which resulted partially from decaying meat and fish left on the River Queen when it sank.

Harry Walker, 8428C Fresno court, Cool Valley, purchased the memories for \$12.50. He later extracted from the goo a moderately-damaged fire extinguisher, numerous wooden letters from the side walls of the boat, a printed record of the vessel's crew, silverware and a decomposed river catfish.

"This is what we call our surprise pile," Unland said of another mound. "Mud has coated much of the stuff; you don't know what you're going to get here."

Unland went on to sell one surprise pile after another, followed by a handful of faithful scrap dealers and spectators. Most of the more than 200 persons in attendance when the auction started wandered about for awhile, then left the scene, possessors of souvenirs purchased or purloined.

Suggests Resale

"Hurry up and buy this one so I can get upwind of it," Unland entreated the crowd at one

point, holding his nose. Pointing to an elderly man he said, "If you buy it for \$15 you can put it up in little packages, sell them off as souvenirs and get back \$100."

"You've got to be nutty to buy something like that," the old man replied. "I think I'll bring down the stuff from my cellar and auction it off to these people."

"Boyz," the man muttered, wandering away, "you talk about a bunch of keggleheads here today, paying good money . . ."

Unland for all his rapid-fire patter on the hidden value of the heaps of debris, made it plain throughout the auction that he operated under no illusions as to its true worth. "We've had to beat them off with sticks for the last couple days," he confided. "The people have been swarming all over down here (at the incinerator) and particularly at the levee." He shook his head in amazement.

His impression of the value of the piles was mild, compared to that of several onlookers. After he failed to get a starting bid of \$25 for the single remaining smokestack ("We'll bypass it; we've already been offered \$50 for it by one person"), a small

boy shouted, "I wouldn't give you two cents for the whole thing."

"I can't even call this stuff junk," a woman remarked.

Points Out Oven

"Here's a nice oven," Unland said, prodding a mangled mass of stainless steel with a foot. "It'll take a little work to get it in shape again, of course."

A stack of about 1000 banquet menus, offered for sale at 25 cents each for awhile by a city employee, eventually went for \$10 to William Kuhn of Jefferson City. "I'll make 10 times \$10 on them," he said.

The broken wheel from the pilot house, one of the choicest items, was sold for \$140 to Mrs. Helen Halter, 3527 South Spring avenue. Bidding, in \$5 increments, started at \$40. "I may end up floating in the river when my husband finds out I bought it," she said, pushing a boy away from her prize as she spoke.

The 500-pound anchor, on which bidding started at \$50, finally sold for \$160 to Wilbur M. Finger, a representative of the Golden Eagle Club. Finger said it may eventually be displayed in a riverfront museum of some sort.

A mound of metal parts brought top dollar among the 24

piles when it was sold to a scrap dealer for \$285. The man, who declined to give his name, said he bought the pile primarily for its copper cable.

Scavengers Stay

Long after the auction ended and the city officers departed, the scavengers continued to tear into the piles, eventually leveling them over a much larger area than they had originally occupied.

"Did you see anybody with the pile the gift shop was in?" one souvenir hunter called to another. "No, but did you find anybody with the pilot house?" the other called back.

Mrs. Apperson uttered a cry of delight and held up a metal sign from her pile: "Dancing Fri. & Sat. in Packet Room on the 3rd Deck."

A garbage truck driver, entering the area to dump off a load of used furniture that appeared to be in better condition than anything sold at the auction, stopped his vehicle and stared at the scavengers in disbelief.

"Isn't that lady wearing a fur coat?" he asked, pointing to a well-dressed woman ankle-deep in slime. "I thought so," he said, then climbed back into the cab of his truck and drove on.

CHICAGO TRIBUNE

Feb. 13, 1968



OLD MAN RIVER TAKES STEAMER—It was the end of an era for St. Louis when the Mississippi River began breaking up the River Queen, a packet turned restaurant. The River

Queen had prolonged the gaslight days until Dec. 2 when it sank. While the owners discussed retrieval, the river quietly decided the 44-year-old Queen's fate.

Associated Press Wirephoto

THE GREAT MISSISSIPPI VALLEY FLOOD
LOCKE KEOKUK IOWA

DIRE DISASTER.

The Jennie Gilchrist Disabled,
Drifts Against a Bridge,

**Just Aft of her Boilers, Breaking Them In
Twain and Causing a Terrific Escape
of Steam to Add to the Horror of
the Situation—The Cries of the
Fated Crew Truly Appalling
—Seventeen Lives Lost
by the Disaster.**

A DIRE DISASTER,

CAUSED BY CARELESSNESS AND WHISKY.

DAVENPORT, Iowa, October 27.—The Argus will give the following account in to-morrow evening's edition: "A little after 10 o'clock the Jennie Gilchrist left Rock Island with thirteen passengers and sixteen men of the crew aboard. It passed through the bridge and got about one-half a mile above it when, at 10:30, the engineer discovered that the cam rod, which is used to reverse the wheel, was broken, and the boat at once began drifting rapidly down stream. The swollen river gave the current additional force, and swiftly the craft went down to destruction. When the threatening danger became apparent Mr. Skilton at once rushed into the cabin, telling the passengers of the accident which had happened and urging them to at once take refuge on the barge. He notified the pilot of what had happened, who exclaimed "why don't they do something for God's sake do something," and blew his whistle for danger. The pilot then left his wheel charge, giving it a turn for port and made tracks for the barge, crying as he went down stairs, "save yourselves, she is going to strike the bridge." In the cabin everything was frantic, women were crying and the men were about as useless. No one seemed to have any idea as to what to do. The crew with the exception of the pilot, Daranel, the clerk and engineers and firemen, are reported to have been drunk and as terrorstricken as the others. As she drifted down upon the pier, urged on by the swollen current, she partly turned and presented her starboard side to the obstruction pier, striking just aft of the boiler. Eight persons had taken refuge on the barge, and, as it swung around to the left of the pier they cast off the stern and spring lines. The bow line was fastened to the head and when it was cast off the flat swung to the right and the line went out with a rush. A negro named Jim Smally was at that moment climbing over the bow of the barge and the line being between his legs he was whirled overboard. Skilton grabbed him by the trousers and hauled him aboard, a very astonished and highly grateful negro. When the Jennie struck the bridge she hit a little aft of the boiler heads and broke them in two. At once the steam began to rush out and for a moment the prospect of being scalded was added to that of being drowned. The scene at that time was terrific. Those on the barge knew not whether they were safe or in mortal danger. Around them was a thick cloud of steam, suffocating them so that their only chance to breathe was by laying down and putting their mouths to the holes in its deck. In the cabin of the

boat they could hear the cries and moans of the fated passengers who had stood there while the crew on the forecastle were appealing loudly for help. They could not be seen and at that time no help could be given. The barge drifted off to the left, followed by the boat and the flat following it. After the bridge was passed the work of rescuing those on the boat began. First the engineer was pulled aboard, then the negro. They had tried to reach the barge before striking the bridge, but failed and falling in the water had drifted along side the barge and there were rescued. The wind carried the barge over toward the Davenport shore and in the course of a short time they drifted down on to the island outside of Paige, Dixon & Co's mill, where it stranded. The stay there was short, the Evansville had heard the cries for help, and it left Rock Island on an errand of succor. In about twenty minutes it came upon the stranded barge and rescued its twelve passengers from their situation, carrying them back to Rock Island. Besides the twelve found on the barge, there were a few picked up on the Iowa shore who had clung to the wreck. One a woman who had displayed remarkable pluck. The following is the list of those found, so far as known: Passengers—J. H. Mays, Mrs. West, C. B. Davenport, Thos. H. Hartz, G. McClelland, W. J. Skelton. Crew—Billy Brown, John Ness, John Shubert, clerk, John Gilchrist, Capt. Dorrance, and the pilots, two engineers and three more of the crew.

The scene in the cabin when the danger became apparent was appalling. Mr. Skelton and Clerk Schuber tried to get the passengers down to the barge. The four women were in the cabin in a state of pure helplessness, doing nothing, saying nothing, evidently expecting death. The gentlemen tried entreaty and advice, but it was useless. No one would stir and it seemed impossible to get them or any of the passengers to move. They were told that their only hope of safety lay in getting aboard the barge, but they would not stir. Mr. Skelton and Mrs. Schuber shook them and tried to drag them, but it was useless and in despair they left them to their fate. Panic was everywhere, and any effort to overcome it proved fruitless. There were seventeen lost. It is now impossible to give their names. The steamer had in tow one barge and one flat-boat. The flat-boat was being pushed at the bow of the steamer, and the barge was fastened to the port side. There seems to be no doubt but that the steamer was totally unfit for the work, was too heavily loaded and most of the crew was drunk. The boat was merely a freight boat and was not licensed to carry passengers. The accident was entirely due to carelessness and liquor. There was a good deal of whisky in the cargo, some of it was tapped before starting.

THE GATE CITY:

SATURDAY MORNING, OCT. 28, 1876.

THE STEAMBOAT DISASTER.

Particulars of the Accident by which the Vansant was Sunk.

The news of the sinking of the steamer J. W. Vansant, was received too late Thursday night to enable us to obtain any of the particulars for yesterday morning's paper.

The statement we published was that of Peter Kairns, the Captain of the Vansant, and of course gave but one side of the affair. We have since taken pains to ascertain the facts in the case as nearly as possible, and give below the statements of both parties.

Capt. Kairns says that they were proceeding up stream, followed by the Cricket, that the latter gave the signal to pass and that in passing, she struck the fan-tail of the Vansant, throwing her around at right angles with the current so that she lost control of herself, drifted down against the rocks and sunk. Charlie Gillespie, the Captain and pilot of the Cricket, who was at the wheel at the time, tells an entirely different story, however. He says that both boats were going up stream at a very slow rate of speed. Just below Hole in the Wall the Vansant bore off to the left and the Cricket kept the channel and gave the signal to pass the Vansant on the starboard side, which signal was answered by the latter. He says that the Vansant ran on a patch of rocks just opposite Hole in the Wall, lodged there, and swung round with her bow toward the Iowa shore. Seeing that the Vansant was in trouble, he commenced backing the Cricket, and while he was doing so the Vansant swung back with the current, her fantail rubbing the side of the Cricket. This, he says, was the only time the boats touched, and then it was not with sufficient force to be perceptible. He says the Cricket was not to blame in the least for the disaster, that the Vansant was sunk by running on the rocks before the Cricket ever touched her, and that he does not fear the consequences of a suit in admiralty. Charlie is a very careful, experienced and reliable pilot, and his statement is entitled to weight.

The damage to the Vansant is probably overestimated. Her lower guards are above water and she can probably be raised by pumping her out. The crew remained on her all night and were still there yesterday morning. The accident occurred between 4 and 5 o'clock in the evening.

THE GATE CITY.

KEOKUK, IOWA: 1866

TUESDAY MORNING, APRIL 17.

Iowa City has launched a new steamer, the "Iowa City," into the Iowa River, and is jubilant at the prospect of packet navigation.

JULY 15, 1882.

BURNED BOATS.

Particulars of the Distraction by Fire, at St. Louis, of the Steamers Northwestern and Belle of La Crosse and the Barge Lucy Bertram.

The St. Louis Republican gives the particulars of the burning of the steamers Belle of La Crosse and Northwestern and the barge Lucy Bertram, at the foot of Dorcas street, St. Louis, where there was a small squadron of boats, including the Belle of La Crosse, the Northwestern, the Lucy Bertram, an old hull barge, the Alex. Kendall and five barges. About 4 o'clock a number of men who were engaged in repairing the Belle of La Crosse were seen running about the decks of the vessel frantically yelling fire. Workmen in the St. Louis and St. Paul Line yards rushed to the boat but could render no aid, the flames giving out such intense heat that they were compelled to seek safety in flight. An alarm was turned in and several engines were soon at the scene. Several thousand people followed in the wake of the engines and took positions on the logs and planks, scattered about the board-yards, from which they enjoyed the spectacle. By this time the flames had taken possession of the Belle of La Crosse and were lapping over her bow in their efforts to reach the stern of the Northwestern, that was tied alongside of the burning craft. Seeing it would be impossible to stop the flames, Mr. Medill, superintendent of the boatyards, ordered his men to cut loose the barges, the Alex. Kendall, the Northwestern and the Lucy Bertram that had not caught and shoved them out into the river. While the men were attempting to carry out this command the fire department removed the cap from the only fire plug in the immediate vicinity, which is located at the crossing of the Iron Mountain railroad at Dorcas street, but soon discovered the concern was out of order and would yield no supply of water. They then visited the plug on Dorcas, near De Kalb street, which was located a distance of three squares from the burning boats, and secured the coveted fluid which they soon sent pouring through a long line of hose into the cracking timbers of the doomed Belle of La Crosse. But their efforts to save the boats proved futile. The fire continued to gather strength and began to make an impression on the Lucy Bertram and Northwestern in spite of the efforts of the boatyard employes to save them by cutting them loose and shoving them out into the water. The flames took possession of the stern of the Northwestern, swept over her decks and soon had her in their power. The Lucy Bertram that lay south of the Belle of La Crosse caught about the same time.

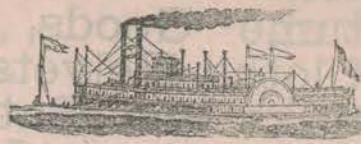
Both boats were finally cut loose and shoved out into the swift current of the river. The former, sending up volumes of smoke and sparks, started on a random voyage down the river, continuing her cruise until she reached a point opposite Lemp's ice house, where she sank and disappeared from view; while the latter, the Lucy Bertram, was carried by a stiff west wind to the Illinois shore, where she burned to the water's surface. By making a heroic and perilous effort, Mr. Bass Wetzel and one or two other men cut the remaining five barges loose and saved them from certain destruction.

The boats, which were old ones, were taken to the yards about nine months ago and had remained there up to the time they were destroyed. They formerly belonged to the Keokuk and Northern Line Packet company from whom the Lucy Bertram was purchased by Commodore W. F. Davidson, and the Northwestern and Belle of La Crosse by Frank H. Johnson, secretary of the St. Louis and St. Paul Packet company. The Belle of La Crosse was being repaired and refitted by its owners who intended to place her in active service again in a short time. The Alex. Kendall had tied up at the yards to undergo slight repairs and have her interior varnished. In order to give painters a better opportunity to do their work the owners of the Kendall, the St. Louis and St. Paul Packet company, had her furniture, consisting of a piano, a number of handsome mirrors, marble topped tables, chairs, carpets, etc., removed to the Northwestern, a few days ago. All this property was of course destroyed.

There was also considerable furniture and other property on the Belle of La Crosse that was consumed. The safes can probably be recovered, but it will be extremely difficult to find the one that went down with the Northwestern opposite Lemp's ice-houses. The steamers were insured for \$8,000 each, and were valued at about \$18,000 each. They formerly ran between St. Louis and St. Paul, and up to the collapse of the Keokuk and Northern Line packet company were in active service all the time. One was registered as a 500-tonnage and the other as an 800-tonnage boat. Both were sidewheelers. The Lucy Bertram was a barge made of the hull of the old steamer of the same name. She was worth perhaps \$5,000, and was recently put in shape for service in the St. Louis and St. Paul Line. The Northwestern and Belle of La Crosse had been run in the upper Mississippi trade for years, and Keokuk people will remember them both as very fair passenger packets and not many years ago considered among the finest boats on the upper river.

OCTOBER 5, 1882.

Keokuk St. Louis & St. Paul, Fast Passenger Packets.



GEM CITY.

Leaves Keokuk

Sunday at 8 a.m., Tuesdays at 2:30 p.m.
Thursdays at 2:30 p.m. Through Packets for

ST. PAUL

Leave Sundays Wednesdays and Fridays at 4 p.m. Through Packets for

ST. LOUIS

Leave Keokuk Mondays, Wednesdays and Fridays at 7 a.m.

A. M. HUTCHINSON, Supt.,
Keokuk, Iowa

The first JULY 13, 1882.

PACKETS BURNED.

THE BELLE OF LA CROSSE AND THE NORTHWESTERN DESTROYED BY FIRE.

St. Louis, July 12.—The St. Louis and St. Paul Packet company's steamers Belle of LaCrosse and Northwestern, and the barge Lucy Bertram were burned late this afternoon on the river front between Anna and Dorcas streets. Both boats were moored close to the shore and had been in the yards some time awaiting preparations for the fall trade. The fire started in the cabin of the LaCrosse and it is believed on account of carelessness of a cabin boy. It spread rapidly to the Northwestern then the barge Bertram and the Alex Kendall was saved with difficulty. The Northwestern swung from the moorings and sunk about 400 yards from the shore. The LaCrosse sunk at her landing. All the furniture and bedding of the Kendall was on the La Crosse. The La Crosse was valued at \$12,000; insured for \$8,000. The Northwestern was valued at \$12,000; insured for \$8,000. The barge was worth \$1,500; uninsured.

THE GATE CITY:

THE GREAT DUST HEAP CALLED HISTORY
R. J. BICKEL, KEOKUK, IOWA

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KEOKUK CONSTITUTION

KEOKUK, FRIDAY, OCTOBER 28.

A Dire Disaster—Caused by carelessness and Whisky.

DAVENPORT, Iowa, Oct. 27.—The Argus will give the following account in to-morrow's edition: "A little after 2 o'clock the Jennie Gilchrist left Rock Island with thirteen passengers and sixteen men of the crew aboard. It passed through the bridge and got about one half a mile above it when the engineer discovered that the cam rod, which is used to reverse the wheel, was broken, and the boat at once began drifting rapidly down stream. The swollen river gave the current additional force, and swiftly he craft went down to destruction. When the threatening danger became apparent Mr. Skillion at once rushed into the cabin, telling the passengers of the accident which had happened and urging the to at once take refuge on the barge. He notified the pilot of what had happened, who exclaimed, "who don't they do something; for God's sake do something," and blew his whistle for danger. The pilot then left his wheel charge, giving it a turn for ports and made tracks for the barge, crying as he went down stairs, "save yourselves, she is going to strike the bridge! "In the cabin everything was frantic, women were crying and the men were about as useless. No one seemed to have any idea as to what to do. The crew with the exception of the pilot, Daraniel, the clerk, engineer and fireman are reported to have been drunk and as terror stricken as the others. As she drifted down upon the pier, urged on by the swollen current, she partly turned and presented her starboard side to the obstruction pier, striking just aft of the boiler. Eight persons had taken refuge on the barge, and, as it swung around to the left of the pier they cast off the stern and spring lines. The bow line was fastened to the head and when it was cast off the flat swung to the right and the line went out with a rush. A negro named Jim Smally was at that moment climbing over the bow of the barge and the line being between his legs he was whirled overboard. Skillion grabbed him by the trousers and hauled him aboard, a very astonished and highly grateful negro. When the Jennie struck the bridge she hit a little aft of the boiler heads and broke them in two. At once the steam began to rush out and for a moment the prospect of being scalded was added to that of being drowned. The scene at that time was terrific. Those on the barge knew not whether they were safe or in mortal danger. Around them was a thick cloud of steam, suffocating them so that their only chance to breathe was by laying down and putting their mouths to the holes in its deck. In the cabin of the boat they could hear the cries and moans of the fated passengers who had stood there while the crew on the forecastle were appealing loudly for help. They could not be seen and at that time no help could be given. The barge drifted off to the left, followed by the boat and the flat following it. After the bridge was passed the work of rescuing those on the boat began. First the engineer was pulled aboard, then the negro. They had tried to reach the barge before striking the bridge, but failed, and falling in

the water had drifted alongside the barge, and there were rescued. The wind carried the barge over towards the Davenport shore, and in the course of a short time they drifted down on to the island, outside of Paige, Dixon & Co.'s mill, where it stranded. The stay there was short, the Evansville had heard the cries for help, and it left Rock Island on an errand of succor. In about twenty minutes it came upon the stranded barge, and rescued its twelve passengers from their situation, carrying them back to Rock Island. Besides the twelve found on the barge, there were a few picked up on the Iowa shore who had clung to the wreck. One was a woman who had shown remarkable pluck. The following is the list of those found, so far as known: Passengers—J. H. Mays, Mrs. West, C. B. Davenport, Thos. H. Hartz, G. McMieland, W. J. Skelton. Crew—Billy Brown, John Ness, John Shubert, clerk; John Gilchrist, Capt. Dorrence, and the pilots, two engineers and three more of the crew.

The scene in the cabin when the danger became apparent was appalling. Mr. Skelton and Clerk Schuber tried to get the passengers down to the barge. The four women were in the cabin in a state of pure helplessness, doing nothing, saying nothing, evidently expecting death. The gentlemen tried entreaty and advice, but it was useless. No one would stir and it seemed impossible to get them or any of the passengers to move. They were told that their only hope of safety lay in getting aboard the barge, but they would not stir. Mr. Skelton and Mrs. Schuber shook them and tried to drag them, but it was useless, and in despair they left them to their fate. Panic was everywhere, and any effort to overcome it became fruitless. There were seventeen lost. It is now impossible to give their names. The steamer had in tow one barge and one flat-boat. The flat-boat was being pushed at the bow of the steamer, and the barge was fastened to the port side. There seems to be no doubt but that the steamer was totally unfit for work, was too heavily loaded, and most of the crew was drunk. The boat was merely a freight boat and was not licensed to carry passengers. The accident was entirely due to carelessness and liquor. There was a good deal of whisky in the cargo, some of which was tapped before starting.

out of their contract but adding insult to injury by the ungentlemanly insolence of the clerk. Whether the fault lay with Mr. Baxter, the clerk, or his employers, the company, we cannot say, but the public can take these facts and draw their own inferences, and know what kind of treatment to expect should they ever get in the position of some of the victims." The officers of the boat came out next day contradicting the alleged charges declaring them wholly untrue.

KEOKUK CONSTITUTION

KEOKUK, THURSDAY, NOVEMBER 3.

CITY NEWS.

Capt. Orrin Smith, a prominent citizen of LaCrosse and well known through the Mississippi valley, died last Sunday at the age of seventy-five. He came west in 1832, with Moses Meeker, and settled in Galena, as a clerk, but soon after engaged in mining with J. L. Langworthy, and discovered the celebrated Phelps lode near Hard Scrabble, now Hazel Green. The Phelps lode was a fortunate one for all concerned, and giving Mr. Smith a large fortune. After a time Mr. Smith moved to Dubuque and engaged in smelting, erecting a furnace upon what is now known as the Wm. G. Stewart farm, situated a few miles northwest of Dubuque. He afterwards engaged in steamboating. He owned and commanded the "Heroine" in 1835. In 1837 he brought out the Brazil, one of the finest steamers at that time. The Langworthy's also owned an interest in the Brazil. He afterwards became president of the Galena and Minnesota packet company, with headquarter at Galena.

KEOKUK CONSTITUTION

KEOKUK, TUESDAY, JULY 26. 1881

THE TOWN CRIER.

St. Louis Republican: There was prevailing custom up to 1836 on the boats that would seem strange to our young river men of 1881. All bar keepers were required to furnish the dinner table with brandy, gin, whisky and three kinds of wine, placing six decanters of liquor on the table every day, when on a voyage, for the use of the passengers and crew, and in addition to that they had to furnish all the officers on the boat with all the liquor they desired to drink at the bar, and also send down to the deck hands and firemen about one pint to each man while on watch. This was to pay the rent of the bar.

KEOKUK CONSTITUTION

KEOKUK, TUESDAY, NOVEMBER 1.

RIVER RIPPLES.

A number of passengers who were on the steamer Grand Pacific when she broke a shaft a few days ago at Desota, six miles above Lansing, Wisconsin, have addressed a letter to the Dubuque Herald, complaining of the uncivil treatment and ungentlemanly conduct of the officers, which alleges that they charged over one-third the fare for less than one third of the distance they had traveled. It concludes with these words: "The passengers were thus turned adrift in the middle of the river, charged extortionate prices and left to get out of a scrape as best they could, the transportation company not only backing

KEOKUK CONSTITUTION.

KEOKUK, TUESDAY, MAY 15. 1871

TILT AT TIME.

Captain Hughey Makes It with the War Eagle, and Records the Best Time Ever Made Between St. Louis and Keokuk.

The time of the two fast packets of the Keokuk Northern Line, the War Eagle and the Golden Eagle, has become a matter of general interest to the public here, and the arrival of the boats is a signal for every man to pull his watch and compare the speed of the one with the other.

It was thought that Asbury had done splendidly when he landed his Golden Eagle here at 10:35, the other morning, but the knowing ones shook their heads and said, "just wait till you hear from Hughey, Tuesday," and we did hear from the Captain this morning, and it was just fifteen minutes past nine o'clock, city time, when his stage plank was shoved out on shore.

The boat left St. Louis at 4:20 last evening, and, Hughey says, just to give him a fair show, the Commodore loaded her with seventy tons of pig iron. She made the run to Alton in one hour and thirty-five minutes, did all her business on the way up, and landed, as Hughey has so often threatened to do, in time for breakfast.

This time is only a half an hour longer than that made on the famous trip of the Louisiana, but as she only made one landing on the way up the honors deservedly go to the War Eagle.

We are informed that Commodore Davidson has determined to give the boats a fair trial so as to determine which is the fastest boat of the two.

The splash doors in the wheel-houses will be taken down, the after guards removed, and the boats thus stripped for the race will receive a good send off, and the commodore will accompany each one on its trip to see fair play, and to award the horns to the fleetest. Hughey informs us confidentially, to look out for him about 3 o'clock in the morning when that trial comes off, and he says they may put the Andy Johnson's other engine on the Golden Eagle, if they are bound to beat him, but while they are at it they had better add a third for they can't get away with the "birrud" which he has the honor to command.

THE GATE CITY.

KEOKUK, IOWA:

TUESDAY MORNING, MARCH 8, 1870.

THE Keokuk Packet Company will open its navigation season of 1870 about the 1st of March. The different boats of the line will be officered as follows: The Harry Johnson will be commanded by Capt. F. S. Lee with

Mr. Geo. O. Walton in the office. The Rob Roy, by Capt. John W. Gunn, with Mr. L. Wright, formerly Secretary of the Grafton Stone Company, as Chief Clerk. The Andy Johnson will remain in command of Capt. D. R. Asbury, with Mr. Ed. Morehouse in the office. The Bayard, Capt. Howard will command, with Jerry Steen as Chief Clerk. The freight clerks will remain in the same position as held by them last year. Col. Archer, as has already been announced, is the agent for the Company at this place.

FROM THE SOUTH.

MEMPHIS, March 7.

This p. m. the steamer Great Republic, coming up, ran into and capsized the tug Nettie Jones. A fireman and colored cook was drowned; the Capt. and two deck hands were saved. The Republic was disabled coming up, was running on one wheel, and could not avoid the collision.

DAILY GATE CITY.

SUNDAY MORNING, OCTOBER 19, 1873.

TELEGRAPHIC

Burning of the Steamer Mary E. Poe—Loss of Life.

CASUALTIES.

MEMPHIS, Oct. 18.—The City of Helena arrived early this morning and reports the burning of the Carter Line packet Mary E. Poe, at Daniel's Point, ten miles above Osceola, yesterday. Eight lives lost.

MEMPHIS, Oct. 18.—Ten miles above Osceola, on the Mississippi river, the steamer Mary E. Poe burned yesterday on a sand bar, and the passengers were obliged to swim ashore. A cabin boy, one passenger and two women of the boat are missing.

ST. LOUIS, Oct. 18.—The steamer Poe, which burned on the river to-day, was valued at \$30,000. Insurance \$20,000. She was mostly owned in this city.

KEOKUK CONSTITUTION.

KEOKUK, TUESDAY, JANUARY 23. 1871

River Items.

Ab Grimes, an upper Mississippi pilot, who formerly resided in Quincy, has been interviewed and tells the following among other things: "In June, 1861, in company with Samuel Clemens and Samuel Bowen, all river pilots, I joined the Ralls County Rangers of the Missouri State militia, under Gen. Tom Harris. We were put into camp near Florida, in Ralls county, without tents, arms or commissary stores. We soon broke camp. Clemens started out west to California, and turned humorist under the nom de plume of 'Mark Twain.' Sam. Bowen was

captured at Hannibal and joined the Saw-horse cavalry, being detailed to saw wood for the Federal Colonel, David Moore. I went to Paris, Monroe county, where I joined a company under Col. Brace, then fell under command of Martin E. Green."

KEOKUK CONSTITUTION.

KEOKUK, THURSDAY, JULY 17. 1871

GOING SOUTH, THE STEAMER ROB ROY

Leaves Keokuk for

St. Louis,

At 10 P. M., after the close of the Regatta Exercises

THURSDAY EVENING.

july 17d1t

KEOKUK CONSTITUTION.

KEOKUK, TUESDAY, MAY 22. 1871

River News.

The St. Louis Republican says: "Wells, Timberman & Co., have bought the steamer Cricket for \$6000." We supposed they always owned the boat.

From the St. Louis Republican we get this item of home news:

At New York, C. M. Primeau of Keokuk secured the transportation contract from Sioux City to Crow Creek agency, Cheyenne, Berthold, Lower Brule, Yankton, Santee, and from Bismarck to Cheyenne. C. K. Peck has the same from Bismarck to Berthold agency, Standing Rock, and to the new posts to be established on the Upper Missouri for Red Cloud and Spotted Tail agencies from all points. Both will leave Keokuk soon for Sioux City.

The Valley Whig.

KEOKUK:

MONDAY MORNING, FEBRUARY 1, 1858.

NOTABLE.—The little steamer Clara Hine returned yesterday from a trip up the river as far as Muscatine, and we believe some miles above. She found the navigation good, and came over the rapids with barges loaded. Her freight, consisting of pork, flour, &c., was reshipped here on the Minnesota Belle for St. Louis. The Chattanooga was also up the river, above Burlington, taking on freight. That boats should be running nearly to the upper rapids in the latter days of January is a notable fact. The river here has been entirely free from running ice for several days, and, though falling, is still at a fair stage.—There have thus far been several arrivals every week from St. Louis.

THE WEEKLY GATE CITY.

JANUARY 27, 1881.

THE STEAMBOAT STRUGGLE.

PARTICULARS OF THE ACTION OF THE K. N. LINE STOCKHOLDERS.

Keokuk Interests Come out Ahead, as
Usual—The New Board of Directors
Will do Good Work.

From the St. Louis *Globe-Democrat* we glean the particulars of the meeting of the Keokuk Northern Line Packet Company, who held their annual meeting Wednesday afternoon at 2 o'clock, at the wharfboat, foot of Olive street, St. Louis. The election of directors of the company for the ensuing year resulted as follows: H. Lourey, F. L. Johnston, R. C. Kerens, J. C. Kennedy, J. H. Anderson, of Keokuk; John F. Baker, St. Louis; R. C. Gray, Pittsburg; D. Hunkins, Galena; T. H. Griffith, St. Louis.

This gives to the Gray wing but three directors, and the opposition six. Heretofore the Gray wing have had five directors—never less than four—but on account of the old Ward stock going out the number is reduced to three. The affairs of the company have for several months past been complicated by internal dissensions and external liabilities, and the meeting was for the purpose of taking definite action upon the future of the company. A portion of the directors have undertaken to place the company in the hands of a receiver, and to otherwise disrupt the corporation, while a majority have been favorable to a continuance of business and the carrying of the liabilities.

The newly-elected directors met at 3 o'clock in the evening, and first move was made by J. H. Anderson, of Keokuk, who introduced the following resolution:

Resolved, That the action of the board of directors of this company, at their meeting on Saturday, January 15, 1881, in making the assignment for the benefit of the creditors of the corporation be and is hereby approved, ratified and confirmed by this stockholders' meeting.

As a substitute for the above resolution, A. M. Hutchinson, of Keokuk, presented the following:

Resolved, By the stockholders of the Keokuk Northern Line Packet Company, that the action of four of the directors of the company, on Saturday, Jan. 15, '81, in attempting to make an assignment for the benefit of creditors, against the protest of three directors at such meeting, upon papers prepared beforehand by the four directors in conspiracy to defraud the company of their property and rights as such, was unauthorized and an attempt to ruin the company; and is now, by this meeting of stockholders, pronounced null and void, and against the best interests of the company.

Resolved, That the property and assets of the company are ample, in the judgment of the stockholders, to pay all the debts of the corporation, and have ample assets to carry on the business of the company as the same should be done.

The substitute was adopted by a vote of 4,800 shares for 3,481 shares against.

Immediately thereafter Capt. W. F. Davidson submitted the following.

Resolved, That the action of a part of the board of directors of the Keokuk Northern Line Packet Company, on Saturday, January 15, 1881, and of D. Hunkins, president of the company, in pursuance thereof, whereby an attempt was made to sign and transfer the property of the company to Charles Green, as assignee under the insolvent laws of the state of Missouri, was unnecessary, unauthorized and against the interests of the company and its creditors, and in violation of their duties as directors, and was an attempt by a minority in interest to ruin the company was fraudulent, the assets of the company being, in the judgment of the stockholders, in meeting assembled, ample to pay debts and leave a surplus for a working capital.

Resolved, That the attempted action on the part of four members of the board be and is hereby repudiated by the stockholders as the action of this company, and the newly elected board of directors are requested to make demand on said Charles Green for the delivery of any pretended conveyances which may have been delivered to him, should any so have been delivered, and in case of refusal on his part, the newly elected board shall take such steps as may be deemed advisable to protect the interests of this company.

These resolutions were adopted by a vote of 4,800 shares to 2,481. Thereupon the intention of the directors was declared to push the business of the company, assume all its liabilities, and bridge over the present crisis. It is possible this arrangement will insure success to the future of the corporation. At least the new board of directors appear sanguine of good results.

A BUSY DAY.

Friday was a busy day for the stockholders and directors of the Keokuk Northern Line Packet company, in session at St. Louis. The directors held a meeting in the forenoon, which was succeeded in the afternoon by a stockholders' meeting, and supplemented toward evening by a second directors' meeting. The Davidson wing have obtained control, and are doing all in their power to get undisturbed possession of the company's property. About two-thirds of the stockholders are in favor of discontinuing the receivership, and placing the company once more upon the old basis.

DIRECTORS' MEETING.

After the morning meeting of the directors had been called to order the following resolution was introduced by John F. Baker:

Resolved, That Henry Lourey, president of the board of directors, be and is hereby authorized and requested, in pursuance of a desire of the court to direct its receiver to deliver all the property of the company, held by him, to the company, and that the president be directed to pay said receiver the expenses and disbursements made or incurred by him in the execution of his trust and a reasonable compensation for his services, fixed or to be fixed by the court which appointed him. This is to be paid upon delivery, by him, of the property aforesaid to this company.

J. H. Anderson offered an amendment instructing the president to take steps to provide against the pretended assignment made by D. Hunkins, as president,

to Charles Green, on January 15, 1881.

Capt. Baker accepted the amendment, and, on motion, the resolution was adopted as amended. On motion the meeting adjourned.

STOCKHOLDERS IN SESSION.

At 3:30 p. m. the stockholders assembled, with President Lourey in the chair. The roll was called, and a majority of the shares, 6,443, were found to be represented.

The first business transacted was the following report of the committee appointed at Wednesday's meeting:

We, the undersigned, your committee, herewith present our report of the condition of the company. We have made detailed statements as to the liabilities and assets from our personal knowledge of the property of the company and such examination as we deemed necessary to make. And we find there are surplus assets over and above liabilities of the company to the amount of \$72,285.65. It is an understanding, and we have been assured, that if the property of the company were in the hands of and under the control of the new board of directors, arrangements could be made to dismiss all suits and to carry the indebtedness for such period of time as might be necessary. We earnestly recommend that the company take such steps as may be necessary to actively engage in business on the opening of navigation. The amount necessary to fit up the boats, about \$40,000, we believe the new board of directors, acting together, can command from the banks or other capitalists, in case they have control of the property of the company and confidence in the company is restored, which can be effected, in our opinion, without doubt. A wreck of the company, as attempted, would be without benefit to any one. At a forced sale the property can not be sold at its value. Many of the contracts for the use of depots, etc., on the basis of a small annual rental, instead of the old system of wharfage, are of value to the company and have been acquired only by long and persistent effort, and will become utterly valueless in case of the closing up of the business of the company. No part of the property, when separated from the whole, is as valuable as it is forming part of the general property of the company in carrying on its business.

Your committee further report that, in their opinion, no part of the property should be sold by the receiver; that if he sells without knowing the business of the company, so as to know what is necessary in carrying on its business, he will probably sell the property at a sacrifice, which, when the company needs it, will have to be bought again or replaced at its cash value. We recommend that the president be instructed to pay such amounts as may be necessary for court expenses in cash instead of allowing a sale of the property; and that he be instructed to take such necessary steps as may be necessary to protect the company from the pretended assignment for the benefit of creditors by D. Hunkins, as president, to Charles Green, and to have the property turned over by the receiver to the board of directors, at the earliest possible time, so as to enable the company to get ready for spring business.

(Signed) H. LOUREY,
A. M. HUTCHINSON.

THE COMPANY'S PROPERTY.
The following statement of the value

of the company's property was submitted by the committee.

Boats.....	\$103,500 00
Wharfboats.....	18,200 00
Barges.....	25,150 00
Warehouses.....	42,197 87
Real estate and miscellaneous property	35,181 85
Total.....	\$234,239 72
Liabilities.....	161,944 07

Surplus over liabilities..... \$ 72,295 65
The estimated cost of placing the boats in good condition for spring business, including the amount necessary to complete the new boat, is \$41,500.

The report was adopted by the following resolution:

Resolved, That the report of the committee on the condition of the company be received and adopted as the views of this meeting of stockholders; that the recommendations in said report be adopted, and are hereby recommended to the directors for their action, and the directors are requested to take such steps as may be necessary to carry out the recommendations therein contained.

We glean from the *Globe Democrat*.

The assignment referred to in the above proceedings has been placed on record here and is in substance as follows:

WHEREAS, The Keokuk Northern Line Packet Company, a corporation under the laws of Missouri, by a resolution of its board of directors, did resolve that said corporation, being unable to pay its liabilities in full as they mature should by its president, make this deed of assignment for the benefit of all its creditors:

The K. N. Line Packet Company then as party of the first part, and Charles Green, of St. Louis, party of the second part enter into a deed, which the party of first part does bargain, sell, convey, assign and transfer unto said party of the second part all and singular the bonds, bills, notes, debts, accounts, and all and singular the lands, tenements, hereditaments and all the estates, property and effects, real, personal and mixed, choses in action and chattels, real belonging to or claimed by said party of the first part, whether in its possession or in the possession of any other person or persons existing and situated in the states of Missouri, Illinois, Iowa, Minnesota and Wisconsin, or in any other state of the United States of America, whether said property be in the possession of said corporation or not, to have and hold the same with the appurtenances and all the rights and privileges, etc., to use, collect, recover, sell and dispose of the same for the benefit of creditors.

The deed is signed by D. Hunkins as president, and R. C. Gay and Thomas F. Griffith, and duly attested.

The statement made by Mr. Hunkins places the assets of the company at about \$170,000 and the liabilities at nearly \$210,000. A large portion of this sum is made up of disputed claims. W. F. Davidson's is the largest claim disputed, being about \$6,800.

The Hunkins-Gray Faction to be Tried For Contempt—The Directors— Jay Gould Gossip.

There was a hearing Saturday before Judge Lindley, at St. Louis, of the motion of the Davidson party to bring the Gray party into court for contempt in making an assignment of the property and assets of the Keokuk Northern Line Packet Company, after the court had placed the same in charge of a receiver. The question involved was simply one of law, and was argued at considerable length. Mr. Glover spoke on behalf of the Davidson wing and cited many authorities in support of his position. Mr. Madill argued that no contempt had been committed. The argument was closed by James H. Anderson, of Keokuk, on the part of the Davidson party. The judge decided in favor of the Davidson party and made an order on Hunkins, Griffith, Gray, Ward and Green the receiver, to come into court on Thursday next and show cause why they should not be punished for contempt.

During the day Commodore Davidson caused suit to be filed in the Circuit Court against Gray and the other directors for the sum of \$15,000, for damages done to the 1,975 shares of stock owned by him, by reason of the wrongful acts of defendants in falsely declaring the company was insolvent, and making an assignment for the benefit of creditors, against the interest and wishes of stockholders and creditors.

At the same time Capt. A. M. Hutchinson, of this city, filed a suit in the U. S. Circuit Court against the assigning directors for \$8,000 damages. Captain Hutchinson says he is the owner of 1,200 shares of stock, which has greatly depreciated in value by the acts of the defendants, and he asks judgment for \$8,000.

The two suits were brought by W. C. Hobbs, Esq., as attorney.

Following are the officers and directors of the Keokuk Northern Line Packet company.

President—H. Lourey.

Secretary—Frank L. Johnson.

Directors—J. F. Baber, J. C. Kennedy, Jas. H. Anderson, J. D. Kerens, R. C. Gray, D. Hunkins, F. H. Griffith.

The first six are of the Davidson wing and the last three of the Gray-Hunkins party.

As there has been considerable talk concerning Jay Gould in connection with the K. N. Line Packet company, we give the following interview which we find in the St. Louis *Post-Dispatch*:

It has been whispered on change that the recent changes in the directory of the Keokuk Northern Line Packet company have been brought about by the fact that the omnivorous Mr. Jay Gould has secured a controlling interest in the company. This statement has been reiterated so often in the last twenty-four hours and has originated from so many authentic sources that there seems to be little doubt left as to its genuineness. A reporter called this morning upon Captain Henry Lowrey, the president of the company, and questioned him upon the rumor.

"Is it a fact, captain, that Jay Gould has succeeded in acquiring a controlling interest in the Keokuk Northern Line?"

"Who told you that?"

"Several people have told me—people who ought to know."

"Well, all I know about it is that I have been elected president of the company. I can't say who are shareholders and who are not."

"If Jay Gould was not a shareholder in the company you would know it, would you not?"

"I repeat what I said before. I only know that I have been elected president of the company, and that the Keokuk Northern Line and the Mississippi Valley Transportation company together control the river from the head of navigation to the gulf. Now, Mr. Gould is an owner in the barge-line, I believe that is an admitted fact, and whether he is an owner in the Keokuk Packet Line I am not prepared to say. I know how much of the stock I own myself and that is all I do of my own knowledge. I don't propose to say anything that I cannot vouch for."

"Well, can't you tell me the facts in this case without vouching for them?"

"No, I cannot. All that I can say is what any one else can say—the barge line and the Keokuk Northern Line together control the whole river. Either of them is incomplete without the other. Now what Mr. Gould has done or has not done you must find out from some one who is in his secrets—I am not."

"Who is?"

"I don't know."

"Has any heavy block of stock been sold recently that you know of?"

"Yes, a very heavy block has been sold to Mr. Sam. McMunn."

"Is he a broker or a capitalist?"

"He is both."

"And it is probable that he bought for Mr. Gould?"

"There, again, I don't know. You had better see Mr. McMunn."

"But he has gone to New York, I am told."

"I don't know who else you could see."

It was very evident that whatever Captain Lowrey did know or did not know, he had very little intention of imparting his information. The generally accepted theory is that Mr. Gould bought a controlling share in the Keokuk Northern Line in order to round out his river system, and that Mr. McMunn has been his agent in the purchase.

The Gate City,

PUBLISHED EVERY MORNING, (SUNDAYS EXCEPTED),
By J. B. HOWELL & CO.

New Packets.

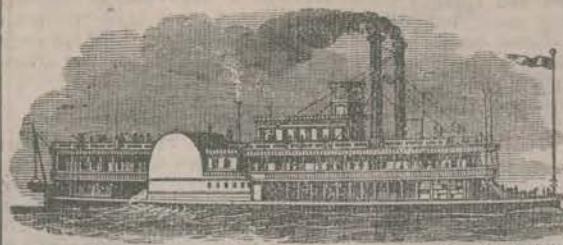
Our citizens and the traveling public will be gratified to learn that the Keokuk and St. Louis Packet Company have been building two new boats, expressly for passengers, to run through without freight except for Keokuk and St. Louis. Their names are "Hannibal City," and "City of Louisiana." They will be fine, fast, thorough-built steamers, and cost \$60,000 each. The latter will make her appearance here immediately, and the former will be ready in four to five weeks.

Very much has been done the present season to improve this line, by the addition of new boats and facilities for the transaction of a more prompt and extensive business.—The addition of these two splendid, swift, through boats, will render it still more efficient and popular. SEP. 9, 1857

THE WEEKLY GATE CITY.
JANUARY 27, 1881.
DECIDED FOR DAVIDSON.

THAT'S WHAT JUDGE LINDLEY DID
AT ST. LOUIS, ON SATURDAY.

HIGH WATER AND LOW RATES! STEAMER ST. PAUL,



SEP. 24, 1887

The Daily Constitution. SEPTEMBER 24, 1887

A POPULAR PACKET LINE.

The St. Louis and St. Paul Company to Run Steamers Regular Between St. Louis and Keokuk.

Now that we have high water in the Mississippi, the popular St. Louis & St. Paul Packet line have resumed the running of boats between St. Louis and Keokuk. This week they started the palatial side-wheel steamer St. Paul in this trade in command of the efficient Capt. Wm. Burke, one of the most capable and best known commanders on the river, with the genial and accommodating Spencer Grennell as clerk. The St. Paul will make regular trips between St. Louis and Keokuk, and in a few days the Gem City will also be put into the trade, and possibly the War Eagle, all fine side-wheel packets and swift boats. Special excursion rates will be given to all who desire to attend the G. A. R. encampment, the exposition and the fair at St. Louis. These boats will remain in the trade until the season closes, and no cheaper or more delightful way of traveling can be found.

THE WEEKLY GATE CITY.

MAY 12, 1881.

HOW IS THIS.

The far Mail Route on the Upper Mississippi—A Steamboatman Receives \$29,000 for Carrying an Empty Mail-bag Up and Down the River.

[Davenport Gazette]

The mail service of the country, particularly that part of it coming under the name of "Star" routes is receiving a good deal of attention just now. An instance may be found not far from Davenport which illustrates in the most striking manner how thousands of dollars can be spent without conferring a shadow of benefit upon anybody but the contractor. The Chicago Tribune of Saturday says:

Last year a contract was made with Wm. F. Davidson to carry a daily mail by packet from St. Paul to St. Louis at \$71.99 per day, the term commencing July 1, 1880, and ending July 1, 1881.

WM. BURK, Master,
SPENCER GRENNELL, Clerk
Leaves Keokuk for St. Louis
Regularly
MONDAYS, 7 a. m.
THURSDAYS 7 a. m.
Excursion rates to G. A. R.
ENCAMPMENT.
EXPOSITION and
FAIR at ST. LOUIS.
For Rates and other Information Apply to

C. A. HUTCHINSON, Agent.

The criminal absurdity of any such contract as this is apparent on the face of it. To carry mail from St. Paul to St. Louis by boat takes about five days; to do it by rail takes one. The service in question was to be through service between the two cities. This route was discontinued March 31, 1881. There was paid regularly the quarterly pay of \$17,197 from July 1 of last year to March 31 of this year, with one month's extra pay on the discontinuance of the route. The amount of extra pay was \$5,932. There was deducted from the pay for failure to perform the service during the first quarter \$227, during the next \$13,417, and during the third, \$15,698. The total amount paid for this extraordinary service for the three-quarters, including the deductions, was \$29,980. The extent of service rendered may be understood from the fact that, after the first protest against carrying mails in this way had been overruled, the post office clerks made up an empty pouch, and sent that pouch on the boat daily from St. Paul to St. Louis. To put letters into it, and delay them four days, was something which they would not consent to do. So during the life of the contract the post office authorities went through the farce of paying a man \$29,000 for it.

Capt. J. E. White, of the railway mail service, who has been interviewed on this point, says no mail was ever carried on the boats between the points named, so far as he knows, but that the mail pouch went up and down with much regularity. If mail had been sent by river it would have suffered a loss of from one to five days.

KEOKUK CONSTITUTION

KEOKUK, SATURDAY, JULY 8, 1881

THE CITY.

—A roustabout named John Knight, employed on the steamer Josephine, met a sudden death by drowning at LaGrange Thursday evening. He fell from the gang-plank and was not seen to rise to the surface at all.

KEOKUK CONSTITUTION

KEOKUK, WEDNESDAY, JULY 12, 1881

THE CITY.

—Our readers will remember the drowning of a roustabout named Knight, from the steamer Josephine, recently.

Subsequent evidence tends to show that the drowning was by no means accidental. The Quincy Herald says: "From persons who were present at the drowning of the deck hand off the Josephine, at LaGrange, it appears to have been a case of murder. The unfortunate man's name was Knight and the balance of the crew seemed to dislike him. The steamer was approaching the town and was probably one hundred yards from the shore. The gang plank was swung out on the larboard side of the vessel, and Knight sauntered out and sat down on the end, expecting the boat to land at LaGrange, but she did not. He had been there but a few moments when the roustabout on the bow raised the end of the gang plank, letting poor Knight slip off and fall into the Mississippi."

KEOKUK CONSTITUTION.

KEOKUK, SATURDAY, JANUARY 13.

Ceph Gregg—His Mule.

Jim Wallin, of the Quincy Herald, will have to settle with (Bu) Cephalus for this. We don't propose to be held responsible for it:

Ceph Gregg, the well-known popular clerk of the steamer Clinton, is in winter quarters at Alexandria, Mo., and is doing his full share to infuse life into the town. He has succeeded in making the winter so interesting with balls, parties, masquerades, sleigh rides and the like that the young folks up there wish that the river would never open, and that Ceph would take up his permanent abode with them. A night or two since he organized a sleighing party to go to Keokuk on the ice, and as livery stables are not numerous in the town and fast horses are not as plenty as they might be, he engaged a mule with good legs, warranted to go without any foolishness. He and the young lady who accompanied him went up to Keokuk at a rate that beat the fast packets, the ride being delightful. After spending a few hours in the city the party started for home, Ceph taking the lead.

He let the mule out and came down the ice at a rate that would make Pete Peck's engine sick. About two miles above Alexandria the mule gave a lunge, shot up in the air and came down on the ice stone dead. The sleigh could not be got to town and Ceph and the young lady had to walk the two miles home. Ceph felt hurt at the trick the mule had played on him and a promenade down the ice was not as pleasant as it might have been. The next morning he accompanied the owner of the mule to the spot to show him how the thing happened, and was surprised to find that somebody had been there before him. Above the carcass there had been placed a card board which contained the following: In Memoriam: Here lies the mule, bull-dozed by Ceph Gregg, of the Clinton. Ceph has made up his mind that the next time he engages a mule he will have the animal insured.



A MISSISSIPPI STEAMBOAT MAKING A LANDING AT NIGHT.—From a Sketch by A. R. Waud.—[See PAGE 807.]

HARPER'S WEEKLY.

SATURDAY, DECEMBER 22, 1866.

LANDING OF A MISSISSIPPI
STEAMBOAT.

ALL steamers plying on the Western waters carry a brasier, in which, when making a landing, or loading and unloading freight at night, a brilliant flame is procured by filling it with dry pine chips. Flickering with a lurid glare, it produces most fantastic effects of light and shade, as the swarthy "hands" pass and repass, "wooding up," or stand grouped around the gang-plank. When the steamboat backs out again the brasier is reversed by a

dextrous twirl on its axis, the blazing coals are dropped in swirling waters, and darkness reigns again.

A. R. W.

Coast Guard Cutter Lantana maintains a river highway

211

Keokuk is home port of ship commanded by Donald Myers

SATURDAY, SEPT 5, 1959

(By Charles S. Chappell)

"Our main job is to mark and maintain a river highway for tow boats and other river traffic and this consists of marking a 300 foot channel with a minimum depth of 9 feet between Dubuque and Louisiana, Mo." said Bos'n Don Myers, commander of the U.S. Coast Guard Cutter Lantana, during a recent run down the Mississippi with this reporter on board.

Tows that load over the minimum depth requirement do so at their own risk. It is possible, however, for them to navigate the channel with a heavy load because the channel is usually deeper than nine feet, the river may be high, and coming able to slide over a shallow place in the channel.

To Louisiana, Mo.

In a regular run down the Mississippi the Lantana leaves downstream they might be the dock above the lock and after being dropped into the lower river at four feet per minute begins the trip to Louisiana.

Almost all of the work by the Lantana crew is done while coming up stream because of the time element. If the boat has to stop while going downstream, turn around, and come back to the buoy, it takes about a half-hour. At the speed the Lantana travels this is about 5 miles.

The first thing Bos'n Don Myers pointed out was the wing dams in the river. A wing dam is a pile of rock built out from the shore either above water or under, which keeps the channel from changing.

Three major checks

Three major things that the Coast Guard checks on during a regular run are: lights, buoys, and the depth of the channel. At the mouth of the Des Moines river, floods have brought silt into the Mississippi and made a beach. Since the channel runs close to the mouth of the river, it is a dangerous spot and so the depth of the channel was measured. The measurement was only $\frac{1}{2}$ foot over the minimum depth requirement.

Lights are placed at intervals along the river so that as soon as a tow gets to one light, the pilot can see the next. Lights have to be kept up constantly so the tows can navigate the channel safely and on the trip downstream, the Lantana has to check every light carefully and if one is out it has to stop and fix it.

Vandals bother lights

On some of the lights near Keokuk they have trouble with vandalism. Vandals break out the light and lens which is worth about \$10. This is a federal offense and punishable with a fine up to \$2,500 and a jail sentence.

The lights are built on four types of structures, rock, pier, tree, and 46. The 46 structure is the easiest to handle and looks like a railroad crossing sign. The tree structure is built upon a tree close to shore, the rock structure is built upon a large pile of rocks in the river, and

the pier structure is a large cement structure set in the river. These different types of structures are used according to the place and position of the channel to the shore.

Magnifying lens

Most of the lights are lighted by batteries, but they have two which are electric, and on one they have a special kind of lens. The bulb has only 6.2 volts, .46 amps, and 25 candle power, but the lens magnifies the beam up to 600 candlepower and it is spread at a 12 degree angle.

The lights blink once every two seconds on the Iowa side of the river and twice every four seconds on the Illinois side. They are used for night guiding, but on each light structure, is a large diamond shaped board called a "day board" which the pilots use during the day. Two of these structures on the same side of the river show that the channel remains the same.

The biggest problem that the Coast Guard has with the lights is keeping growth away from them so that they are not hidden from the pilots. On some of them, they can be seen, but there is growth all around them. The Coast Guard sprays for 100

feet around the structure and then the light can be seen.

750 lb buoy

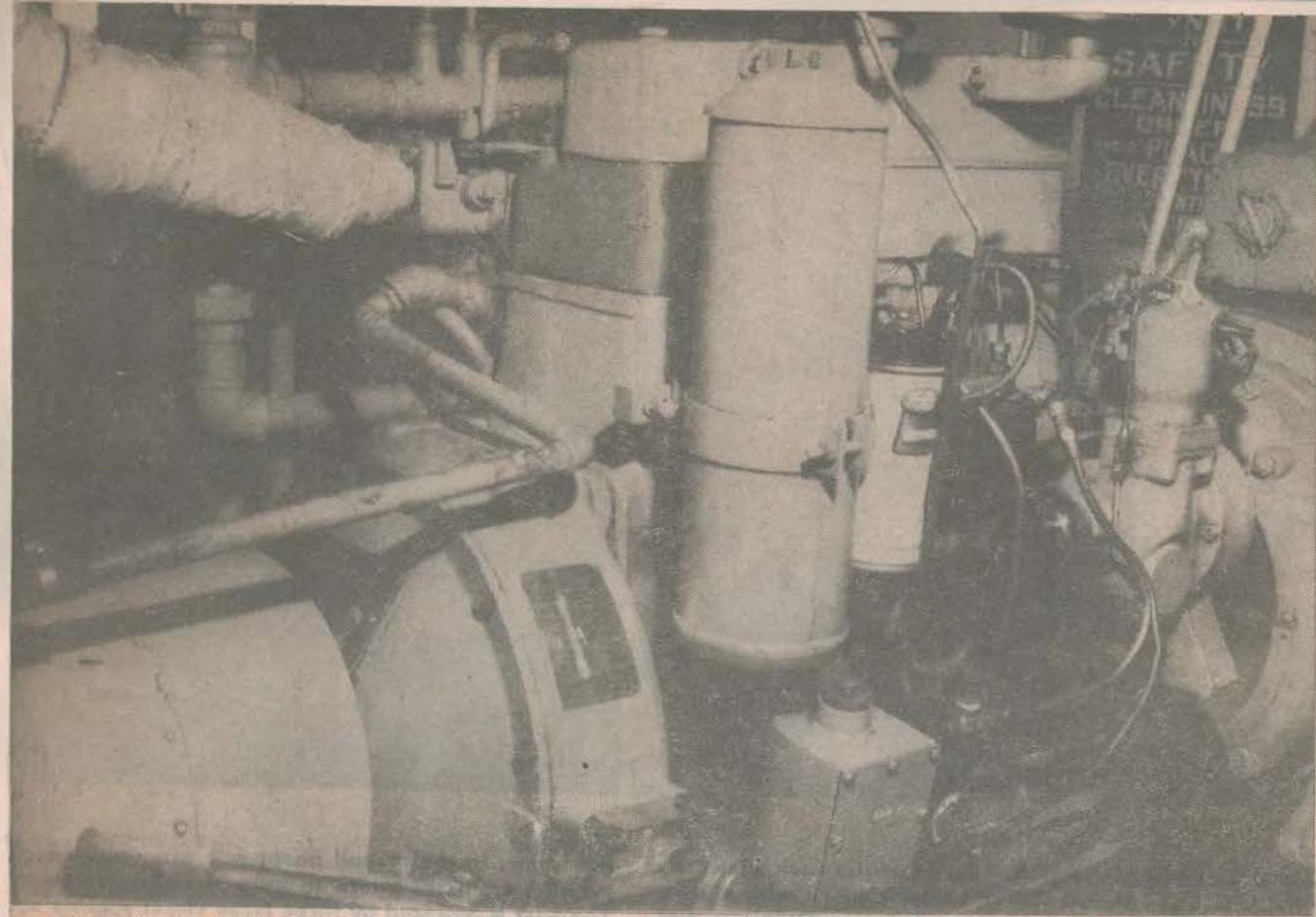
In the early spring the hardest job of the Coast Guard is the placing of the rock buoys in the channel. A buoy weighs around 750 pounds and they are lifted in and out of the water by a large hoist which is operated by air pressure on the boat.

Once the buoys are set in the channel the Coast Guard has to keep a watchful eye on them to see that they are kept in the right place and not drawn away. They also have to keep debris away from them, because after one tree catches to a buoy other debris will also catch and drag is out of place.

A buoy also has to be set right in the water. Each one has three mounts, one on the bottom, one in the middle on the side, and one a few inches above it on the same side. In fast water the buoy is hooked on the bottom, in very fast water it is hooked at the top mount, and in dead water it is hooked in the middle. If the buoy is not hooked at the correct mount, it will lay on its side.

Two kinds of buoys

There are two kinds of buoys on the channel, one is painted black and has a flat head, and the other is painted red and has a nose cone on top. The red buoys are on the left going downstream and on the right coming upstream. The three R's of navigation red, right, returning come from the red buoys being on the right.



GENERATOR AND COMPRESSOR on board the Lantana supplies all of the electricity on the boat and the compressor supplies air pressure for the hoists and

coming upstream.

Another tedious job of the Coast Guard is painting all of the buoys and keeping paint on them. A buoy loses all of its paint in two weeks in fast water, and in real fast water in two days. The Lantana does all of its own work. The buoys are fixed and painted on board the boat and put into the water. Other cutters take the work into shops.

Every section on the river is named for some local geographical position on the river and one of the most unusual is Polly towhead which was on the left side of the channel going downstream. A wing dam was filled in by silt and formed an island. The water sweeping around the island dug a large hole near the light which is a pier structure of 65 tons of cement running into the bottom of the river. The depth averages around 44 feet, and sometimes runs into the 50's. Each light is named after some person or local reference.

Fog a problem

One of the big problems of all Coast Guard cutters on the western rivers is fog. At

night when there is fog the boats can't see the shore and they are in danger of running aground when working.

The Lantana is a member of the second district which consists of 13 cutters operating on 13 rivers. It was built in 1943 and it is a tow and a barge. The barge has all the working tools and work room while the tow contains all of the living quarters. The boat has a crew of 20 men split up into deck and engineering. Each man on board is a specialist and is versatile enough to handle any other man's job.

The boat is commanded by Bos'n Don Myers. Ray Newton is the Chief Bos'n mate and Howard Coffin is the engineering officer. Ralph Davis is first Bos'n mate and a buck pilot. Paul Loar is electrician's mate and handles all of the electrical work on the boat which is quite a bit.

Electric galley

The Lantana has its own generator and compressor with an electric galley besides all of the wiring needed for the lights, engines, spot-lights, and other appliances. The tow has the crew's quarters, officers' quarters,

booms which are used to anchor the boat. The Lantana supplies the electricity for lights, appliances, including an all electric galley, and the engines.



SKIPPER ON THE LOOKOUT. Bos'n Don Myers, commander of the U.S. Coast Guard Cutter Lantana, stands on the bridge of the Keokuk-based craft as she cruises down the river on one of her regular trips to maintain navigation markers on the nine-foot channel.

—Daily Gate City Photo



LANTANA-3

U.S. COAST GUARD CUTTER LANTANA COMMANDER.
Sitting at the controls of the U.S. Lantana is Bos'n Don Myers, commander of the cutter which is responsible for maintaining a 300 foot channel with a minimum depth of 9 feet between Dubuque and Louisiana, Mo. He shares the

piloting duties with Chief Bos'n mate Ray Newton and first Bos'n mate Ralph Davis who is a buck pilot. In the picture he is guiding the boat through the Keokuk lock which takes considerable skill due to the under currents caused by the intake and outlet of water. —Daily Gate City Photo

A-BUNNING

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U.S. COAST GUARD CUTTER LANTANA. Tied up at the dock above the Keokuk lock is the U.S. Coast Guard Cutter Lantana which with a crew of 20 men is responsible for a river highway between Dubuque and Louisiana, Mo. In the first picture you can see the barge and tow of the boat and the buoys on the deck. The living quarters are on the tow while all the work is done on the barge in the work shop. The large hoist at the front of the boat is used to lift the 750 pound buoys in and out of

the water. In the second photo is a wing dam which is built from rock running from the shore to keep the channel from changing direction.



THE WORK ROOM OF THE LANTANA. Built on top of the barge is the work room on the boat in which the men do all of the work needed. Other boats take their work into shops on shore, but the Lantana is equipped to handle any situation which may arise.

—Daily Gate City Photo

captain's quarters, galley, dining rooms for the captain and crew, and bathrooms.

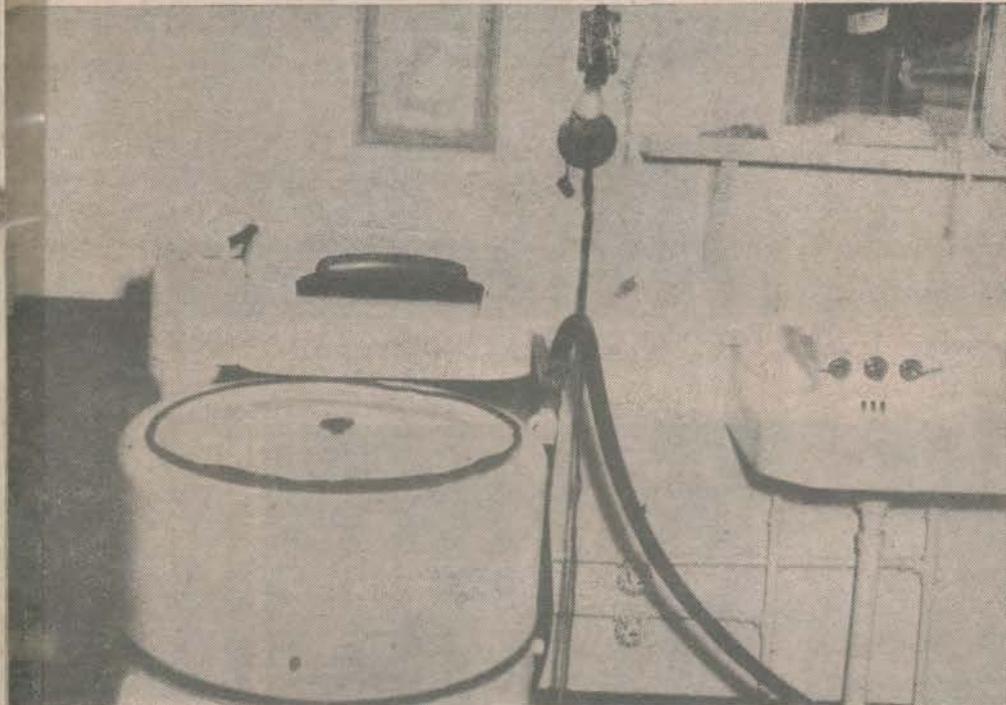
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The Lantana works from the first of March until December and then it is given winter assignments. Three years ago some coal mines were opened in Kentucky and the Lantana was sent to mark a navigation channel on the Greene river. It was given two months but in 8 days it had marked the 104 miles of river.

Last winter it was sent to break ice on the Illinois river, but damage to the boat prevented it from doing much. That river which has a lot of traffic in the winter had the ice piled up on both sides of the channel and so the channel was marked by nature.

Despite all of the dirty work done on the barge, the Lantana is one of the cleanest of the Coast Guard Cutters. The crew is continually painting and cleaning the deck and quarters of the boat. All the rust that gets on the deck of the barge has to be scraped off to the base metal and repainted at different intervals.

In three years the Lantana has received seven letters from the district commander expressing thanks for the cleanliness of the boat.



ON BOARD THE LANTANA a crewman has to be maid, cook, and very adept with a needle and thread. In the picture is the laundry on board the Lantana and all the men on the boat have to wash and iron their own clothes.

—Daily Gate City Photo

Lantana

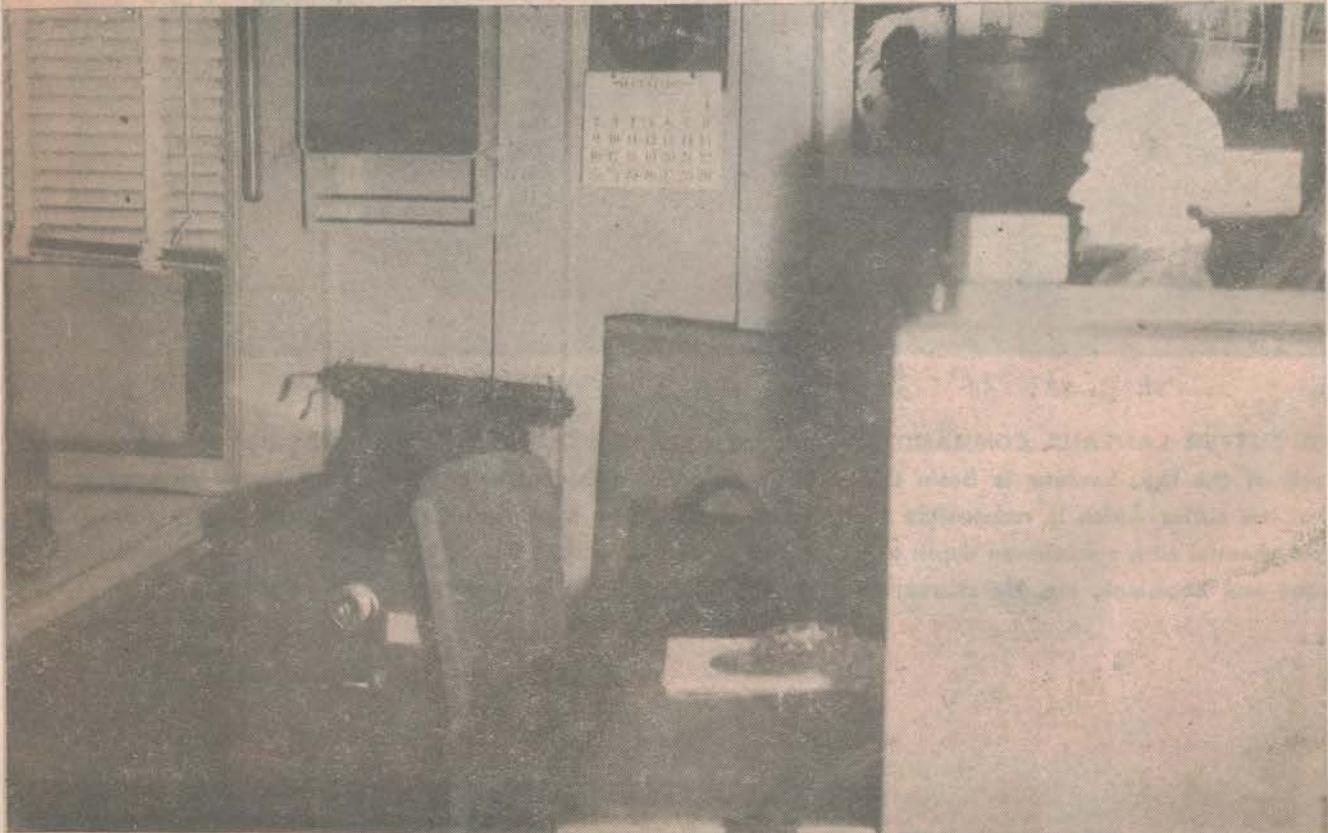


ALL ELECTRIC GALLEY on the Lantana supplies over 20 men with food three times a day. The boat has a large freezing compartment where all the meat and

other perishable foods are kept. The spotless condition of the galley partially explains why the Lantana has received praise for the cleanliness of the boat.

—Daily Gate City Photo

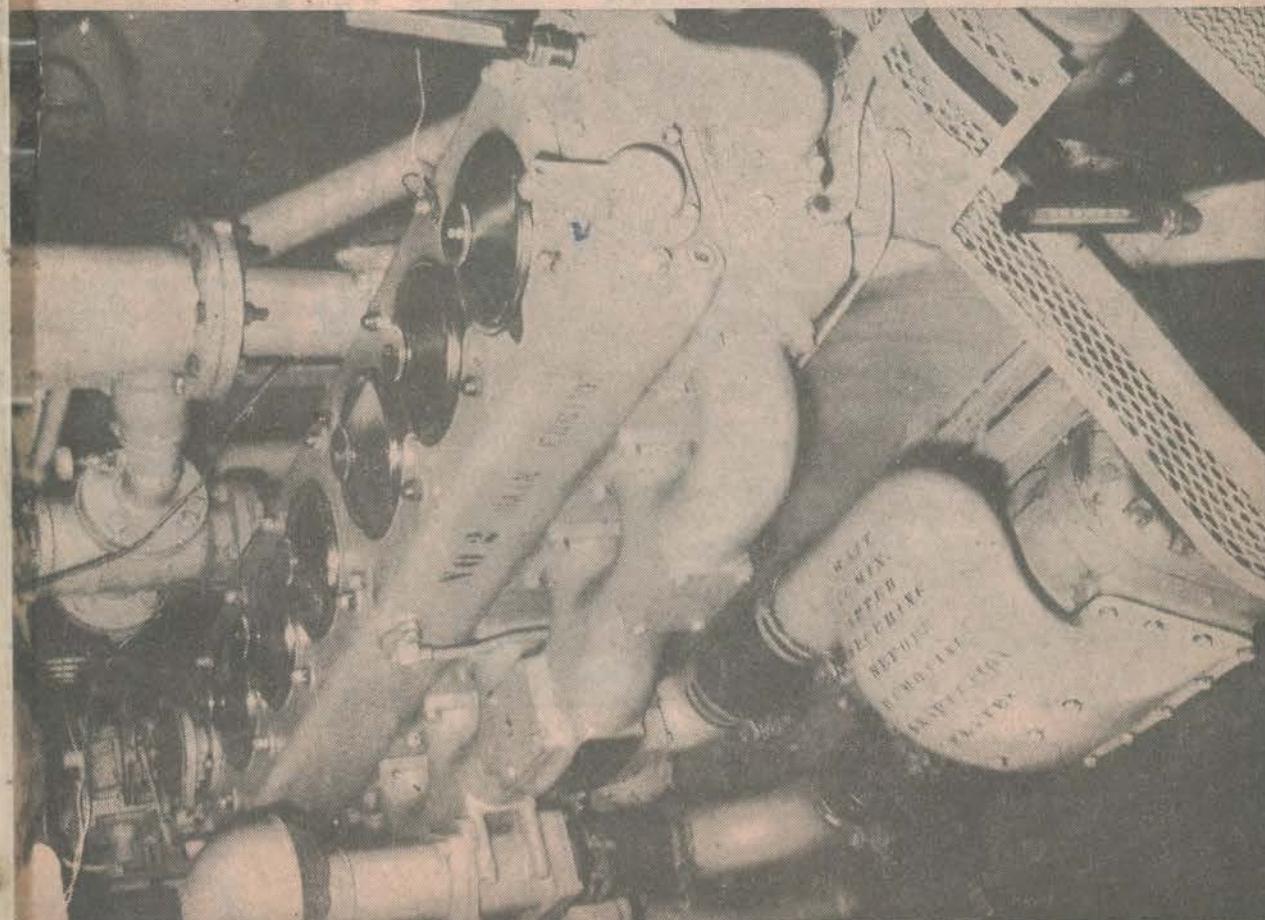
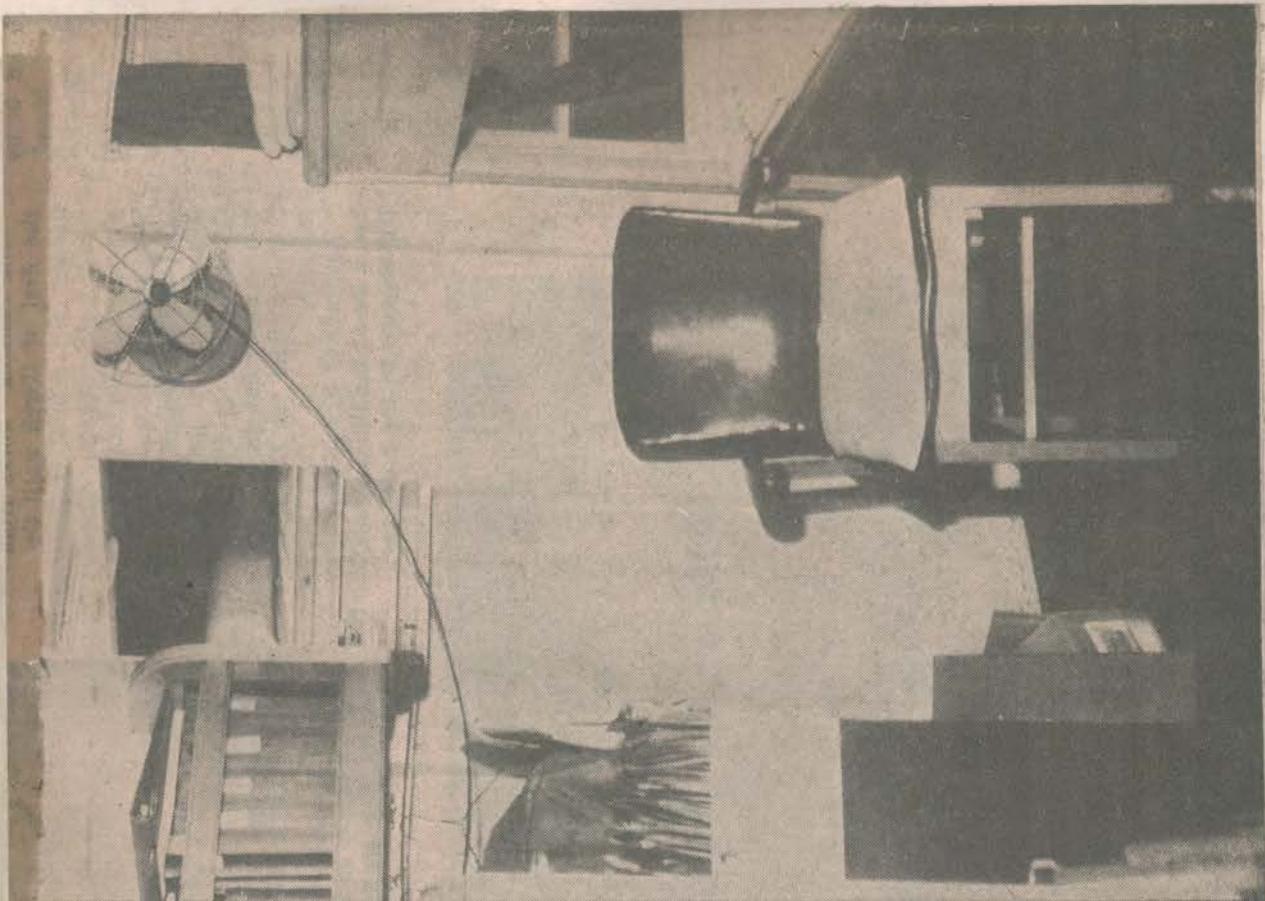
LANTANA - 6



THE CAPTAIN'S QUARTERS on the boat which are now occupied by Bos'n Donald Myers, present com-

mander of the Lantana, consist of a bunk with a desk and small sofa.

—Daily Gate City Photo



The boat is powered by three large diesel engines such as the one in the lower left hand corner of the page. On the right is the officers quarters where Chief Bos'n mate Ray Newton and engineering officer Howard Coffin live on the boat.

—Daily Gate City Photo

DAILY GATE CITY
AUG. 3, 1938

STEAMER ELLEN RECONDITIONED FOR GEN. SCHLEY

Army engineers have been instructed from Washington to get the flagship Ellen in shape to become the seagoing home of Major General Julian L. Schley while he makes his first survey of Mississippi Valley Waterways as chief of engineers. The inspection trip will be made during the week of August 22.

The major general, who took over the post of chief engineer July 1, is tentatively scheduled to visit Dubuque on August 21 to attend the dedication of the Dubuque lock and dam and the celebration of the Iowa territorial centennial. He will come to Dubuque by train from Chicago and then proceed by train to St. Paul. At the latter port he will board the steamer General Allen and travel down stream to Guttenberg. At that port he will transfer to the Ellen which will take the party as far south as St. Louis, passing Keokuk during the latter part of the week.

The boat is being made spic and span with air conditioning that was installed when it was expected President Roosevelt would be a passenger, makes the most comfortable craft on the river. The general's stops along the river will be brief as he plans not only to inspect the Mississippi but the Missouri and Illinois rivers as well in order to obtain a comprehensive picture of what his department is doing for mid-western waterways.

DAILY GATE CITY
OCT. 27, 1938

STEAMER GOOD THROUGH LOCK

The Inland Waterways steamer James W. Good passed through the Keokuk locks this morning about 3 o'clock southbound. She had three empty barges and a fourth loaded with 1,500 tons of grain picked up at the Muscatine terminal. The grain was bound for St. Louis to be transferred to another towboat and taken to New Orleans.

The Patrick J. Hurley after being repaired in the dry docks here continued northward with her tow of empty barges. Small launches were the only other crafts to pass through the Keokuk locks today.

DAILY GATE CITY
TUESDAY, NOV. 22, 1938

A RED HOT BARGE LOAD

One of the hottest barges that ever came down the Mississippi river was loaded at Minneapolis recently — loaded with 20 tons of mustard seed.

Billed to the Canova Products Co., in Memphis, Tenn., the cargo is said to comprise the largest quantity of mustard seed ever shipped by river.

DAILY GATE CITY
NOV. 23, 1938

SUBMERGED TOW BOAT IS RAISED

Raised Monday from the bottom of the Mississippi river near the pumping station east of the Santa Fe bridge at Fort Madison, the tow boat Red Wing, owned by the Miller Sand Co. of Keokuk, set out for its home port late yesterday afternoon.

The boat sank in about 35 feet of water during the high wind storm two weeks ago and more than a week of labor with derricks, divers and assisting barges was required to salvage the craft. It had lost its pilot house during its long stay on the river bottom but outside of that appeared little the worse for its experience.

It was towed to Keokuk yesterday by its sister ship, the Blue Wing.

DAILY GATE CITY
FRIDAY, JAN. 26, 1934

OLD RIVER ENGINEER SUMMONED

L. D. Leach Whose Death Occurred Yesterday Was One of the Last of the Old Steamboat Engineers—Funeral Tomorrow.

L. D. Leach, one of the last of the old river engineers, died at noon yesterday at his home, 1225 Missouri Ave.

Mr. Leach was born in Mendon, Ill., on July 6, 1853 and was the son of Mr. and Mrs. L. D. Leach. He came to Keokuk at the age of 12 years with his father and has made his home here since.

In 1883 he obtained his license as a river engineer and served for 23 years. Since then he has been a stationary engineer in Keokuk, but for the last nine he has been unable to work.

During his river days he served between St. Louis and St. Paul on the Mississippi and at different times was employed on the "Jennie Brown," the "War Eagle," the "Kit Carson," and "The Rescue."

In 1879 he was united in marriage with Anna J. Campbell who survives him. Five children were born to this union, one of them, Mrs. Louis Lowrey, dying in 1917. Those living are Oscar of Australia, Lafe of Janesville, Wis., Roy, and Mrs. William Houliara of Frederick, Colo. There are also seven grandchildren and two great grandchildren.

He was a member of the Trinity M. E. church and was a member of the M. W. A.

Te funeral will be held from the Keokuk Funeral Home at 9 a. m. tomorrow with burial in Burlington.

DAILY GATE CITY

PERFECT RIVER OUTINGS

\$15.00

To St. Louis and Return,
meals and berth included.

Str. Bald Eagle

Leaves Keokuk every Sunday and Wednesday, 5 p. m.

A good bed in a clean state room, appetizing meals. This voyage includes wonderful scenery, liberal stops, orchestra and dancing.

HARRY G. GRAMS, Agt.

811 Main St. Phone 1014
July 7, 1924

KEOKUK CONSTITUTION

KEOKUK, FRIDAY, AUGUST 18.

—Dubuque Times: "Dan Garin has come out a full-fledged captain. He takes command of the Tidal Wave. Dan is eminently worthy of all possible advancement. From a cabin-boy to a captain's position in a few short years is a big jump, but Dan has made it, and he is still a young man."

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JANUARY 18, 1873.]

FRANK LESLIE'S ILLUSTRATED NEWSPAPER.

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TENNESSEE.—THE ICE-GORGE IN THE MISSISSIPPI AT MEMPHIS.—FROM A SKETCH BY J. H. LOVE.—SEE PAGE 307.

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FRANK LESLIE'S

ILLUSTRATED NEWSPAPER,
537 PEARL STREET, NEW YORK.

FRANK LESLIE, EDITOR AND PROPRIETOR.

NEW YORK, JANUARY 18, 1873.

THE ICE-GORGE AT MEMPHIS.

AMONG the many remarkable disasters which have been the most prominent feature of the closing hours of the year 1872, the ice-gorge on the Mississippi is deserving of especial mention. Fortunately it was not attended with loss of life, as far as at present known, but there were several hairbreadth escapes, and the immense loss of property will undoubtedly be the cause of considerable individual suffering. From the Memphis *Avalanche* we glean the following general description of the attendant circumstances.

About one o'clock on the morning of December 27th ult., great fields of ice, descending, as it was supposed, from an ice-gorge which had broken some sixty miles above Memphis, had increased in volume to a terrific extent, and, floating down the swollen river, closed with iron grasp upon all the vessels in the neighborhood of the city.

A general colliding of every woollen craft within reach immediately followed; hulls of steamers were crushed like egg-shells, and great timbers were broken like pipe-stems. The crashing and snapping in twain of planks sounded like the roar of thunder, and from the mouth of Wolf River to the foot of Court Street, a distance of fully three-quarters of a mile, some twenty boats of various kinds were run together, and all that failed to be totally wrecked were either greatly damaged or became helpless and unmanageable.

Four steamers were completely destroyed and nineteen others badly injured, while the entire coal-fleet and numerous flat-boats, amounting to about seventy craft, were sunk.

The loss by the disaster will reach \$250,000. The stocks of coal are submerged or placed in great peril, and much suffering will result, especially to poor people, as there is no possible chance to replenish the coal-market by river until navigation can be resumed, after the next general thaw. Not more than 50,000 bushels of coal remain in the hands of the city dealers, who advanced rates ninety cents per barrel, asking two dollars per barrel within two hours after it became generally known that dire calamity had befallen the coal-fleet.

THE GATE CITY:

SATURDAY MORNING, JAN. 19, '78.

PACKET POINTS.

Officers of the K. N. Line Packet Company
for the Ensuing Year--The Bars on All
the Boats to Be Abolished.

At the annual meeting of the stockholders of the K. N. Line Packet Company at St. Louis on Wednesday the following resolution was adopted:

Resolved, That the sale of intoxicating liquors on the boats of this Company is strictly prohibited, and the President is hereby instructed to see that it is enforced.

This resolution was passed with almost entire unanimity, and we understand that it is the determination of the com-



Des Moines Sunday Register
Feb. 25, 1968
Local Section

6-L

WIREPHOTO (AP)

Taps for the Queen

Vic Tooker of Dayton, Ohio, plays taps as the Delta Queen, the last of the Mississippi River packet boats, ties up in New Orleans, La. She may have made her last trip. New sea safety legislation requires vessels to have metal superstructures. The Queen is wooden. Many Iowans have ridden the Queen, which annually made a trip up the Mississippi to Minneapolis, Minn., making stops at eastern Iowa and western Illinois communities. She is owned by Greene Line Steamers, Inc., long-time packet boat firm based at Cincinnati, Ohio.

pany to enforce it. Of the 7,500 shares of stock in the company, all but 26 were represented at the meeting, and the votes of less than 100 shares were cast in opposition to the resolution. So hereafter people who travel on steamboats will have to slake their thirst on river water or wait until they get to a landing. Commodore Davidson is determined that no more liquors shall be kept or sold on the boats.

The Board of Directors met on Thursday and elected the following officers for the ensuing year:

President--Commodore W. F. Davidson.
Superintendent--P. S. Davidson.
Secretary and Treasurer--F. L. Johnston.
Executive Committee--W. F. Davidson, T. H. Griffith and P. Conrad.

No change in the running arrangement of the boats was made, and Keokuk will continue to be the Northern terminus of the fast packets as heretofore.

The question of building a boat to run between Keokuk and Davenport connecting with the fast packets was talked over but nothing was done in the matter.

RIPPLES.

The Victory was expected from below last evening, and will leave for St. Louis this morning. She comes in place of

the Arkansas.

R. H. Medill, master mechanic of the K. N. Line, arrived in the city yesterday, to repair the Alex Mitchell so that she can be taken to La Crosse to be docked.

An old steamboat pilot, who remembered having heard pilots with whom he served as a "cub" speak of the event recorded, wrote to Steamboat Inspector Gordon, at Galena, about it, and received the following reply:

"In answer to your request I would state that the winter you speak of was that of 1827-8. Flour was very scarce in Galena. One Bentileo, a Frenchman and trader, had a large lot on hand, and held it at \$25 per barrel. The steamer Josephine arrived here about the 17th of January, 1828, from St. Louis, with a load of flour; and when she arrived poor Bentileo's chops fell, his flour soured on his hands, and he exclaimed, 'By gar, who look for steamboat in the winter?'

The Josephine, after remaining here and receiving a cargo of lead, started on her return for St. Louis, and froze up about the 10th of February."

THE GATE CITY:

FRIDAY MORNING, OCT. 28.

DIRE DISASTER.

The Jennie Gilchrist Disabled,
Drifts Against a Bridge,

*Just Aft of her Boilers, Breaking Them In
Twain and Causing a Terrific Escape
of Steam to Add to the Horror of
the Situation—The Cries of the
Fated Crew Truly Appalling
—Seventeen Lives Lost
by the Disaster.*

A DIRE DISASTER,

CAUSED BY CARELESSNESS AND WHISKY.

DAVENPORT, Iowa, October 27.—The Argus will give the following account in to-morrow evening's edition: "A little after 10 o'clock the Jennie Gilchrist left Rock Island with thirteen passengers and sixteen men of the crew aboard. It passed through the bridge and got about one-half a mile above it when, at 10:30, the engineer discovered that the cam rod, which is used to reverse the wheel, was broken, and the boat at once began drifting rapidly down stream. The swollen river gave the current additional force, and swiftly the craft went down to destruction. When the threatening danger became apparent Mr. Skilton at once rushed into the cabin, telling the passengers of the accident which had happened and urging them to at once take refuge on the barge. He notified the pilot of what had happened, who exclaimed "why don't they do something for God's sake do something," and blew his whistle for danger. The pilot then left his wheel charge, giving it a turn for port and made tracks for the barge, crying as he went down stairs, "save yourselves, she is going to strike the bridge." In the cabin everything was frantic, women were crying and the men were about as useless. No one seemed to have any idea as to what to do. The crew with the exception of the pilot, Daranel, the clerk and engineers and firemen, are reported to have been drunk and as terrorstricken as the others. As she drifted down upon the pier, urged on by the swollen current, she partly turned and presented her starboard side to the obstruction pier, striking just aft of the boiler. Eight persons had taken refuge on the barge, and, as it swung around to the left of the pier they cast off the stern and spring lines. The bow line was fastened to the head and when it was cast off the flat swung to the right and the line went out with a rush. A negro named Jim Sinaly was at that moment climbing over the bow of the barge and the line being between his legs he was whirled overboard. Skilton grabbed him by the trousers and hauled him aboard, a very astonished and highly grateful negro. When the Jennie struck the bridge she hit a little aft of the boiler heads and broke them in two. At once the steam began to rush out and for a moment the prospect of being scalded was added to that of being

drowned. The scene at that time was terrific. Those on the barge knew not whether they were safe or in mortal danger. Around them was a thick cloud of steam, suffocating them so that their only chance to breathe was by laying down and putting their mouths to the holes in its deck. In the cabin of the boat they could hear the cries and moans of the fated passengers who had stood there while the crew on the forecastle were appealing loudly for help. They could not be seen and at that time no help could be given. The barge drifted off to the left, followed by the boat and the flat following it. After the bridge was passed the work of rescuing those on the boat began. First the engineer was pulled aboard, then the negro. They had tried to reach the barge before striking the bridge, but failed and falling in the water had drifted along side the barge and there were rescued. The wind carried the barge over toward the Davenport shore and in the course of a short time they drifted down on to the island outside of Paige, Dixon & Co's mill, where it stranded. The stay there was short, the Evansville had heard the cries for help, and it left Rock Island on an errand of succor. In about twenty minutes it came upon the stranded barge and rescued its twelve passengers from their situation, carrying them back to Rock Island. Besides the twelve found on the barge, there were a few picked up on the Iowa shore who had clung to the wreck. One a woman who had displayed remarkable pluck. The following is the list of those found, so far as known: Passengers—J. H. Mays, Mrs. West, C. B. Davenport, Thos. H. Hartz, G. McClelland, W. J. Skelton. Crew—Billy Brown, John Ness, John Shubert, clerk, John Gilchrist, Capt. Dorrance, and the pilots, two engineers and three more of the crew.

The scene in the cabin when the danger became apparent was appalling. Mr. Skelton and Clerk Schuber tried to get the passengers down to the barge. The four women were in the cabin in a state of pure helplessness, doing nothing, saying nothing, evidently expecting death. The gentlemen tried entreaty and advice, but it was useless. No one would stir and it seemed impossible to get them or any of the passengers to move. They were told that their only hope of safety lay in getting aboard the barge, but they would not stir. Mr. Skelton and Mrs. Schuber shook them and tried to drag them, but it was useless and in despair they left them to their fate. Panic was everywhere, and any effort to overcome it proved fruitless. There were seventeen lost. It is now impossible to give their names. The steamer had in tow one barge and one flat-boat. The flat-boat was being pushed at the bow of the steamer, and the barge was fastened to the port side. There seems to be no doubt but that the steamer was totally unfit for the work, was too heavily loaded and most of the crew was drunk. The boat was merely a freight boat and was not licensed to carry passengers. The accident was entirely due to carelessness and liquor. There was a good deal of whisky in the cargo, some of it was tapped before starting.

THE GATE CITY:

HOWELL & CLARK, Publishers.

SATURDAY MORNING, OCT. 29.

DUE TO DRINK.

Whisky Said to be to Blame for the Gilchrist Accident

Which Caused the Death of Nearly a Score of People—The Owners and Officers Severely Censured for Carrying too Heavy a Load—No Full List of the Drowned to be Obtained at Present—The Wreck Lies in Twenty Feet of Water—A Diver will Investigate.

THE GILCHRIST DISASTER.

FURTHER PARTICULARS.

ROCK ISLAND, Ill., October 28.—It is impossible at this time to give a full list of those killed in the accident here last night, as no register was kept of those on board the steamer. Those known to be lost are passengers: J. Zuber, Wm Wenatt and daughter, Mrs. Jane Trevor, Miss Sadie Temple and four unknown. Of the crew: James Sanford, fireman; J. B. Temple, steward; Williams, watchman; four negroes, unknown, deck hands. The officials of the Jennie Gilchrist are severely censured by the surviving passengers for their lack of ability to cope with the accident. The officers with the exception of the clerk made their own personal escape a matter of the first importance, and allowed the passengers to look out for themselves. It is also admitted that the boat was overloaded with passengers and freight, carrying more than she could successfully handle. A more serious charge, however, is made by one of the surviving passengers to the effect that the crew, including the second pilot, were under the influence of liquor, and to this fact is attributed the lack of management after the first accident to the machinery before the bridge was encountered. So far, twelve out of twenty-nine are dead and two of the injured may yet die.

THE LATEST.

Only a partial list of those drowned by the accident to the steamer Jeanie Gilchrist, last night, can be obtained, owing to the injury to the clerk and the absence of the owner, who left for his home at Rapids City this morning. It is known that Mrs Trevor, Miss Sadie Temple and John Temple, of Rapids City, W. W. Wendt, of Cardova, and James Sanford, the fireman, are drowned. Parties have been out all day searching the river and the island just below Rock Island, but no bodies have yet been recovered. Friends of those supposed to have been on the ill-fated steamer, are in the city, making inquiries, but owing to the confusion and absence of those best informed regarding the passenger list, great doubt exists as to the number and names of those lost. A heavy rain commenced early this afternoon, which prevented the diver, Capt. Walt, from examining the cabin and hull of the sunken steamer, which lies in about twenty feet of water just below the city. Arrangements have

been made for an inspection to-morrow. It is expected a number of bodies will be recovered, as it is said three or four persons were seen in the cabin and other parts of the boat by those who left just as she was sinking. The river is slowly falling. A decline of one inch in the past twenty-four hours is noted, and it is expected the decline will be more apparent to-morrow and assist materially in the search.

THE GATE CITY:

SUNDAY MORNING, OCT. 30.¹⁸⁷⁸

CASUALTIES.

An Investigation of the Wreck of the Gilchrist

Results in the Recovery of Two Bodies—Eleven Lives Lost by the Disaster—An Engineer Killed and a Fireman Seriously Injured in a Railroad Accident—A Threshing Machine Boiler Explodes With Serious Results—A Gas Holder Explodes.

THE DAVENPORT DISASTER.

THE WRECK INVESTIGATED.

ROCK ISLAND, October 29.—The wreck of the sunken steamer Jennie Gilchrist was moved last night by the waves of a passing steamboat. The cabin and pilot house became detached from the hull and floated down the river a distance of ten miles, when they stranded upon a sand bar. This morning Captain Wall, the diver, visited the hull of the Gilchrist, and in a hasty examination failed to discover any bodies lodged in that portion of the boat. He was conveyed to the place where the cabin was located and made a careful examination of all the rooms and apartments. The result of this investigation was the recovery of two bodies, that of Mrs. Camp, of Davenport, and Wm. Wendt, of Cedar Valley. Diving and search for the missing will be continued next Monday. The total number lost is reported at eleven, seven men and four women.

THE GATE CITY:

NOVEMBER 6 1881.

The Gilchrist Disaster.

ROCK ISLAND, Nov. 4.—In the Gilchrist inquiry to-day Dana Douance, the pilot and captain, said the boat had just passed through the bridge all right, but stopped when about 600 feet above. He asked through the speaking tube what the matter was, but got no reply he could understand, though he thought he heard, "All right in half a minute." He headed the boat for the island shore to get out of the current but the boat was carried down upon the bridge. He could not desert his post, as he had hopes that the engines would work in time to get through the bridge, and he whistled for the draw to open. He only quit the pilot-house when the boat was about to strike, and was told by

the mate to jump on the barge. Several others, calling for help, were saved directly afterward. He knew nothing of any drinking or any whisky on board. The machinery worked admirably up to the time it was disabled by the breaking of the cam-rod.

The other witnesses examined to-day were James A. Hines, and John Schaechter, the pilot. Hines had tried to turn the wheel when the cam rod broke, but found there was no time to do anything, as the boat was even then close on the bridge. He passed through the cabin warning everybody to get on the barge, and assisted three or four before and after the collision. Mr. Schaechter inquired what the master was when the wheel stopped, and was told, but did not understand the meaning of the break. He told a lady in the cabin, and says that struck about half a minute later.

SATURDAY'S EVIDENCE.

ROCK ISLAND, Nov. 5.—In the coroner's inquest to-day Heidenreich, watchman, and J. M. Brown, deckhand, corroborated the previous testimony that the mate had repeatedly shouted to all on board the Gilchrist to get on the barge and Brown said the barge was alongside the cabin so it was easier for the passengers to save themselves than the crew. Mrs. Wendt, a passenger, denies that the mate warned the passengers when he entered the cabin, and said that he took their only lantern away and left them in darkness. Brown said the crew were given but one drink of whisky from a small flask.

THE GATE CITY:

HOWELL & CLARK, Publishers.

TUESDAY MORNING, NOV. 8.¹⁸⁷⁸

THE GILCHRIST.

The Inquiry Regarding the Disaster Still Progressing.

Four of the Crew of a Capsized Schooner Perish From Exhaustion and Fright—Two Railroaders Indicted for Murder—Reward Offered for the Apprehension of an Assassin—Court House Burned—A Forger Found.

CRIMES AND CASUALTIES.

THE GILCHRIST DISASTER.

ROCK ISLAND, Nov. 7.—The Gilchrist inquiry to-day was resumed and is likely to continue several days yet. A passenger named Shelton was in the engine room when the cam rod broke and went directly into the cabin where he told two ladies what had happened. He tried to persuade them to go up on the barge, but could do nothing with them. This was while the barge was tied fast, close to the cabin before anyone else had gone on it.

THE GATE CITY:

HOWELL & CLARK, Publishers.

WEDNESDAY MORNING, NOV. 9.

222 THE GILCHRIST DISASTER.

THE INVESTIGATION—JURY ADJOURNED.
ROCK ISLAND, Nov. 8.—The Gilchrist jury adjourned this afternoon for some days on account of the death of a relative of one of the jurors. Four witnesses were examined, two of them passengers, one an expert engineer and one the son of the owner, John Gilchrist, who was on the boat and who treated the crew to their single pint of whisky. The testimony corroborated points already brought out, which show that the accident was in its very nature unavoidable and not due to any failure of equipment or duty.

KEOKUK CONSTITUTION

KEOKUK, THURSDAY, JULY 13.¹⁸⁷⁸

Bonds Burned.

ST. LOUIS, July 12.—The St. Louis and St. Paul Packet company's steamers Belle of La Crosse and Northwestern, and the barge Lucy Bertram were burned late this afternoon on the river front, between Anna and Dorcas streets. The La Crosse was valued at \$12,000; insured for \$8,000. The Northwestern was valued at \$12,000; insured for \$8,000. The barge was worth \$1,500; uninsured.

KEOKUK CONSTITUTION

KEOKUK, SATURDAY, OCTOBER 1.¹⁸⁷⁸

THE TOWN CRIER.

Davenport Gazette: Steamboat men say that the towns on the Mississippi between Keokuk and St. Louis are entering very vigorous protests against the recent withdrawal of the river steamer mail service. A recent order of the post-office department took off the delivery of mail by steamboats on the Mississippi, and now there are towns that don't receive any mail oftener than once a month. The inhabitants think that such an arrangement is unfair and propose to have it remedied.

The Daily Gate City.

SUNDAY MORNING, SEPTEMBER 14, 1878.

Burning of the Steamer James Howard on the Missouri River.

ST. LOUIS, Sept. 13.—The steamer James Howard caught fire in the hull yesterday near Commerce, Mo. The passengers and baggage was taken ashore safely, the steamer being scuttled, which was the only hope of saving her. The Howard was the largest steamer on the western river, being thirty-three hundred tons burden. She was owned by Capt. B. P. Pegram and J. H. Hassing, St. Louis, and Jas. Howard, Jeffersonville, Ind., and cost three years ago \$160,000.



THE FLOODS ON THE MISSISSIPPI—RESCUE OF SETTLERS BY NIGHT.—FROM A SKETCH BY F. T. ANDERSON.—[SEE PAGE 135.]

WESTERN FLOODS.

MANY of our readers are familiar with the scenes produced by a heavy storm in some country district. The rain pours steadily down for a couple of days; roads become difficult or impassable; the farmers and their "hands" busy themselves in-doors, or gather in impatient idleness about the fire. In the village the store-keeper entertains a small group of purposeless visitors; the tavern-keeper "loafs" behind his deserted "bar"; the school is closed, or its few inmates are "let out" early. Everything is at a standstill; the sluggish currents of the slow rural life cease to flow; a blank and weary stillness settles over the community. Is it possible to imagine a great city of over a quarter of a million of inhabitants reduced by a similar cause to like quiet? That is what happened on Monday and Tuesday, the 20th and 21st of February, in Cincinnati. A heavy rain began on Sunday, which extended far up the Ohio Valley, and the river rose with such rapidity that the warnings of the Signal Bureau at Washington flashed over the wires during the night were practically useless. By Monday evening the river had risen, at the rate of two inches an hour, to fifty-six feet in the channel, and was at that hour threatening a flood as disastrous as any known before the time of the Signal Service. Three of the railways entering the city were blocked. Grain standing on the tracks in the freight yards could not be delivered. On 'Change,

business was at a stand-still, and contracts for the peculiar commodity known in the slang of that institution as "spot track grain" were declared "off" until the flood subsided. A great colony of distilleries, situated on Mill Creek, was surrounded by the water, and gangs of laborers were busy throwing up embankments to resist it. In places barrels of whiskey were floated gayly into the current. At others the firm hand of the law was loosened to permit liquor, for whose custody heavy bonds had been given, to be carried to dry land for safety. Great foundries were submerged, some twenty thousand men were thrown out of employment, and it will be several weeks before work can be resumed. Along the river a hundred families were driven from their homes, while several hundred more were served in their upper chambers with the necessities of life, brought in skiffs by enterprising or charitable hands.

Outside the city, thousands of farm gardens were under water. Railway bridges were carried away; at one point a half-mile of trestle-work was lifted from its light anchorage and borne down the river. On the Cincinnati and Indianapolis road a train reached a station near the Cleves Tunnel only to find that the tunnel had become the bed of a roaring stream. Three engines were put on; the train dashed into the newly arisen river till the water rose around the fire-boxes, and just as it glided through the lower mouth of the tunnel in safety the steam gave out. The next

train, with like tactics, was imprisoned half-way through the tunnel, and had to wait drearily fresh engines to rescue it. This condition of things continued until Tuesday evening, when the rain ceased. During the night the mercury dropped below freezing, and on the Twenty-second the citizens celebrated their holiday by trying to fish their property from the slowly subsiding flood. Like scenes, though not so marked, were witnessed in St. Louis, while to the north and west, in Illinois, great sections of the country were under water.

More serious was the flood along the Mississippi. This mighty river broke through its banks at Osceola, Arkansas, poured along to the headwaters of the St. Francis, and again to the main stream fifteen miles or so above Helena. For nearly eighty miles the country is flooded for fifteen miles from either shore, and great numbers of cattle, mules, sheep, and hogs have been drowned, while here and there above the weary waste of waters the luckless animals are huddled on hastily built platforms.

The Hon. Mr. DUN, who represents the district in the House, has presented a resolution authorizing the Secretary of War to distribute rations to the sufferers by the flood, who, he thinks, will reach three hundred thousand in number.

THE GATE CITY

WEDNESDAY, AUG. 24. 1864

Steamer Courier Burned at Mound City.

Cairo, Aug. 23.

The steamer Courier owned in Memphis and St. Louis, burned to the water's edge at 9 o'clock this evening while transferring her cargo of naval stores to the naval despatch boat Volunteer at Mound City. The fire was caused by the ignition of a barrel of naphtha which was being hoisted and fell back into the hold, bursting the barrel and scattering the contents. The Courier was valued at \$50,000; insured for \$25,000, and is a total loss. The cargo was valuable and is a heavy loss to the Government. No lives lost. One man seriously burned, but will recover.

THE GATE CITY

TUESDAY, DEC. 13. 1864

Terrible Steamboat Explosion.

St. Louis, Dec. 12.

The steamer St. Louis for Cairo exploded at Carondelet, six miles below St. Louis, early this morning. The pilots, clerks and other employees of the boat say that while the boat was laying without steam in her boilers the explosion took place on the larboard side, the explosion going upwards and making a hole in the boiler deck, through which several persons fell. They say the explosion may have been caused by a box of ammunition. In the hold were eighty soldiers of the 3d and 4th Iowa and 10th Missouri cavalry, with 187 horses and mules aboard. The

soldiers positively say the explosion was caused by an insufficiency of water in the boiler which burst. The boat was cut loose and grounded on the bar and was entirely consumed by fire. All the horses and mules were lost.

It is reported two hundred men were killed, thirty wounded and twelve missing. The soldiers lost everything. The boat was entirely new and valued at forty thousand dollars.

THE GATE CITY

THURSDAY, DEC. 8. 1864

THE CITY.

SUNK.—The little ferry boat "Kate," was overloaded with freight and sunk in the middle of the river, opposite Blendeau street, and from present appearances will prove a total wreck. The cargo, which consisted of freight from the pork packing house of Gafford & Co., was all saved.

REGULAR PACKET.

THE LIGHT-DRAUGHT, FAST running Steamer,
EAGLE,
J. W. BISHOP, Capt.

WILL MAKE THREE TRIPS DAILY,

BETWEEN

Keokuk, Warsaw and Alexandria,

AS FOLLOWS.

1863

Leave Alexandria 7:30 and 11:00 A. M. and 3:00 P. M.
Warsaw 7:45 and 11:15 A. M. and 3:5 P. M.
Keokuk 9:00 A. M. and 1:00 and 5:00 P. M.

In connection with the above, making four trips daily between Warsaw and Alexandria.

June 10-45m

THE GATE CITY.

KEOKUK:

WEDNESDAY, JULY 8. 1864

RAPIDS PACKET CO.

Burlington, Keokuk, Muscatine, Davenport and Rock Island

DAILY LINE.

THE STEAMER

Kate Cassel,

Capt. B. W. DAVIS,
Will leave Fort Madison every MONDAY, WEDNESDAY
DAY and FRIDAY.

THE STEAMER

JENNIE WHIPPLE,

Capt. JAMES CAMPBELL,
Will leave every TUESDAY, THURSDAY and SATURDAY morning on the arrival of the Cars from Keokuk. These fine passenger steamers will arrive at Burlington at 1 o'clock P. M., making connection with the B. & M. R. R. for the West and the C. & Q. R. for the East, and arriving at Davenport at 5 A. M., for rails leaving for Iowa City and Chicago.

For eight o'clock passage apply at the company's office at the Depot of the Keokuk and Fort Madison R. R.

GEO. W. GHIBON.

General Agent.

THE GATE CITY:

TUESDAY MORNING, FEB. 18, 1870.

Bursted Her Boiler.

CINCINNATI, Feb. 17.—The L. C. McCormick, a small steamer running between Marietta and Zanesville, on the Muskingum river, exploded her boiler when near Beverly, Saturday, killing fireman Mike Havemyer and seriously scalding Captain Martin and two of the crew and passengers. The boat sank a few moments after the explosion.

Constitution-Democrat

AUGUST 15, 1896.

DIAMOND JO.

How and Where He Won His Title.

Tales of the Well-Known River Man—Was Always in Debt, Although He Left Millions—Had Few Equals as a Plunger.

The river bank is becoming a place of good natured story telling and gossip. Among the pastimes that have grown up is the exchanging of reminiscences, most of which relate to the early days on the great river, says the Davenport Times. The packet business is lively now between Davenport and Clinton, but the old timers, nevertheless, declare that it never will be what it once was. A little rivalry, more or less, lasts but a short time at the most, and when it is over the interest in the river and its traffic will again subside.

Among the reminiscences exchanged are often heard remarks about Diamond Jo Reynolds and his connection with the river. Diamond Jo was one of the most remarkable and practical steam boat men that ever trod the decks of a Mississippi craft. Yet there are many who are familiar with his career who cannot relate how he came to win his peculiar name or how it was that the packet line that still connects St. Louis with St. Paul happens to be so branded. All sorts of stories have been circulated about his life, how he got his name and when and where he died. Some are true while others are fiction. There is perhaps no one who is better qualified to relate the straight truth in the narratives than Dr. Sidney R. Bartlett, the mine expert, who had been a roommate at Harvard with Blake Reynolds, the only son of famous "Joe." The doctor was also an expert in the employ of Reynolds and played an important part at the time of the old man's death.

The doctor recently related the following facts about Diamond Jo, which will be of interest: "He was the sharpest man on a bargain and withal the most generous man I've ever known. He was lame—hip disease, which was brought on when he was a boy. It illustrated the stuff he was made of. He had a jack knife and in drinking at an air hole in the ice it slipped through. Reynolds went to the house, got an axe and chopped a hole in the ice large enough to admit his body, and dove in, secured his knife and caught a cold, resulting in a disease which landed him for life. He told me that he started at eighteen years of age with \$25, with which he bought a \$45 heifer, leaving

him \$20 in debt, and from that time up to his dying day he had never been out of debt, despite the fact he left \$7,000,000.

"The true story of his getting the name of Diamond Joe was in this wise: Joe Davidson owned a number of steamers plying on the upper Mississippi, while Joe Reynolds owned boats running south on the river to New Orleans. Both lines were known as the 'Joe Steamers,' and all bales and goods were marked via Joe Line. The confounding of the two resulted in Reynolds drawing a diamond around the Joe on all goods shipped, and thereafter he was Diamond Joe, and in no way did the appellation come from the fact that he had a fondness for wearing the precious stone.

"As a plunger, the old man has had few equals. One of his greatest was the Del Pasco mine in Arizona, but its turning out badly only strengthened his determination to secure a world beater, and it was about this time he set his heart on the 'Congress Mine' which even today is one of Arizona's greatest producers. He paid \$39,000 for the property and it was sixty-five miles from Prescott and any railroad. It was here the old man died. I went out to make an examination of the property for Reynolds and handled essays and the requisition department of the place and they were lively days out there. The story of Reynold's death has not been repeated correctly, so I'll tell you the facts.

"It was in February, 1890, and the rains were on. Outside of the mill we had a little shanty, a bunk house, and here we all slept. Never shall I forget that February night. Joe had been complaining for several days, though he was up and about the mine and mill each day. One afternoon he was taken down suddenly, and I undressed him and put him to bed in one of my own night gowns. Towards evening he grew worse, and the storm outside was fearful. About 6 o'clock I knew he was dying. His desperate efforts to breathe were frightful. His head was on my shoulder. Then it was the thought struck me of getting his body to Prescott, for we had no ice, and it was a mighty bad road, covering 65 miles, and a start must be made at midnight, if the one train daily out of Prescott was to be caught.

"About 9 o'clock I ordered the mill carpenter to come to the bunk house, and whispered to him to knock some boards together into a coffin, and in a few minutes above the blowing outside I could hear the nails be driven home in poor old Joe's coffin, and he not dead yet. It was pretty tough, I assure you, and the night made things seem worse. About midnight he died, and by 1 in the morning we had the body in the crude coffin on one of the wagons with its relay of six mules and its Mexican drivers, and the start to Prescott was made. It took the outfit just twenty-four hours to make the

trip and we caught the one train out of Prescott. It was a sad ending of a great man, and a terrible journey."

"The mine was sold last July for \$1,500,000."

The Gate City.

Entered as a Weekly Post-Mailing as Second Class

FEBRUARY 25, 1891.

“DIAMOND JO.”

Something About the Business Connections of the Man Recently Deceased.

DUBUQUE, IA. Feb. 24.—The announcement of the death of Mr. Joseph Reynolds, commonly known as "Diamond Jo," was received here last evening, by Mr. E. M. Dickey, superintendent of the Diamond Jo line of steamers, the headquarters of which are in this city. The news of his death was quite unexpected. His last appearance in this city was a day or two before Christmas, from Hot Springs, Ark., where he had been for treatment. He was quite ill at that time, and was on his way to his home in McGregor. He stopped long enough here to visit the office of the Diamond Jo Steamboat company and shake hands with the boys in the office. He remained here but a short time, and left again for Hot Springs. About three weeks ago he left the latter place and went to Arizona, where he had large mining interests. He was engaged in the grain business at McGregor, the firm being Bassett, Hunting & Co., later Huntington & Co. He disposed of his interest in the latter about Christmas to Mr. Huntington. He had been very ill while at home, but was much better when he left for Hot Springs. His death is supposed to have been caused by pneumonia and stomach trouble.

Mr. Reynolds was born in Schuyler county, N. Y., in 1820. He came to Chicago early in the fifties and engaged in the grain and hide business. It was here he obtained his sobriquet of Diamond Jo. Another party of the same name was engaged in a similar business, and to distinguish his goods Mr. Reynolds marked on them a diamond with the word Jo in the center. He came to Prairie du Chien and later to McGregor, and commenced steamboating in 1868, running a line from Fulton to St. Paul. From small business he gradually built up the successful line of steamers every year on the upper Mississippi, and for some years past has had practical control of steamboat interests. His interests were various besides steamboats. He was engaged in receiving and shipping grain over various lines to the river, was largely interested in the E. M. Dickey company, of this city, and was the owner of the Hot Springs railroad, besides various mines in Colorado and Arizona. Mr. Reynolds leaves no family except his wife. His son Blake died a year ago of consumption. Mr. Dickey left for Mc-

Gregor last evening to see Mrs. Reynolds and arrange for the funeral. The burial will be at Mt. Hope cemetery, Chicago, where his son is buried. Diamond Jo was a man universally loved by all who knew him. A rugged and unpolished exterior covered a warm heart and a liberal soul. He always expressed a wish to die with his boots on, and this metaphorically he did.

THE GATE CITY:

SUNDAY MORNING, OCT. 1.

RIVER HORROR.

The Steamer Robert E. Lee Takes Fire and Burns.

Twenty-one Persons are Supposed to Have Perished in the Flames.

The Palatial Steamer and Cargo Total Loss.

The Passengers Who Escaped Lost Everything But What They Had on Them.

The Origin of the Fire Only Supposition.

To the Admirable Courage of Pilot John Stout, the Survivors Owe Their Lives.

He Stood at His Post Nobly Till the Boat was Safely Landed.

Though Surrounded by the Flames of the Burning Boat.

The Details of the Terrible Disaster—A Miscellaneous Collection of Crimes and Casualties.

ANOTHER RIVER HORROR.

THE ROBERT E. LEE BURNS—TERRIBLE LOSS OF LIFE.

NEW ORLEANS, Sept. 30.—The Picayune's Vicksburg special says this morning at 3 o'clock fire broke out on the steamer R. B. Lee, about 30 miles below here, resulting in the total destruction of the boat, with a terrible loss of life. The following persons are known to be lost: Cabin passengers: Mr. Points, Maysville, Ky.; McClellan, New Orleans; Miss Adams, music teacher, on the way to Baton Rouge; an infant of Mrs. Searles, of Vicksburg, and two negro women. Also the following: Frank Jones, fireman; Ophelia Jones and Martha Webb, chambermaids; Thos. Fisher, Joe Murrell, Scott Cox, Thos. Collins, Irwin Duncan, cabin boys; Samuel Brown roustabout; Kardo, carpenter; Wm. Mestmaker, second engineer; all the cooks and help except the pastry cook. The books of the boat and the United States mail were lost together with the cargo of 500 bales of cotton.

LATER PARTICULARS.

The Lee had just been overhauled and was newly painted, and was on her first trip this season. She left Vicksburg yesterday evening for New Orleans with 300 bales of cotton and a good list of passengers. While opposite Point Pleasant, at 3:30 a. m., she was discovered on fire and was immediately headed for the Louisiana shore and landed at Guadan plantation, thirty-five miles below Vicksburg. In a few minutes she was completely enveloped in flames.

Twenty-one persons are believed to be lost, including many of the crew.

The steamer J. M. White passed the wreck about 6 a. m. and took the remaining passengers and crew to Vicksburg.

J. C. Rawlings and Robert Smith, pilots, are both burned and otherwise injured.

The fire is supposed to have originated in the pastry room.

So rapidly did the flames spread that it was impossible for the passengers or officers to save anything except what they had on at the time.

Capt. W. S. Cannon states the steamer was owned by the estate of his father, John W. Cannon, and her commander, Capt. Wm. Campbell. She was valued at \$100,000 and insured for \$50,000, mostly in local companies.

The crew was composed almost entirely of men who had been on the river twenty or thirty years.

The boat, besides supply pumps, had a new force pump with a fourteen inch cylinder and 700 feet of hose.

There were always three watchmen on deck.

PASSENGERS SAVED.

The following passengers were saved: Thos. Spain, Tenoas, La.; C. Chapman, of the steamer Naomi; Geo. Rouke, New Orleans; J. M. Farnam, St. Louis; Mrs. Abrahams, Chicago; Henry Mason, Monroe, La.; J. C. Slatte, New York; H. W. Neefus, New York; J. M. Freedman, Vicksburg; J. B. Berger, Easton, Pa.; W. Irish, Carlyle, Ills.; Jno. H. Ludwigson, New Orleans; Mrs. Searles, Vicksburg; a lady with eight children name unknown.

UNIVERSAL SORROW.

The Lee left this city last Tuesday, on her first trip for five months.

The States will say: "The announcement of the destruction by the fire of that grand old steamboat, Robert E. Lee, will be heard with universal sorrow. The champion of the Mississippi waters, the favorite of all the people from New Orleans to Vicksburg, and named after the greatest of heroes and statesmen, her destruction just at the beginning of the cotton season and after having undergone a thorough overhauling will be a severe blow to her owners, as well as to the trade in which she has been so long and so faithfully engaged." The steamer was insured for \$50,000.

THE SURVIVORS.

Whenever a survivor was seen on the street immediately a large crowd gathered around eager to learn whatever he knew of the sad occurrence. A number were seen with heads and arms bound up, some of them in considerable pain, while others were not so badly hurt.

THE CLERK'S STORY.

Mr. Ovance Bell, second clerk of the Lee, who was up when the accident occurred, states: "I never saw anything burn so quick; I was ast at the time when I heard the alarm, and knowing

my partner, who sleeps soundly, and other officers were in the Texas and in great danger, I rushed up to awaken them. The fire followed me so fast that by the time I had them all up my partner had his hair singed in getting down stairs from the hurricane roof and I was forced to climb over the rail. The boat had just been freshly painted and she went like gun powder."

Mr. Bell and the passengers who were interviewed thought the fire originated in the pastry rooms of the cook house, "Though I don't see," said the former, "what fire was doing in there so early, as the cooks are not called before 4 o'clock."

MRS. DAN. SEARLES, with heroic presence of mind and motherly devotion, grasped her sleeping child and arranging a life preserver in her state room about her person, jumped boldly in the water. By the disarrangement of her life preserver she was thrown upon her back and lost her grasp upon her child.

CAPTAIN CAMPBELL and the surviving officers, all leave by tonight's train for New Orleans and will bring out the Ed. Richardson in place of the Lee Tuesday.

THE CARGO.

NEW ORLEANS, Sept. 30.—The Picayune's Vicksburg special says: The Lee had on leaving here about 415 bales of cotton. She took on some few at landings below and about 65 bales from a small cotton-seed boat, so when she burned she had about 512 bales; also a large cargo of boots, shoes and dry goods, reshipped by the V. & M. railroad from points north and east to Natchez and other points below the city; 20,000 feet of lumber, a large quantity of doors, blinds, sashes, etc., together with a large lot of miscellaneous freight. She stopped to wood about twelve miles below here at 12:30 this morning and remained some time.

THE LAST LANDING made before the fire was discovered was at Ashwood about twenty-five miles below the city. At the time the alarm was given the boat was under way. She was immediately headed for the shore and struck the bank in three or four minutes.

A COURAGEOUS PILOT.

The said owe their lives to the admirable courage of Pilot John Stout. He stood at the wheel and gave hope to all by his firmness. As the steamer rounded at Yucatan landing the flames were fast enveloping the brave man in the pilot house, who, despite the fire around him, with almost the last hope of escape gone, remained at his post until he gave word to the engineer that the boat had made the shore. Not until this was done did he for one moment take his hand from the wheel. He made his escape by the hurricane roof down a hog chain to the lower deck and from thence ashore.

CONJECTURES AS TO THE FIRE'S ORIGIN.

Some think the fire was the work of an incendiary, while others believe that it was accidental. Engineer Perkins first saw the flames issuing from the pastry room, in which there were no lamps at the time. Steward Henry Carnahan states that no coal oil or other combustible material was kept in the kitchen, pantry or pastry room. He thinks it was of incendiary origin.

PROMPT ACTION OF THE ENGINEER.

Engineer Perkins instantly after discovering the fire notified the pilot and the boat was headed for the Mississippi

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Oct 1 1882 - 13
River Horror

THE GREAT RIVER HEAD CALLED JUSTICE
IN BICKEL KEDRON IOWA

side and plunged with such force against the bank as to become firmly fastened. The passengers not cut off from the bow escaped to the shore.

THE CASUALTIES
occurred among those having berths aft. Some of them, however, were rescued after jumping over board. Those who succeeded in getting ashore were many of them half clad, some hatless others shoeless, others with still scarcely enough clothing to cover their nakedness. Much credit is given Wm. S. Perkins who was in charge of the engine at the time of the disaster. He stood nobly at his post until the boat landed and Pilot Stout told him he could go.

Arkansas State Fair.

LITTLE ROCK, Sept. 30.—The second annual state fair, was held in conjunction with the annual national planters association. The meeting of the national planters association will begin October 16, continuing six days. Very large entries of machinery, cotton stock and agricultural implement have been made.

THE TOTAL LOSS.

NEW ORLEANS, Sept. 30.—The total loss by the burning of the Lee and cargo is \$175,000. The merchandise is fully insured.

THE GATE CITY:

FRIDAY MORNING, NOV. 17.

THE RIVER.

Navigation of the Upper Mississippi About Closed—The Number of Boats, Barges and Rafts that Passed Through the Draw of the Keokuk Bridge.

The steamers that plough the waters of the upper Mississippi are now nearly all in winter quarters and navigation on the northern river is virtually closed. The St. Louis and St. Paul Packet company have two boats yet running but will lay the Grand Pacific up as soon as she arrives at St. Louis. The Minneapolis will continue in the Keokuk and St. Louis trade a short time yet. The Diamond Joe line has two boats making regular trips, but the agent at Keokuk thinks they will be put in winter quarters within a week. Raft boats are few and far between. The first part of the steamboating season was profitable as there was a large movement of grain down the river and the boats had as much freight traffic as they could well handle. During the summer and fall months the Chicago grain market was much better than that of St. Louis and the result was that the great bulk of grain from northern points was shipped by rail to Chicago and the east. Usually during the fall months the boats carry large quantities of northern potatoes to the southern markets. This year there was a great dearth of tubers in the east and much of the northern crop was bought up by eastern parties. A great many apples were shipped last from Missouri and

southern Illinois, a very unusual thing. Low water during the fall months made navigation troublesome and unprofitable. In 1881 there were 2,746 boats, 2,112 barges and 430 rafts passed through the draw of the bridge across the Mississippi at this place. In 1882, up to this date, the records show a decrease of 829 boats and 1,311 barges, and an increase of 10 rafts. The great decrease in barge transportation tells the story of decreased freight traffic and the advantages to steamboat interests of a stiff market at southern ports. Navigation opened February 9th, although the river was not closed at Keokuk at all during the winter of 1881-82. The highest water, according to the bridge record and standard, was April 25th, when the gauge showed 16 feet and 8 inches above low water mark. On October 31st, 1881, the stage of water was 19 feet and 7 inches, being the highest of that year. The following is the number of boats, barges and rafts passing through the draw thus far this season:

	Boats.	Barges.	Rafts.
February.....	29	14	27
March.....	152	81	27
April.....	193	83	65
May.....	235	71	68
June.....	204	39	71
July.....	243	50	69
August.....	285	129	67
September.....	277	130	43
October.....	297	161	33
November.....	67	43	7
Total.....	1,917	810	440

THE GATE CITY:

TUESDAY MORNING, JUNE 29.

THROUGH TRAVEL.

The Northern Line Packet Company Will Put on a Through Line of Steamers.

Keokuk to be the Main Point Between St. Louis and St. Paul, the Packets Meeting Here.

For some time past the Keokuk Northern Line Packet Company have been contemplating putting on a through line of packets between St. Louis and St. Paul, and we are pleased to state, have finally concluded to do so.

On and after July 1st the Red Wing, Minneapolis, Belle of La Crosse, Clinton and Northwestern will ply between St. Louis and St. Paul, and the Rob Roy, Alex. Mitchell and War Eagle will make regular trips between here and St. Louis. Besides this there will be three through steamers, making this favorite mode of travel still more useful and valuable.

The through boats will make their regular trips on Wednesday, Friday and Sunday, while Tuesday, Thursday and Saturday three additional packets will run between St. Louis and Keokuk and

St. Paul and Keokuk, meeting here, thus giving us a daily packet north and south.

The packets leave here for St. Paul in the evening, while the boats between here and St. Louis will leave at 7 a. m. instead of 6 a. m.

This change will make Keokuk the most important point on the river between St. Louis and St. Paul, and when we take into consideration the fact that the company intend to make this a permanent feature for the season, we may well rejoice. Good time will be made by the packets, and a more pleasant or safer way to travel could not be chosen.

THE GATE CITY:

1882
TUESDAY MORNING, APRIL 25.

DISASTER AND DEATH.

Sinking of the Steamer Little Eagle at Hannibal.

She Strikes the Bridge, is Cut in Two and Goes to the Bottom—Three Lives Lost—Particulars of the Disaster.

An awful accident happened at the Hannibal bridge Sunday afternoon at about 2 o'clock, resulting in the total wrecking of the steamer Little Eagle No. 2. and the loss of three lives. The Chicago Tribune correspondent at Hannibal tells the story briefly but understandingly: The Little Eagle was owned by the McDonald Brothers, who, it will be remembered, were also the owners of the Belle Mac, which was blown up two weeks since. She had brought down a seven-string raft from La Crosse for the Hannibal Lumber Company, which had safely landed here this morning. After landing they were requested for accommodation to go up onto McDonald's island, three miles above here, and drop down part of a raft belonging to the Badger State Lumber Company of this city. They proceeded to the place indicated, and making fast to the raft, swung it into the river, and started down. They whistled for the bridge shortly afterwards, and the draw was opened long before the boat reached it. As the raft neared the bridge it became apparent to those on the bridge that the raft would strike. As she came still nearer, Capt. Dan Davidson, who was at the wheel, also saw the danger and called those below to save themselves, as the boat was going to strike the bridge. Some men who stood on the forecastle sprang on the raft and assisted Mrs. Church Davis, the clerk's wife, to a place of safety. At this moment the forward portion of the raft struck the shore pier and swung around into the

opening, but as the boat was still fastened

to the raft it swung her sideways on to the pier. Captain Davidson rang the bell for more steam and then ran out from the pilot-house with the intention of jumping on the pier, but was too late. She struck the pier about midship, and was turned bottom upwards and crushed like an eggshell in less time than it takes to tell it. The captain says he felt himself going down, down, he knew not whither, and suddenly he emerged from under the wreck and grabbed the first thing he saw which happened to be a chicken-coop. He clung to that until he saw a skiff coming toward him from the shore. He was picked up and safely landed. J. W. Seely, chief engineer, and Pete Ginnison, second engineer, were in the engine-room and had just started the engines in response to the pilot's bell, when the boat struck. As the boat was turned inside out and the two portions of it left swinging against the pier by the hog chains these men were thrown out into the river, and both escaped almost miraculously. Ginnison climbing up on the bottom of the boat to the bridge pier and Seely being picked up by a skiff. William Ross, the night watchman, was asleep in the Texas, and was hurled clear to the bottom of the river and up again, and was picked up by a skiff before he even knew what had happened. He was brought to the shore, and as he had lost every particle of his clothing, it was the work of a few minutes only to raise a sufficient sum by subscription to buy him a new suit of clothes. The fire bells were rung, whistles blown, and in a short time there were not less than 5,000 persons along the levee and at the bridge, while the river was dotted with skiffs picking up from the floating debris trunks, boxes, tables, chairs, mattresses and a thousand other articles. A portion of the Texas of the boat which floated off bodily, was towed ashore, and a hole cut above one of the berths, where the first body was found, which proved to be that of Jerome Vallam, a stonemason by trade, who had shipped as a deck hand at La Crosse. The body was removed to the coroner's office, where an inquest was held. The clerk, Mr. Church Davis, says that there were twenty-one persons all told upon the boat and raft, about ten of whom were on the boat when she struck. Of these only three were missing, as follows: Jerome Vallam, of La Crosse, deck hand; Cooper, fireman, of Quincy, body not yet recovered; Henry Houseman, cabin boy and second cook. It is a miracle that any of those on the boat were saved, as the entire works were torn to pieces. Search is now being instituted for the other

bodies. The following is a list of the officers: Capt. Daniel Davidson, Reed's Landing, Wis.; Church Davis, clerk, Fort Madison, Ia.; George Hill mate; J. W. Seely and Pete Ginnison, LaCrosse, engineers; Reuben Owens, pilot, William Ross, night watchman, hurt about the head by falling timbers, but not seriously; Tim Reed, a deckhand, also received severe bruises about the head. The Little Eagle was purchased by McDonald Bros., from the Eagle packet company and was valued at \$9,000. There never was a more complete wreck. Three large stones of the pier of the bridge were dislodged and fell into the river. John Lawer was let down by a rope onto the wreck and sawed one of the hog chains which held the broken hull against the pier, as it was found the pier as it was found the current was undermining the bridge. The other hog chain, which is below the water line, still holds a portion of the wreck. This is the third boat sunk at this bridge, the one prior to this being the Dictator, owned by Huse, Loomis & Co., of St. Louis.

The Cooper mentioned is a brother of Mrs. Smith of Keokuk, wife of Engineer Smith, of the Keokuk Route.

THE GATE CITY:

HOWELL & CLARK, Publishers.

SATURDAY MORNING, SEPT. 2.

GRAND

MOONLIGHT EXCURSION!

On the

STEAMER GEM CITY,

Saturday, September 2, 1882.

Boat Leaves at 5 O'clock, Returns at 11.

COMMITTEE OF ARRANGEMENTS.

J. M. BISBEE,	M. A. RUNNER.
J. A. M. COLLINS,	FRANK LEBRON.
J. D. MAXWELL,	H. A. HEASLIP.
C. H. PIERCE,	HARRISON TUCKER.
L. E. POLLOCK,	R. H. BELL.
S. EDWARDS,	W. WHEELER.
DR. J. C. HUGHES,	C. H. BIGE.
C. A. HUTCHINSON,	D. W. BLACKBURN.

STEAMER TICKET COMMITTEE.

C. A. HUTCHINSON,	GEO. E. GARRETT.
JAMES STEWART,	DR. O. P. McDONALD.
W. H. DOLEBEAR,	D. B. HAMIL.
A. H. MOODY,	DR. J. C. BLACKBURN.

RECEPTION COMMITTEE.

JOHN W. HOBBS,	J. D. MAXWELL,
HARRISON TUCKER,	J. M. BISBEE.
J. A. M. COLLINS,	H. N. BOSTWICK.
DR. G. F. JENKINS,	L. J. DRAKE.
W. H. HINELRY,	DR. J. A. SCROGGS.

FLOOR COMMITTEE.

J. FRED HOWELL,	FRANK J. WARREN.
H. T. GRAHAM,	C. H. PIERCE.
	WILL P. KISER.

THE GATE CITY:

SATURDAY MORNING, SEPT. 2.

THE EXCURSION

To be Given on the Palatial Packet Gem City, by the Knights of Pythias, This Evening.

The Knights of Pythias excursion this evening, on the palatial passenger packet Gem City, promises to be one of the most brilliant social events of the season. All arrangements have been effected and the excursion will go on or shine. It is probable that the weather will clear up, however, but arrangements have been made so that even rain shall not mar the pleasures of the trip. The Keokuk orchestra will be present in full force and furnish the music for the occasion, which is a sufficient guaranty that it will be excellent and well worth the cost of the excursion. Special effort has been put forth to make the music a leading feature of the pleasure trip. Supper will be served at an early hour, in order to give ample time for dancing, and the steamer will leave the wharf promptly at the hour advertised. The names of those comprising the committees in charge of the excursion can be found on the first page of this paper. Tickets will be for sale to-day at Frank Le Bron's jewelry store, and can be had of any member of the committee of arrangements.

THE GATE CITY:

FRIDAY MORNING, SEPT. 21.

Steamboats Burned.

ST. LOUIS, Sept. 20.—The steamboat Grand Republic, the largest and finest steamboat on western waters took fire last night about midnight and burned nearly to the water's edge. The flames communicated from her to the steamer Carondelet, lying alongside and all her upper works were destroyed. Her hull is of iron and therefore will be saved but her machinery will no doubt be badly damaged. Both boats were lying up at the foot of Lesperance street, about two miles and a half from the centre of the city. Neither the value of the boats nor the insurance can be obtained to-night.

ST. LOUIS, Sept. 20.—The steamer Grand Republic which burned to the water's edge sank before morning. It is doubtful whether her machinery will be of any value. She was owned by Captain Thorweg, and valued at \$150,000; insured for \$50,000 in about twenty-five offices the names of which cannot be obtained. The Carondelet, Hick and three associates, was valued at \$40,000; insured for \$17,000.

THE GREAT FIRE NEAR CALEDONIAN
STEAMBOAT TICKET

**The Steamboat Conflagration at St. Louis,
Missouri.**

At eight o'clock on the evening of March 29, a destructive fire broke out among the shipping at the wharves of St. Louis. The flames were first observed issuing from the after part of the steamboat Ben Johnson, lying at the foot of Washington avenue. The conflagration spread with great rapidity, the destroying element leaping from boat to boat, and in a few minutes the

Henry Adkins, the Carrie Kuntz, and the G. B. Allen, were a mass of seething, crackling flames.

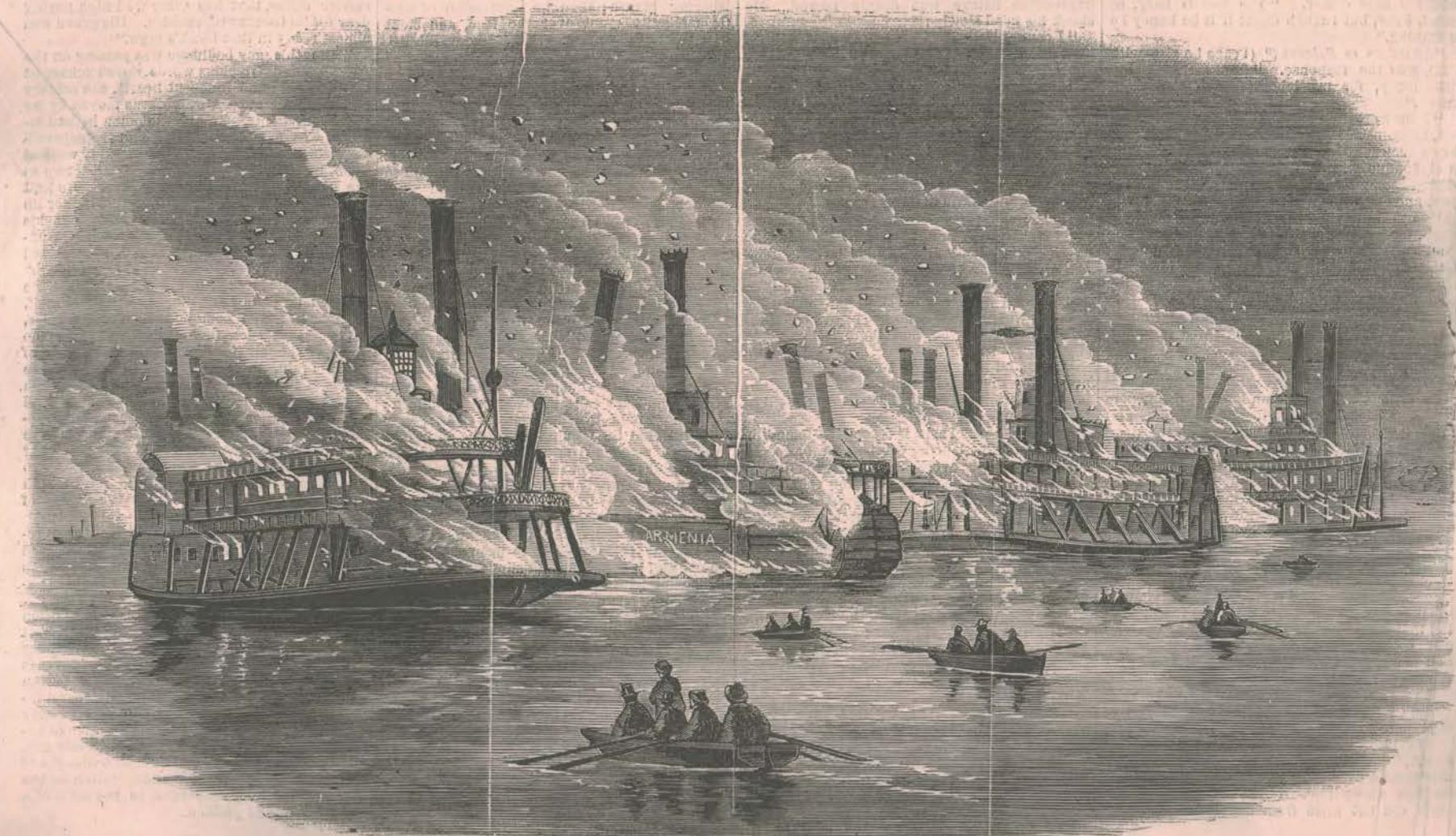
The Jennie Lewis, having steam up ready to start up the Missouri river, pushed out, and might have been saved, had not the noble-hearted commander, Captain McPherson, endeavored to save the lives of the people on some of the other boats that were on fire, near the middle of the river. In getting the passengers from the boats, the Jennie took fire, and was totally destroyed.

The officers and crews of the burning vessels, and the passengers, many of them women and children, who were on board, were all saved, but with great difficulty.

When the Lewis caught fire, terrible consternation prevailed among the passengers, and but for the coolness and bravery of Captain McPherson, many lives would have been lost. The boat having caught fire at the bow, the usual means of escape were cut off. The captain and other officers dropped the women and

children down to the mate and others on the main deck, and they passed them to men standing waist deep in water, who carried them ashore, and escaping with only what they had on.

Seven boats were destroyed by this disastrous conflagration. The estimated total loss is, on the cargo, \$260,000, on the boats, about \$250,000. Our engraving represents the scene looking toward the Illinois side, at 9½ P. M.; the boats drifting down the river.



THE STEAMBOAT CONFLAGRATION AT ST. LOUIS, MO., MARCH 29TH—THE SCENE LOOKING TOWARD THE ILLINOIS SIDE, HALF-PAST NINE, P. M.—FROM A SKETCH BY J. W. BELL.

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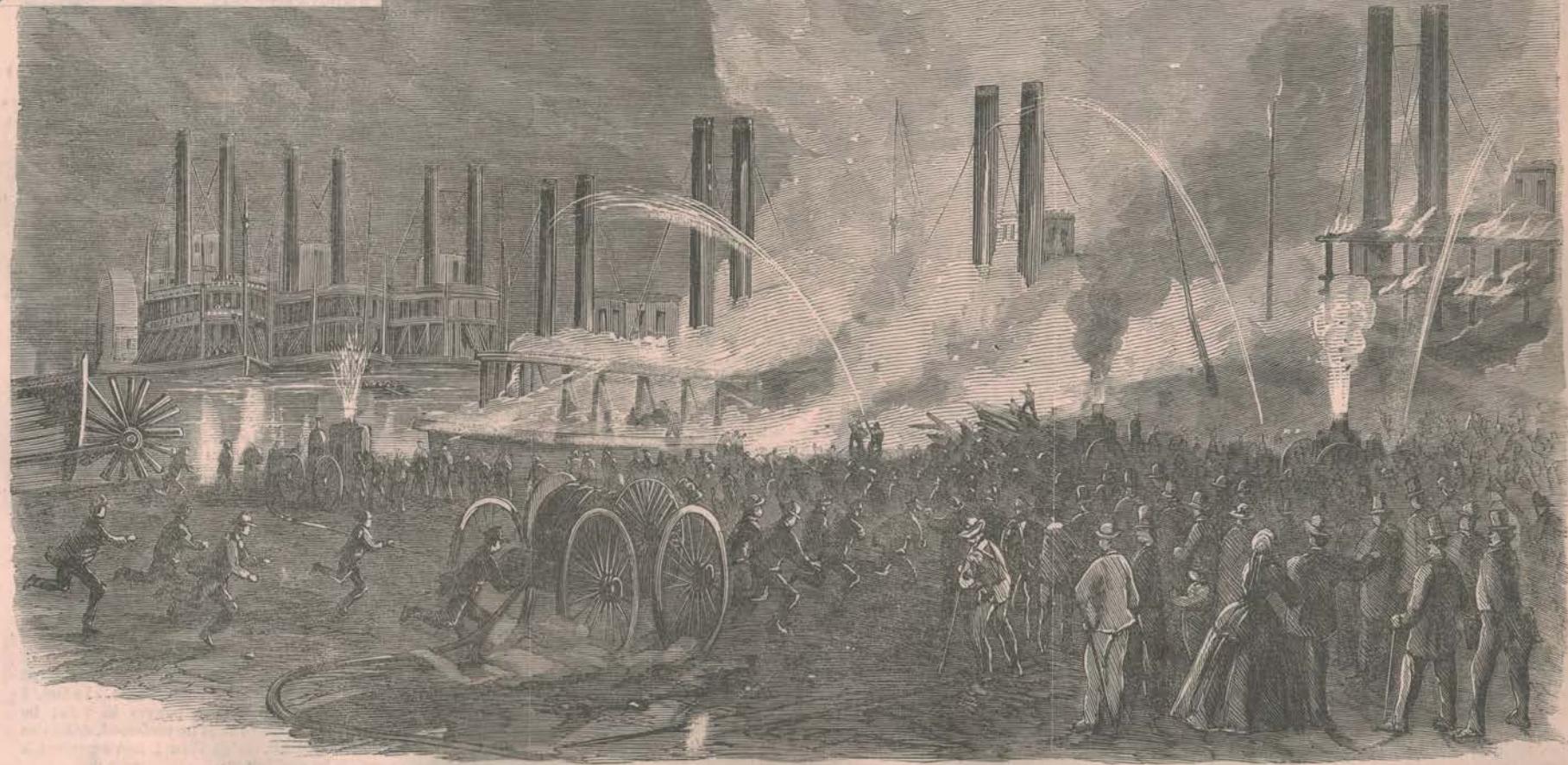
**BURNING OF THE STEAMBOATS
RIVER QUEEN AND ALBREE.**

PITTSBURG, within a few days, has been the scene of a sensation, in the shape of a steamboat burning, ending in the total destruction of two of the finest boats on the river.

The alarm was given about midnight of Sunday, the 10th ult., and in a few minutes the country for miles about was lit up with the brilliant light from the consuming floating palaces, and the citizens poured in from the farthest boundaries of the town, followed quickly by the rural population, until the wharves—as far as the eye could reach—were one dense mass of excited people.

The steamboatmen, by almost superhuman exertions, were able to cut adrift and save the surrounding boats, but the two above-mentioned were devoured by the greedy element.

No lives were lost, but the value of property was over \$50,000, a large part of which falls on a New York company.



THE BURNING OF THE STEAMERS, RIVER QUEEN AND ALBREE, AT PITTSBURGH, PA., SUNDAY, SEPT. 10.—FROM A SKETCH BY JOHN B. GEYSER.

THE GREAT DUST HEAP, CITY OF BOSTON.
R. J. BICKEL, KEOKUK, IOWA.

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Old steamboat Salena once served Keokuk and Hamilton

By Pearl Gordon Vestal

You all were born too late to have seen the steamship "Salena," when she was whole and serviceable and afloat, chugging back and forth, across and return, Keokuk to Hamilton, and Hamilton to Keokuk. She was a ferry-boat, during the 1850's, operated from the "elbow of the dike," on the Hamilton side of the big river, to another village, on the Iowa side of the Mississippi, known as "Rat Row," "Traders' Point," or as "Pinch Gut Point," but now bearing the name of a long-gone Indian chief.

Two of our prominent Hamilton pioneers operated the ferry service in its pioneer years: Henry Robley Dickinson and his brother-in-law, Bryant Bartlett, acting in partnership. (The ferry service was later sold to Keokuk men, H. W. Sample and John McCune.)

1903 article

Another of our Hamilton leaders, W. O. Sanford, wrote an article about the ferry and its boats for the "Hamilton Press," under date of March 6, 1903, and from it have abstracted this story.

"In all the years prior to 1850 and '51," Mr. Sanford wrote, "there had been no

means of regular communication between the river shores of Illinois and Iowa at this point. Then all the crossings of the Mississippi between the country towns of Hamilton, on the east shore, and Keokuk, on the west side, was by frail Indian canoe or the fisherman's skiff, in the summer, or by crossing the ice in the winter. As time rolled on and the population increased and agricultural production became super-abundant, it became necessary that better crossings should be provided."

Where and how? "Dickinson and Bartlett, in 1852, obtained a permit from the two towns, for suitable landing places. Then they purchased a cheap, rickety old steam ferryboat, named the 'Salena,' and immediately commenced making regular trips between the two landings."

Captain Van Dike

Who ran this already-old steamer? "Mr. John Van Dike acted as captain; Mr. Dickinson was pilot, and Frank Clark, as engineer," operated it."

When did the boat meet her fate? "The old boat succeeded very well for some length of time, until, in an unlucky hour, when just approaching the Hamilton landing, heavily

laden with about 30 head of cattle and other freight, the old craft, suddenly and without warning, made a dive. She immediately sank to the bottom, in 6 to 8 feet of water, with all on board. The cattle on the main deck stood in water up to their middle.

"After much trouble, all were gotten off and safely landed on the island shore. This accident, though considered serious at first, was really a most wonderful lucky thing, for had it sunk one minute earlier it would have gone down in much deeper water, and probably some of the cattle, and perhaps the men, would have drowned."

Never raised

What next? "The rotten old craft was never raised, but was charitably allowed to rest in peace in its sandy bed. Some of its old ribs may yet be seen projecting above the gravelly covering at the turn of the dike, in low water, to this day."

So, shall we modify the statement that you could not have seen the boat? Not afloat and at work, as we said, yet some of you men who were boys when Mr. Sanford set down the story, in 1903, may have seen the wreckage when the river, not yet regulated by a dam, shrank in summer

The Daily Gate City

6 KEOKUK, IOWA

THURSDAY, FEB. 1, 1962

droughts and exposed some of its mudflats, sandbars or rock ledges!

You who are "senior citizens" now may remember Henry R. Dickinson, his big lumberyard on the east shore of the slough, where the Dadant plant now stands, and his flowing and much-used "Iron Spout Spring." As a little girl, I often carried water up the hill, in small tin buckets, and I remember the night the lumber yard went up in smoke and flames and down in ashes. He rests in our Greenwood cemetery, with a big granite stone, and his life ran from Dec. 10, 1818, to Oct. 7, 1897. He was one of the large landowners here, held several offices of importance in our early years, and had four marriages. Bryant Bartlett moved from Hamilton, but he, too, had landed interests in our early years and held offices in our young community.

And did you oldsters remember that the "bottom-lands" bounded by the river on the west and by the then-wider and deeper slough, on the east, was a large island? It was swampy and often flooded and the Ferry managers had much trouble and expense to build and maintain the dike through annual "high water."

THE GATE CITY:

SUNDAY MORNING, OCT. 23.

A MYSTERIOUS AFFAIR.

Two Employees of the Steamer Lumberman Fall Overboard and One is Drowned —Foul Play Suspected.

One week ago to-day Eugene Larkin and Charles Riordan, employees of the steamer Lumberman, fell overboard when the boat was near Oquawka and were not missed until New Boston was reached. At that point it was learned, by telegraphing, that Larkin was lost and Riordan saved. Riordan met the boat at LaCrosse and on yesterday Capt. J. C. Daniel received a letter from the clerk of the Lumberman, giving Riordan's

statement of the affair. He says he did not know Larkin had fallen overboard until he heard him cry out. That the last he saw of him Larkin was swimming for the Iowa shore. Riordan's story is disbelieved, as there were evidences of a struggle on the deck of the boat, and foul play is suspected. Further developments are expected soon.

KEOKUK CONSTITUTION

KEOKUK, SATURDAY, NOVEMBER 6.

An Arkansas Packet Sunk.

MEMPHIS, Tenn., Nov. 4.—The Memphis and Arkansas river packet, Ouachita Belle, struck a snag this morning at 1 o'clock, five miles above Austin, Miss., and sunk within ten minutes afterward. She had a good list of freight, cotton and cotton seed, for this city. After striking the snag an attempt was made to run her

on a sand-bar, but she sank before it could be accomplished. The boat was valued at \$20,000. She lies within two hundred yards of the Robert Mitchell, which sunk yesterday afternoon. No lives were lost. It is thought the boat will prove a total loss. A large portion of the cotton was washed overboard. The Chouteau is at the wreck, saving freight.

The Daily Gate City.

THURSDAY MORNING, FEBRUARY 22, 1862.

ITEMS IN BRIEF.

—The steamer Jessie, which was used in the construction of the Keokuk and Hamilton Bridge, was sold yesterday to a Mr. Brooks, of Burlington. She is to be used as a tow boat.

THE GATE CITY

WEDNESDAY, DEC. 14. 1864

Terrible Steamboat Disaster

Burning of Steamer Maria

SEVERAL LIVES LOST

Soldiers Scalded and Crippled

187 Cavalry Horses Lost.

(From the St. Louis Democrat Dec. 12.)

One of the most serious river disasters of late days, occurred yesterday morning at Carondelet, a neighboring city, about six miles distant in a southern direction. Several boats were taken by the Government and loaded with horses and troops for Louisville. They started Saturday morning and among them was the Maria. The strong wind and the heavy ice compelled the boats to halt at Carondelet for the night. The pilots and other employees of the Maria said to our informants, that while the boat lay at the wharf without steam in her boilers, an explosion took place on the larboard side of the main deck, near the boiler, the explosion going upward, making a hole in the boiler deck through which the clerk of the boat and several other persons fell upon the boilers. What exploded they do not know, but know it could not have been one of the boilers. They say it may have been a box of ammunition. At all events, the boat instantly took fire. While in this condition, a gust of wind struck the Maria and carried her to a bar upon which she grounded and was entirely consumed.

STATEMENT OF THE SOLDIERS.

On board the Maria were about eighty soldiers of the Third and Fourth Iowa cavalry, and the Tenth Missouri cavalry. Their statement is that at the time of the disaster the fires were burning under the boilers, and they attribute the explosion to a collapse of the boilers, produced by water being pumped into them when hot and empty. One of the Iowa soldiers says he heard a singing noise issuing from the boilers like the whistling of the wind about five minutes before the explosion. Capt. Alexander Montgomery, commander of the boat, had gone ashore a few minutes before the accident to see if his consorts were ready to start.

It was between six and seven o'clock, while nearly all the soldiers were in bed, that the explosion occurred. They were sleeping in the cabin, which was split in the centre by the explosion, and the soldiers were precipitated to the lower deck, some falling on the boilers, some among the horses, and some clinging to the sides of the crumbling cabin. A terrible scene of excitement and confusion ensued. The soldiers, seeing that the boat was on fire,

rushed for the shore, without stopping to secure any of their baggage or arms, and many of them even left their shoes and hats behind. There was a lot of hay on the deck, and this immediately took fire, and burned with great rapidity. Some of the officers ordered the men to throw the hay overboard, and they commenced doing so, but as it was necessary to cut the boat loose to prevent the flames from communicating to the Lillie Martin, the men leaped ashore, and saved themselves as best they could.

Lieut. Col. Benteen, of the 10th Missouri cavalry, commanding the troops on the three boats, was on the Maria, and lost everything but the clothes he had on, and his sabre. He had two very fine horses on board, worth over \$1,000, which were lost. He was one of the last to leave the boat.

One of the colored firemen was killed instantly, and three or four others were severely injured.

It is not positively known how many lives were lost, but it is stated that twelve are missing. The following is a partial list of the wounded. Some who were injured were taken to the hospital at Jefferson Barracks, while others were brought to this city, and are in different places:

Lieut. Craven L. Hartman, company F, 3d Iowa, badly burned, having fallen on the boilers.

Charles Humes, Co. A, 3d Iowa, both thighs broken.

Francis E. Robb, company F, 3d Iowa, bruised and burnt in the face.

Bony Williams, Co. M, 3d Iowa, burnt on both legs, and one foot mashed.

Joseph Frank, Co. D, 4th Iowa, both legs broken.

Patrick McCormick, 10th Missouri, burnt and bruised.

Sergeant Prison, Co. E, 10th Missouri, (Colonel Benteen's Orderly) bruised and burnt severely.

S. D. Hurlbut, Co. A, 3d Iowa, front teeth all knocked out.

William Blain, company H, 3d Iowa, bruised.

James Payne, Co. B, 3d Iowa, badly burnt.

Serg't John Porter, Co. D, 4th Iowa, missing.

Perry A. Newell, J. C. Boone, John Ballback, and O. B. Parker, Co. H, 3d Iowa, missing.

As the boat drifted down, the flames spread with great rapidity. A number of men remained on board, and there were three women in the cabin. Lieut. Madigan, of the 2d New Jersey cavalry, remained on board to try to save the women. The after cabin had not been injured by the explosion, and those who remained on the boat sought refuge from the fire in the stern. The Lillie Martin soon pushed out, and running close astern of the Maria, rescued all who could be found. Doubtless a few had been crippled by the falling of the cabin, and were burnt to death.

There were 187 horses and mules on the Maria, all of which were lost, except four mules and one horse. There was but little freight on board, but there were a few boxes of fixed ammunition in the hold.

The soldiers lost all their arms, equipments and baggage. They were en route for Cairo, and will have to wait here to get a new outfit.

The coolness of Col. Benteen is highly commended; also the heroism of Lieut. Madigan in rescuing the women from the burning boat. The soldiers have no hesitation in ascribing the accident to the carelessness of the engineer, but they may be mistaken on that point.

ANOTHER ACCOUNT.

We are indebted to Capt. De Gress for the following additional particulars of the deplorable accident to the steamer Maria, together with a list of the casualties as far as ascertained:

List of casualties of the 3d Iowa, on steamer Maria, burnt near Carondelet, Missouri, Dec. 11, 1864:

Missing—Serg't. Perry Newell, company H; Bigler J. C. Boone, company H; J. W. Vandeventer, company H; Selby Vandeventer, company H.

Wounded—Charles M. Hume, company A, leg fractured; Serg't. James Paine, company B, hands and face burned; Lt. C. L. Hartman, company F, hand burnt and hip bruised; Francis E. Robb, company F, hand and hip burned; J. W. McCormick, company F, shoulder dislocated; Corporal Wm. W. Blair, company H, bruised in head; Corporal Basil Gurwell, company H, slightly bruised; O. B. Parker, company H, leg and arm burned; John Ballback, company H, chest burned, severely; A. L. Curtis, company H, leg bruised; Jonathan Famular, company H, foot bruised; David Hulbert, company H, slightly bruised; Jas. Owens, company H, slightly bruised; Volney Henry, company G, hand and leg burned.

Captain DeGress, Lieut. Swain, Capt. Young, Lieut. Madigan and Lieut. Thiel, all of Col. Benteen's staff, escaped with the Colonel, with the loss of all their baggage and private horses. Col. Jones and several officers of the 3d Iowa cavalry, were on the boat and escaped in the same way.

As far as learned, there are about 25 killed and 30 wounded.

The boat was lying at the docks at the lower end of the city of Carondelet, and was making ready to go out again when her boiler exploded and the boat caught fire. The most of the men wounded are scalded by the explosion.

The Gate City.

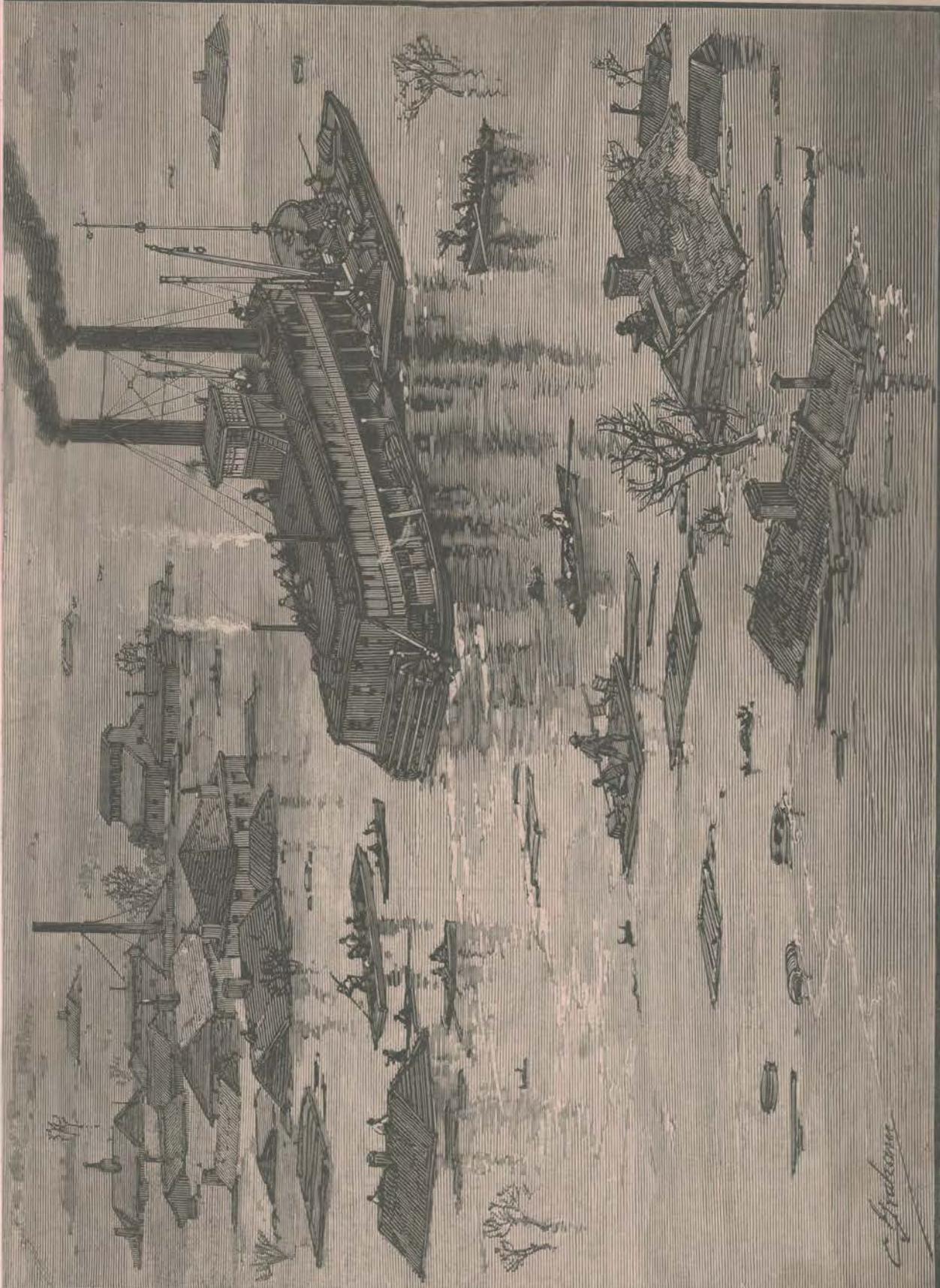
KEOKUK: 1864
THURSDAY MORNING. APRIL 11.

Bentonport Locks Repaired.

Two new gates having been put up, Steamboat Captains are invited to bring on their boats, and we will pass them through on their paying a fair proportion of the expense incurred in making the repairs.

April 10-11

BROWN & WOOD.



FEBRUARY 24, 1883.
THE GREAT FLOODS—ON THE OHIO, BELOW CINCINNATI.—DRAWN BY C. GRAHAM FROM SKETCHES BY OUR SPECIAL ARTIST.—[SEE PAGE 123.]

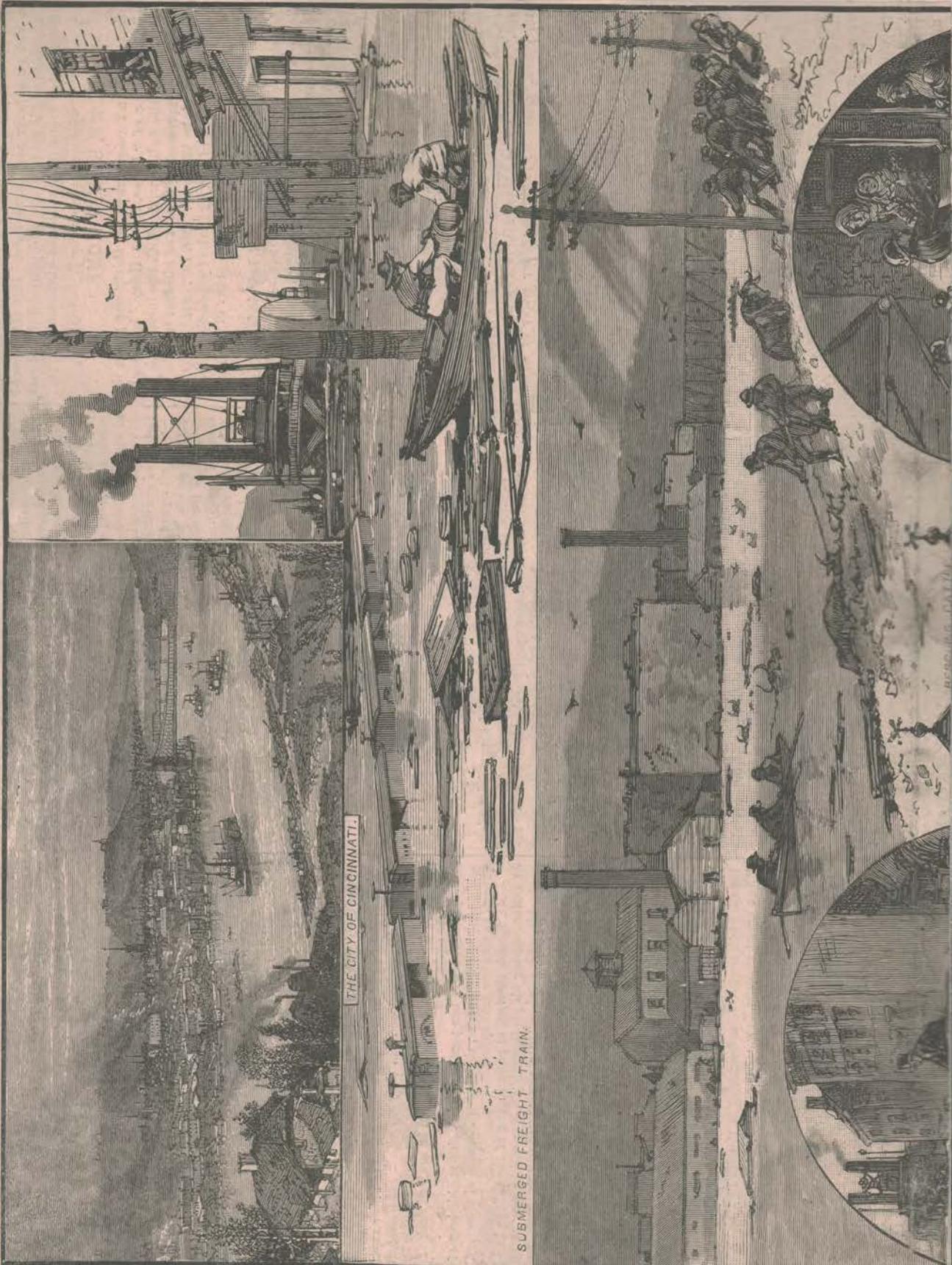
HARPER'S WEEKLY.

below, with the humbler dwellings of such citizens as constitute the shore population of a river town. The contour of the shore is slightly bowed outward, and at the lower end of the curve Mill Creek flows in to join the Ohio, while almost opposite the centre of the city, on the Kentucky side, empties the small stream which divides Covington from Newport. The spring freshets in this stream often do great damage to the wharves opposite its mouth, and in this flood also this stream, "adding its sum of more to that which

had too much," has contributed its waters to the submersion of Lower Cincinnati.

The floods of the upper Ohio were a week earlier than at Cincinnati, where no serious apprehensions were felt until Sunday, February 11. At seven o'clock that night the river was over sixty-one feet high, and rising at the rate of two inches an hour. The approaches to the bridges, including the great suspension-bridge, were cut off. The valley of Mill Creek, in which was the station of the Cincinnati Southern road,

was submerged, and traffic was almost stopped. By Monday night the river had risen nearly two feet more, the gas-works were under water, and the supply of gas exhausted, and near two thousand people had been turned out of their houses. On Tuesday the whole five miles of the river-front were under water, and the lower city was patrolled in boats. In the morning the station of the Cincinnati Southern road yielded to the sapping of its foundations, and fell apart into the flood in two pieces. It was feared that many

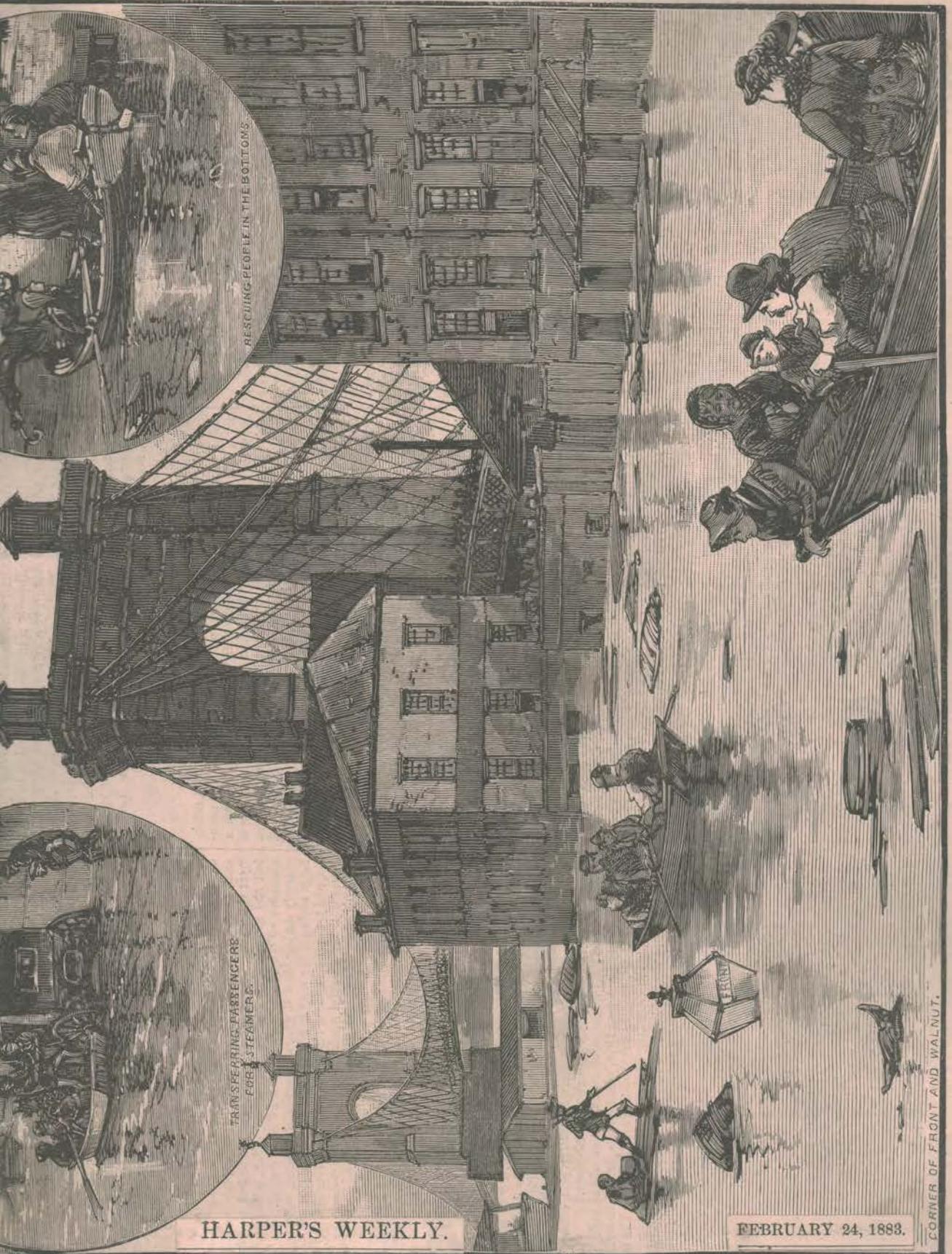


THE FLOODS OF THE OHIO.

FROM the meeting of its swift confluent streams in the grimy gorge of Pittsburgh to its lazy debouchure into the Mississippi at the swampy lowlands of Cairo the course of "the beautiful river" is 975 miles. Throughout all this meandering length there are no cataracts, and only once—at Louisville—are there rapids, evaded in navigation by a straight canal cut through a low pen-

insula. The width of the river varies from 1000 feet to 3000. The declivity of the banks on either hand is for the most part gentle, after the stream has cleared its native hills, and the aspect of the banks, rich as they are with "the pomp of cultivated nature," bearing for miles and miles through the State to which the river gives its name the trellised terraces of fruitful vineyards, is of a tame and languid beauty. The fluctuations in the depth of water are very great. From

the shallowness to which the stream is shrunken by the summer heats to the turbid flood it rolls during the floods of spring, or, as now, the February thaw, the variation is commonly forty-five feet, is often fifty, and sometimes sixty, as in the memorable and calamitous flood of 1832, to which it is necessary to revert for comparison with the disaster of last week, which will henceforth become the measure of disaster, for at Cincinnati the river has now attained a depth of sixty-five



HARPER'S WEEKLY.

FEBRUARY 24, 1883.

feet and an inch, ten inches beyond the mark set fifty-one years ago; and at Louisville, even after the pent-up waters had broken down the dam, and diffused themselves over the spaces defended by it, the depth was but eight inches less. The rise of the river is thus along the whole course of the stream near twenty feet beyond the mean yearly rise.

Words and even more graphic pictures can not convey a true sense of this ruin, much less when

the submergence is that of the foundations of a great city. The image which New-Yorkers can form in their minds of the effect of a tide fifteen feet above high-water mark in the East and North rivers can be but a faint image of the wreck that has been wrought at Cincinnati. Among the most interesting features of the river are the natural terraces, sometimes seventy-five feet above its present surface, which, as geologists agree, mark the level of the bed over which it flowed, and

which is composed of the alluvium it deposited, far, far back of the beginning of historic time; for the mounds which must have been built two thousand years ago conform to what are still the banks and the bed of the stream. Upon two of these terraces, the lower sixty feet above the river, the upper fifty feet above the lower, rises the city of Cincinnati, its dwellings and its shops upon the terraces, its wharves, its railway stations, and its streets of heavy traffic upon the alluvial level

THE GREAT FLOODS—THE INUNDATION OF CINCINNATI.—FROM SKETCHES BY V. F. H. FARNSWORTH.—[SEE PAGE 123.]

buildings more had been so undermined that they would fall when the water subsided. Only one railroad was in complete operation. The "estimates" of the loss both of life and of wealth are mere wild guesses, though there seems reason to believe that the former is slight, while the latter is certainly enormous. The suburbs, especially on the Kentucky side, suffered not less than the lower city; two hundred acres of the most populous part of Newport were under water. The water at the narrower parts of the river hid the whole "bottom," and stretched from the Ohio to the Kentucky hills.

Louisville stands upon a plateau seventy feet and more above the river, and the city proper was thus inaccessible even to these unheard-of

floods. But between this plateau and the river at the lower end of the city is a wide strip of alluvium bordering the rapids, which is traversed by the canal cut to avoid them, and this lowland is Shippingport. Some distance up the stream the plateau recedes, and another strip of bottom-land, the bottom of Bear Grass Creek, intervenes between it and the river. This is or was embanked with a "cut-off dam" at the upper end, and when the flood was at its highest the level of the ground was some fifteen feet below the level of the water. On Monday night the pressure became too great for the dam to withstand. It gave way, and the water poured over it in a torrent which rapidly spread into a lake. The dwellers on the lowlands could not believe that

a river beside which they had lived all their lives, and which had never washed them out of their houses before, would do so then, and most of them were in bed and asleep when the deluge overtook them. Strange to say, though the estimate of the number of people left houseless is more than 5000, the number of lives estimated to be lost is less than fifty. The suddenness and force with which the water came in, instead of lapping its way up inch by inch as elsewhere, crushed and carried away and flung together the fine houses in its way, so that the lowlands at Louisville presented a far more vivid picture of chaos come again than the more destructive deluge at Cincinnati.

THE GATE CITY:

TUESDAY MORNING, JAN. 14, '79.

ICY INCIDENTS.

DAMAGE DONE BY FLOATING ICE.

CINCINNATI, Jan. 13.—There was an alarm from the river at 2 p.m., when the ice started, but it soon stopped until 4 p.m., when it again broke loose and has been running strong ever since. A large number of empty and loaded coal barges have been carried away but their number cannot now be accurately stated. About 9 o'clock tonight the new steamer Guiding Star, which had taken refuge below Newport bridge, behind one of the piers on the Ohio side, was torn loose and swept down in the ice. Passing under the Covington bridge, one of her chimneys was knocked overboard and she lost the other at the southern bridge. She has gone down stream with the ice and nothing has been heard from her. The ice now passing is said to be from the gorge at Four Mile.

Gazette specials report the breaking up of ice in the Kanawha. It ran an hour and broke again at 10 a.m., moving with tremendous force. Several steamers and wharf boats harbored in the mouth of Elk were thrust against Keystone bridge and knocked it down.

THE GATE CITY:

WEDNESDAY MORNING, JUNE 25,

CITY NEWS.

—Commencing July 1, 1870, mail service will be re-established on the Mississippi river between St. Louis and Keokuk, the Keokuk Northern Line Packet Company being the contractors. A number of new offices will be established along the river, both in Illinois and Missouri, and several will be re-established that were discontinued when mail service was taken off in 1871. Many of these will receive their mail from 24 to 60 hours in advance of the present land routes.

THE GATE CITY:

SUNDAY MORNING, FEB. 18, 1877.

—The contract for the transportation of troops and government goods on the

Upper Missouri the coming season has been awarded to Dr. A. F. Terry. The Sioux City Journal says it is rumored that Col. C. K. Peck, of this city, is interested in the new contract.

THE GATE CITY:

SATURDAY MORNING, JULY 31.

STEAMER SUNK.

MEMPHIS, Tenn., July 30.—This morning, at one o'clock, the steamer City of Vicksburg, en route from St. Louis to Vicksburg, while lying at Ashport, Tenn., 120 miles above Memphis, was found to be in a sinking condition. The boat was about being backed out from the landing, and time was barely given for the passengers to save themselves. It is thought she struck an old stump while making the landing, which crushed her hull. She lies close to the shore, with her larboard side under water to the hurricane deck. The boat and cargo is a total loss; valued at \$50,000, and uninsured. Her passengers were brought to Memphis by the steamer Golden City. It is rumored that two or three of the deck crew were drowned.

Chicago Tribune.

SATURDAY, FEBRUARY 6, 1864

STEAMER BURNED.

LOUISVILLE, Feb. 5.—At 2 o'clock this morning the steamer D. Taylor took fire in her oil room, supposed to be the work of an incendiary. She was owned in St. Louis, valued at thirty-two thousand dollars, and insured for sixteen thousand. The flames communicated to the tow-boat, consuming her. She was valued at \$30,000; no insurance. The Taylor had seven hundred tons of commissary stores for Nashville. \$50,000 loss to Government. Captain Rhodes and engineer Jones, of Pittsburgh, and another, unknown, jumped off the boat, and were probably drowned. A negro boy off the Taylor is missing. Both boats are a total loss.

THE WEEKLY GATE CITY.

SEPTEMBER 7, 1882.

A STEAMBOAT STOLEN.

A CONFISCATED STEAMER RELEASED BY STEALTH.

BISMARCK, DAK., Sept. 5.—The watchman on the steamer Penitah, of the Peck line, recently confiscated by the government for selling liquor on the military reservation, was overpowered tonight at 10 o'clock, a crew boarded the boat and was gotten up and stole her away.

Her destination is Chamberlin. It is claimed she cannot be touched after leaving the port of entry.

THE GATE CITY:

SATURDAY MORNING, FEB. 21.

CITY NEWS.

—Captain Hutchinson is at Cap-aux-Gris superintending the work of raising the Alex Kendall. She is not damaged as bad as was reported. The Captain of the Minneapolis thinks she can be raised and taken into St. Louis so as to leave there to-day. The freight was all removed without any loss and the boat only slightly damaged.

THE GATE CITY:

FRIDAY MORNING, FEB. 20.

Steamer Sunk.

The Keokuk Northern Line steamer Alex. Kendall, which has been running in the St. Louis and Louisiana trade, is lying nose in bank at Cap-aux-Gris, having struck a snag and sunk. It is said she will prove nearly a total loss. The boat was valued at over \$7,000 and there was no insurance on her. The Kendall was one of the best and largest of the K. N. Line freight boats and had an immense capacity.

The Gate City.

THURSDAY MORNING, MAR. 14.

Regular Daily Packet Between KEOKUK AND QUINCY,



Carrying the United States Mail.

THE STEAMER LADY PIKE, C. S. Morrison, Master, will leave Keokuk daily at 4 o'clock p.m., on the arrival of the K., Ft. D. M. & M. and the K., Mt. P. & M. R. R. Trains, touching at Warsaw and Alexandria at 4:15, at Canton 4:45, at Lagrange 6:15, and Quincy at 7. Leaving Quincy daily at 8 o'clock a.m., arrives at Lagrange at 9, Canton 9:45, Alexandria and Warsaw 11:50, and Keokuk at 12 m., connecting with the C. B. & Q. R. R., and the Wabash Valley Line at Quincy.

Mch12d

Rosy Future Seen for Hamilton With Steamboat Landing in 1857

By Pearl Gordon Vestal

Is there, among my tri-state readers, any amateur sleuth who would like to seek out the identity of "A Sojourner," who wrote a letter to the editor of the "Carthage Republican," which Mr. Child published in his issue of April 7, 1857? Your guess is as good as mine! I can suggest, only, that our Thomas Gregg, editor of many Hancock county newspapers, from the Carthaginian, first one in our county, in 1836, through several later publications at Plymouth, Warsaw and Hamilton, was a man who was always "taking his pen in hand." He was always working for the present and future welfare of the Hamilton he loved so there is just a chance that he wrote the letter.

We have now the pseudonym, the date and the paper of publication of the letter which paints a word picture of the water-front of Hamilton—which was the theme of the script. Mr. Child, the editor, titled it, "The Landing at Hamilton."

Takes Responsibility

"Mr. Child: I was present at the landing of the Jenny Dean at the Hamilton wharf," our unknown booster wrote. "It was effected with as much ease as any other landing on the river," he went on. "The citizens were indebted to the courtesy of the captain of the boat, for landing at their wharf, for the place is not named in the insurance policy of the boats; but the captain took the responsibility, landed at the wharf erected by the Ferry Company, and took on a large lot of freight at Hamilton's warehouse for Capt. Lloyd, merchant and produce dealer at Hamilton."

What did the "Sojourner" think of the potential port of Hamilton? "It now seems, a certainty that boats can land at Hamilton as well as at Warsaw or any other point on the Mississippi. The wharf has had the effect to so change the current as to wash away the

sand bars between it and the Iowa shore, and there is now from 12 to 15 feet of water all the way to the wharf at Keokuk."

To be Regular Port

And did our unknown friend give their "come-uppance" to "Doubting Thomases?" He did so. "Old Fogies and other evil prognosticators are silenced. Hamilton will soon become a regular port of entry, boats will soon land there regularly, as at other ports. If the present packet boats refuse to do so, the citizens of Hamilton are determined to have a packet of their own, and the necessary steps are about to be taken to accomplish that object. Hamilton will now become the shipping point for a large section of Hancock county, and the time is not long in the future when she will be one of the leading commercial towns of the county." (I comment that Warsaw was the chief point for shipment of agricultural products out of our county, and the import point for manufactured goods, by river transport. From as far away as La Harpe, in the extreme northeastern corner of Hancock, wagons and horses conveyed freight to and from Warsaw, through mud or dust, tall grass, prairie miles, wooded ravines and shallow creeks.)

A week before this letter appeared the "Carthage Republican" had an item on the same subject. "Hamilton is destined to be a place of great commercial importance. A large number of fine business houses will be erected there the coming season, and improvements upon the boat landing are progressing finely. Steamboats can now land at the wharf, and Artois Hamilton's large warehouse is nearly completed and ready to receive produce and merchandise. We expect two of our merchants will land their goods there the present week. This will be a new era in the history of Hamilton."

Busy Decade

The decade of the 1850's, a century ago, was a busy one for our bustling little community, for the "Original Town," reaching from the foot of the bluff, northward to Broadway and eastward to Sixth street, has been platted and the place had had its first incorporation, under the title of the "Town of Hamilton." The business district was at the foot of the hill and climbed several blocks up Main street and the homes of the early residents were "round-about." Oakwood had been separately platted, but not incorporated, to the eastward, on the prairie, from Hamilton. And before that decade ended, Hamilton was re-incorporated, this time as a city, and with its greatly extended bounds embracing many blocks to the north and the area we call "Oakwood," which became Hamilton's third ward.

DAILY GATE CITY

WOMAN PILOT ON ILLINOIS CROSSES BAR

FEB. 1, 1933

Mrs. Mary A. Hulett of Beardstown Dies at Age of Seventy-Seven and Is Buried Yesterday.

Mrs. Mary A. Hulett seventy-seven year old woman who held a pilot's license was buried yesterday at Beardstown, her home. She had been ill for two weeks and died Sunday. Mrs. Hulett was one of the few women pilots in the country, and was said to have been one of the best known pilots on the Illinois river. Rivermen from LaGrange to Lockport attended the services.

Although she piloted boats on the Illinois river more than fifty years, Mrs. Hulett could not swim a stroke. Because of this she had many narrow escapes from drowning, three of which occurred when she jumped courageously into the water to save the lives of sons who had fallen overboard. On those three occasions she was thrown a life line by her husband, Capt. John Hulett.

She got her first pilot's license in 1883, after serving three years' apprenticeship. Her husband, three sons and a daughter-in-law were also licensed pilots. She was the mother of thirteen children, ten of whom are dead, as is the husband. Two sons, both river pilots and of Beardstown, George and Henry, and a daughter, Mrs. George Mason survive. Three brothers, eighteen grandchildren and eighteen great-grandchildren also survive.

Constitution-Democrat.

JULY 13, 1903.

Muscatine Journal: The W. J. Young, now the Hiawatha, has again been sold and is now the property of the Kentucky-Indiana Terminal company, and will leave the boat yards at Rock Island this afternoon for Louisville, Kentucky. The boat was purchased by St. Louis parties from the White Collar Line a few weeks ago, and since that time has been at the ways at Rock Island undergoing some repairs. She is now in excellent shape and the greatest change made was the tearing away of the rear of the cabin on the second deck, where resting rooms were provided.

Constitution-Democrat.

JULY 13, 1903.

The Hiawatha, formerly the W. J. Young, Jr., passed down the river yesterday morning about 10 o'clock. A new coat of paint and other improvements adds greatly to the appearance of the boat. She is on her way to the Ohio river where she will engage in freight and excursion business.

Constitution-Democrat.

CONSTITUTION—Established 1847.
DEMOCRAT—Established 1833.
 Consolidated March 26, 1888.
ENTER—Established 1892.
 Consolidated September 29, 1892.

TOOK THE BOAT.

STEAMER QUINCY WAS DELAYED
BY LEGAL TROUBLE.

MRS. W. L. THOMPSON HAS
BROUGHT ANOTHER SUIT.

And the Deputy U. S. Marshal Took
Possession of the Boat Until a
Release Bond Was Filed.

JULY 16, 1903.

The steamer Quincy, with two hundred passengers aboard, was detained at the Keokuk wharf yesterday afternoon for several hours and went north behind time.

On July 23 of last year Mrs. W. L. Thompson, who a passenger on the boat, received an injury, and brought suit against the Diamond Jo company in the district court. No answer was filed to her petition and she received a judgment.

She brought a libel suit in court and damages against the steamer Quincy in the sum of \$15,000, through her attorneys, Craig and Craig and Frank M. Ballinger, and the writ of libel was issued and given to Deputy United States Marshal Harry Fulton yesterday afternoon for service.

When the steamer arrived here at 5:30, the writ was executed, and the deputy marshal took possession of the boat.

Before the boat could proceed a release bond had to be furnished, and this was secured in the sum of \$30,000, and signed by John Killeen, who is the general manager of the Diamond Jo company, C. A. McNamara, John McNamara and John L. Finnigan, of Keokuk.

After this bond had been filed the deputy marshal released the boat, and it proceeded up the river several hours behind time.

Mrs. Thompson's judgment, received in the district court, was a judgment in personam, or against the owners of the boat on which she was injured. Her present action is against the boat itself, and is known as an action in rem.

The case will probably come up in the next term of the federal court, which meets in Keokuk in October next.

Constitution-Democrat.

CONSTITUTION—Established 1847.
DEMOCRAT—Established 1833.
 Consolidated March 26, 1888.
LILY'S ANNUAL TRIP.

U. S. Light House Tender Was in
Port.

JULY 14, 1903.

The United States light house boat Lily, was at the wharf today on her river trip after making an inspection of the upper river.

This district is known as the fifteenth lighthouse district and the United States Lily is used in this district for the purpose of keeping the lights, day marks and barrel buoys in condition and to see that the best channel in the river is used and to change the channel if necessary. This is the first trip down the river this season of the United States Lily.

There are about 500 lights, 240 day marks and fourteen barrel buoys and about 400 light keepers who have charge of these in this district and about every three months the United States Lily makes a trip supplying these keepers with oil, wicks, lanterns and other things which are necessary. These keepers receive a salary for their service of from \$6 to \$12 per month, some having charge of one light and others more and receive pay accordingly.

This district includes the Mississippi river above Cairo, Ill., and Illinois river up to Henry and the Missouri river, the latter of which has no navi-

gation at present. The headquarters of the Lily are at St. Louis and the boat is now en route for that city where supplies will be secured.

The United States Lily has been overhauled during the winter and is now in excellent condition. About \$11,000 was used in repairing, new cylinders, new electric light plant and other minor improvements. The Lily now has the appearance of a new boat having all the latest improvements and everything being arranged in a neat manner.

The Lily has a crew of twenty-four men and is in charge of Captain W. C. Egan, who has been on the river for over twenty years and is well known as an able captain by all rivermen. Commander A. C. Baker, light house inspector, is also on the boat this trip. Other members of the crew are: Campbell Hunt, pilotman; John Clark, mate; Samuel Critchfield, chief engineer; William Rost, second assistant engineer; August Seifert, carpenter, and William Batch, watchman.

DAILY GATE CITY

JULY 31, 1903

BROKEN WHEEL SHAFT DELAYS BIG TOW BOAT

A broken wheel shaft almost caused the towboat Gen. Ashburne to crash into the bridge at Burlington early yesterday. Only the action of the mate in swimming the half mile to the shore with a line which was made fast averted the crash, as the boat was at the mercy of the current, with the wheel shaft broken.

The Ashburn was about 150 feet from the Burlington dock at the time of the accident and W. Brown, jumped off, swimming to shore with a line to make the tow fast and prevent it from drifting downstream.

Captain H. C. Lancaster, of Moline, in command of the Ashburne stated that it was most fortunate that the boat was comparatively close to shore as, had the accident occurred in midstream, the boat might have hit the bridge. It was thought that an anchor would not have held it and the barges in swift current.

The Ashburn was headed south and was towing five barges, two of them from the lower river which were to be dropped off here to be loaded.

Begin Repairs.

The Ashburn was tied up along side of the trestle dock and announcement made that repairs would be handled at Burlington. These will be started at once and, it is estimated, will require four or five days. New parts are to be shipped from the boat-building plant at Dubuque.

It was believed at the upper river barge line offices in St. Paul that repairs could be made in Burlington more quickly than would be possible in towing the craft to Dubuque or Keokuk.

Towboat Peoria writes Mississippi river history

ROCK ISLAND, Ill. — The towboat "Peoria" made history Friday as it plowed its way up the ice covered Mississippi river past the Quad Cities and on toward Clinton.

The 3,200 horsepower boat passed through Lock No. 15, Rock Island, Friday morning at 6:15 a. m. and through Lock No. 14, LeClaire, at 12:15 p. m. The captain of the "Peoria" hopes to reach Clinton by midnight.

The previous record for winter river traffic through Lock No. 15 was on January 1, 1958 when the "Meriwether Lewis" passed through the lock going south.

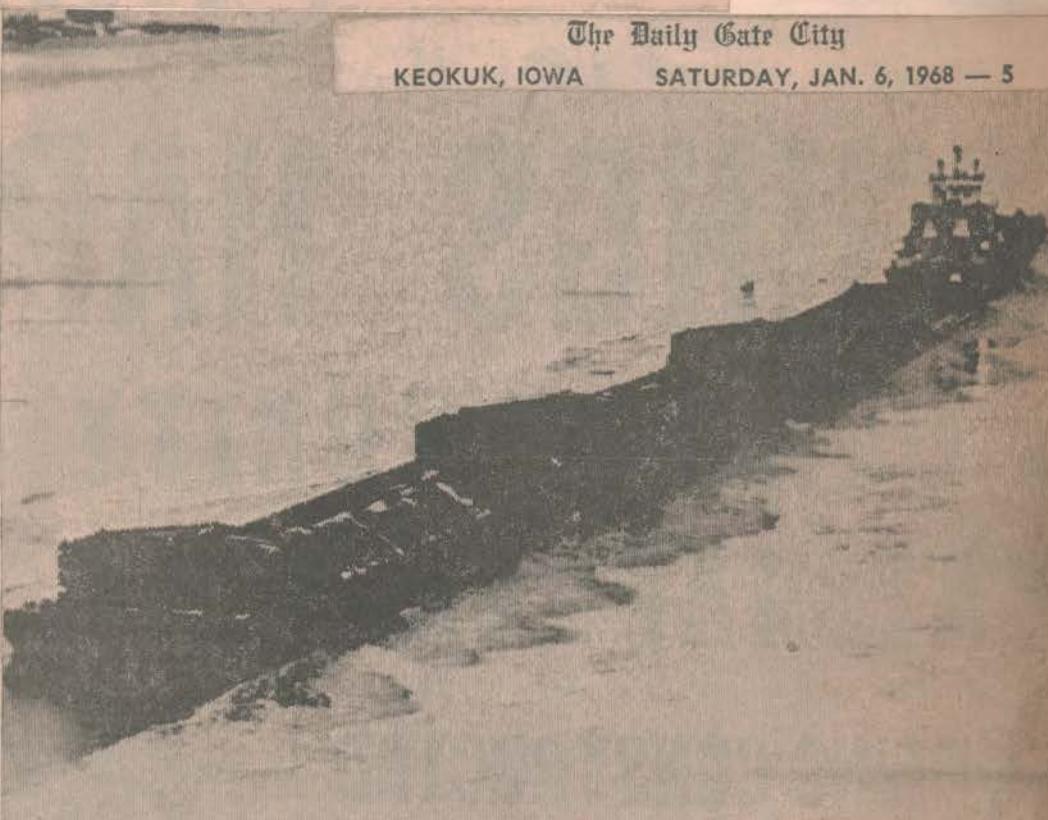
No lock trouble

No major trouble was incurred in locking the boat and its 4 coal laden barges through either of the locks. The gates of Lock 15 have been opened every day and the water level raised and lowered to prevent a heavy build up of ice in the lock. At Lock No. 14 a big hook connected to the haulage unit normally used to pull barges from the lock has been dropped through the ice and used to pull ice out of the lock chamber.

A full ice cover was reported throughout the Rock Island district, with ice thickness ranging from 4 to 10 inches. The following is a breakdown of ice conditions at each of the installations within the District.

Ice-cover

Dam	Ice Thick.	Tailwater
No.	in Chan.	Open
11	10 "	300 ft.



WHAT ICE???—The stubborn towboat "Peoria" slugs its way past the Quad-Cities Friday morning, battling the Mississippi's icy grip on a history-making run. This shot, looking upstream from the Iowa-Illinois Memorial Bridge, shows the indentation at the right where the "Peoria" jammed to a halt in the ice, then backed up for another lunge up the channel. (AP Wirephoto)

12	7½"	200 ft.
13	9 "	800 ft.
14	5 "	1000 ft.
15	8 "	1000 ft.
16	7 "	600 ft.
17	9 "	2000 ft.
18	7½"	¼ mile
19	4 "	1000 ft.
20	8-10"	1 mile
21	8 "	1000 ft.
22	7 "	¼ mile

River traffic was also continuing to move in the south-

end part of the district.

The "Yetta Alter" passed downbound through Lock No. 21, Quincy, at 8:30 p. m. on

its way to St. Louis but met the northbound "Renee G" headed for Montrose. The two boats exchanged barges and the "Renee G" returned south to St. Louis while the "Yetta Alter" is delivering the barges to Montrose. The

"Kay A" passed through Lock No. 19 at 8:30 a. m. Friday on its way to Linwood, Ia. In the southern tip of the district, the "William Clark" passed through Lock No. 22, Saverton, Mo., at 1:30 a. m. on its way to Hannibal. The "Frank Alter" is downbound for St. Louis and passed through Lock No. 19 at 1:22 a. m.

ton Friday.

After delivering its four barges of coal to Interstate Power Company in Clinton, the 3200 horsepower towboat picked up four loaded grain barges and began its trip back downstream. The tow locked through Lock No. 15, Rock Island, at 2:30 p. m. Saturday, January 6, bound for St. Louis. By Monday the "Peoria" had traveled down to Burlington, locking through Lock No. 18 there at 12:51

p.m.

Four other tows

Four other towboats were reported to be in the District Monday. The "Kay A" passed through Lock No. 19 at Keokuk at 5:20 a. m. on its way north to Meekers Landing. The "Yazoo" was on its way up to Burlington, Monday. It passed through Lock No. 22 at Saverton, Missouri at 5 p. m. Sunday night.

Two southbound towboats in the district included the

The Daily Gate City

KEOKUK, IOWA

TUESDAY, JAN. 9, 1968 — 3

Big towboat Peoria moving down river

ROCK ISLAND, Ill. — The towboat "Peoria" continued to battle the ice covered Mis-

sissippi river Monday, January 8, after making its historic trip up the river to Clin-

"Kay A" now going south after a trip to Muscatine and the "Yetta Alter," reported to be downbound through Lock No. 21, Quincy, at 7 a.m. Monday on its way to St. Louis.

The inflow into the north end of the district Monday was 16,100 cubic feet per second. The outflow at the south end of the district, Dam No. 22 was 25,000 cfs.

The Daily Gate City

8 — KEOKUK, IOWA

WEDNESDAY, JAN. 10, 1968

3,200 H.P. Peoria near Quincy today

The 3,200 horsepower towboat Peoria, after her history-making trip through the ice to Clinton and back, is heading south to remain for the winter.

Her skipper, Ivan Sullivan, had expected to make a return trip but after passing through Keokuk Tuesday morning he received orders from the company to return to the St. Louis headquarters of the Mississippi Valley Barge Lines.

She picked up two barges

of pig iron at the Keokuk Electro-Metals plant of Foote Mineral Tuesday afternoon and was nearing Lock 21 at Quincy this morning.

Three other towboats were north of Keokuk this morning, Lockmaster Don Pullen reports. The Yazoo reached Burlington Tuesday morning and will go no further north. The Kay A was at Burlington Lock 18 at 6:35 this morning and the Ray A was waiting to be locked through southbound.

THE DAILY GATE CITY

Don't Miss It!

19th Annual

Warsaw American Legion EXCURSION

To Quincy

Str. President

THURSDAY, JULY 10

Boat Lvs.: Keokuk 7:30 A. M.
Warsaw 8:30 A. M.

Returning to Keokuk at 8:00 P. M.

Tickets: Adults 75c Children 35c.

MONDAY, JULY 7, 1941

KEOKUK GATE CITY

SEASON'S LAST EXCURSION

SAT. SEPT. 6

MOONLIGHT FAREWELL DANCE TRIP

Lv. Keokuk 9:30 pm
Tickets 75c

Your Last Chance to Enjoy a Boatride

THURSDAY, SEPT. 4, 1941
Real River Rhythm by
"FATS" PICHON'S
Famous New Orleans Band

Str. CAPITOL

ST. LOUIS POST-DISPATCH

REPORTERS STEER RIVERBOAT ON ITS FIRST EXCURSION

Tues., Sept. 29, 1964

Reporters steered the Huck Finn, new excursion vessel, as it made its first voyage on the Mississippi from St. Louis yesterday.

About 10 representatives of press, radio and television joined Capt. Bill Streckfus and his crew near the Gateway Arch. They traveled up the Mississippi to Chain of Rocks bridge, through lock and dam 27 and back to the arch. Cameras, microphones and wires gave a twentieth century touch to the 100-foot, twin-diesel vessel, built in Dubuque this year to simulate a steamboat of the Mark Twain era.

The trip was similar to daily one-hour tours the Huck Finn will begin for the public Thursday. The vessel arrived in St. Louis Sunday. It holds 397 passengers and is operated by Streckfus Steamers, which also operates the Admiral.

DAILY GATE CITY

MATE LOSES LEG WHEN LINE HITS HIM ABOUT KNEE

SEPT. 25, 1935

Capt. Connie McGee, mate of the excursion steamer Saint Paul lost his leg through an accident when raising the stage as the boat was leaving Evansville, three weeks ago.

The stage fall slipped, causing the stage to drop, and the line whipped about McGee's leg, severing it at the knee.

McGee will be remembered by old river men here, as he served for years on all of the boats of the old Diamond Jo line and the Streckfus steamers.

Her majesty, the Queen, still reigns supreme!

By Dorothy Pickett

Victor Herbert, even at the height of his creative imagination and genius, never composed an operetta equal to one that might be written about a certain recent experience...one that is revived each year on the Father of Waters.

What lilting tunes and lyrics there would be...not of that magic land of make believe with its chocolate soldiers, its fairy prince and princess, its exquisite dolls, its babes in toyland and gingerbread men come to life...but rather, as the plot unfolds, a very real—but magic story would reveal itself.

In fact, everything in this 1963 production was real, yet so far removed from the realm of the work-a-day world as to give an aura of fantasy...a bit of the old...a b of the new, skilfully blended, making it difficult to determine where one left off and the other began.

"Layer Cake Land"

Quite an appropriate title for the operetta would be, "The Lure of Layer Cake Land," with the setting none other than the Delta Queen...the last of the old stern wheelers doing river packet service.

The multi-decked boat truly resembles an immense, white-frosted layer cake, with huge paddle wheel and trimmings of red, and rising from the top layer are additional garnishments...the white pilot house contrasting with tall black smoke stacks, plus Old Glory and the ship's flag floating in the breeze.

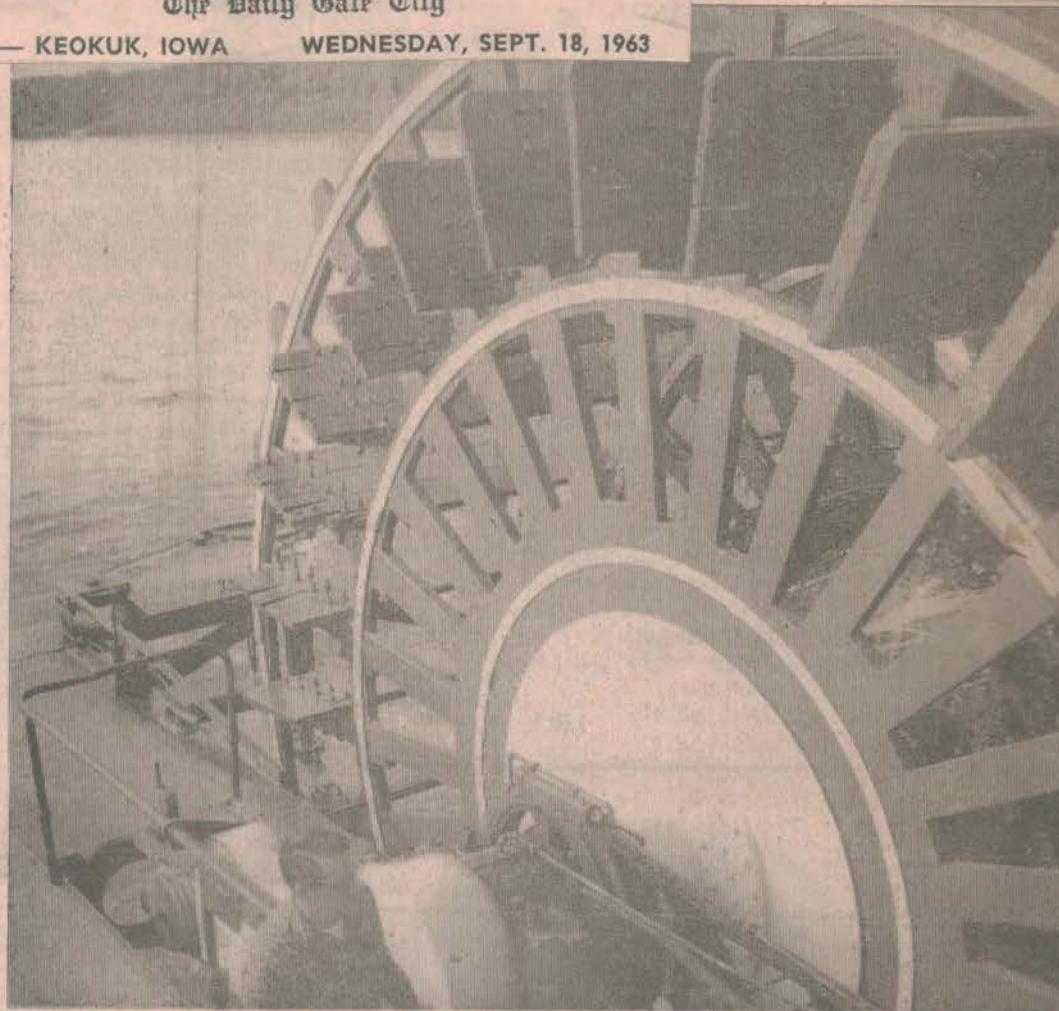
Then there's that long, long, inviting gang plank out front over which thousands of eager, expectant voyagers board the boat each year for the various cruises, only to leave quite reluctantly at the journey's end with memories never to be forgotten.

Although all of the action of this little operetta takes place aboard the Delta Queen, there is a never-end-

The Daily Gate City

— KEOKUK, IOWA

WEDNESDAY, SEPT. 18, 1963



CHIEF ENGINEER aboard the Delta Queen, Cal Bennefield, is photographed beside the boat's big red paddle wheel.

—Gate City

ing change of scenery, shifted by nature herself, as her majesty, the Queen, glides smoothly between little islands here and there, or, over broad expanses of water bordered by rugged cliffs for a time, then changed shoreline of open terrain.

Shifting scenes

On the banks are fishing hamlets, boat harbors, grain elevators, bustling cities, secluded villages, inviting roadways leading circuitous courses up the hillsides from the water's edge...scenery at times that is breath-taking then peaceful...but every mile supplying a beautiful background for the show. As one passenger remarked, "It's like a trip to 'Never, Never Land.'"

The well-rehearsed cast taking part in "Layer Cake Land" is stupendous (Some 80 persons)—each of whom from the captain down, seems bent on pleasing the audience, and each plays his role to perfection.

Captain Ernest Wagner of New Richmond, Ohio is the gracious impresario, first in command on the good ship Delta Queen. His first mate and second in command, Captain Clark (Doc) Hawley, that good-looking, and said to be the youngest licensed captain on the river, was ill during this recent trip, so others were endeavoring to pinch hit for him.

Captain Karnath

Then there is Captain Walter H. Karnath, the boat's

upper Mississippi River pilot, who came aboard at St. Louis. He hails from Winona, Minn. Also taking important parts were pilot Charles Fehlig, captain from Helena, Ark., and Chief engineer Cal Bennefield, purser George Hill and his assistant, John Lewis.

Henry Mitchell, head waiter, was his customary genial self reigning over the spacious dining room, with Jerome Hawkins, captain of the waiters in supporting role.

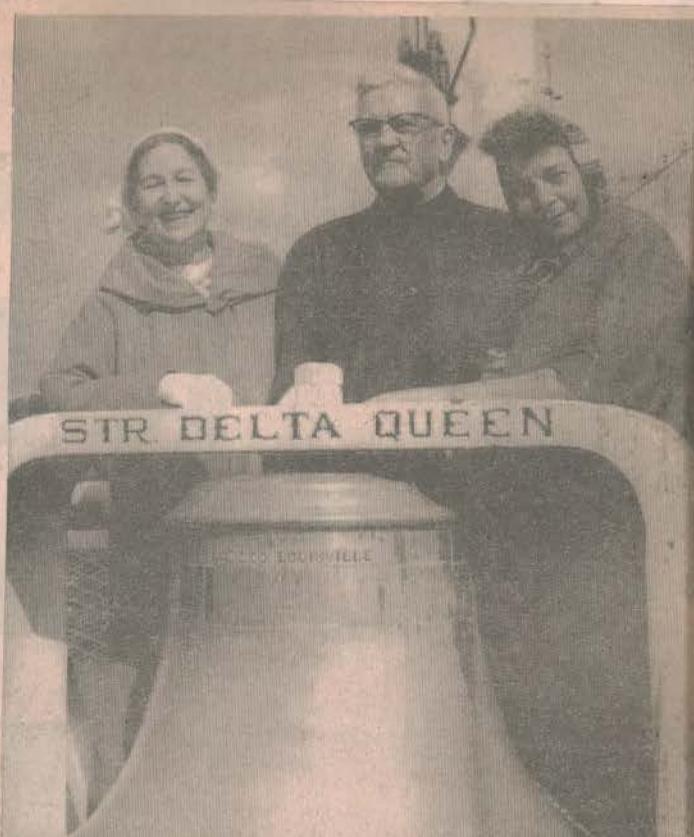
Something quite evident on every hand is the actual enjoyment each member of the crew seems to derive as he assists in making passengers comfortable. It's a lark for staff and passengers alike.

The "audience" (the passengers) on this yearly north bound Delta Queen cruise, was made up of 168 persons, which is a full house, coming from near and far...23 states being represented. There were doctors, lawyers, merchants, chiefs, teachers, retired couples...in fact, from many walks of life...all pleasure bent.



SHE CALLS IT HOME — Mrs. Dora Schreiber (center) started traveling on Greene Line boats in 1916, this being her 242nd trip; 'Marty' Stouder (right) is Delta Queen's popular hostess and at left is Irene Pairo who has made more than 30 trips on the Queen.

—Gate City



ABOARD THE DELTA QUEEN, even politics know no barriers — Iowans (from left) — Democratic representative from Monroe county, Mrs. Katherine Falvey; former Senator Ralph Zastrow from Charles City and Miss Percie Van Alstine, Republican state representative from Humboldt county. —Gate City

Historic recall

As for the boat itself, the Delta Queen is a romantic paddle wheeler that vividly recalls the halcyon days of the steamboat era with all of the delightful nostalgia of those days still evident. The cruise is a pleasure of a century ago, a poignant recall of the midwest's history in the making.

Yet, without losing any of the by-gone charm, modernity has stepped in to provide today's luxury accommodations.

Perhaps a few things are missing today . . . such as the signs posted on all river packets during the ante and post bellum days, "Don't play cards with strangers." This would be unnecessary since there aren't any strangers on the Delta Queen.

An hour or so after the boat leaves port everybody knows every other person—all cares and worries seem to have been checked on shore and until the end of the cruise, passengers are relaxed, free to do as fancy dictates.

Such fancies may include some of the planned activities,



CAPTAIN ERNEST WAGNER is first in command on the Delta Queen. —Gate City

as arranged by the capable hostess, Mrs. Martha Stouder, known to all aboard as "Marty." She keeps things going at a lively pace. There is the morning bingo game, the afternoon "marine horse races," and evening parties.

Impromptu card games are usually going on and meals aboard the Queen are festive events in themselves . . . offset by those who are watching their weights by a brisk deck walk.

Numerous shore stops are scheduled and an experience that seems never to lose its thrill is locking through one of the 26 government locks encountered in the Cincinnati-St. Paul cruise.

The current trip is the Delta Queen's first visit on the upper Mississippi since winning the nationally famous steamboat race April 30 of this year at Louisville in competition with the Belle of Louisville. The gold antlers trophy, signifying the Queen's supremacy, is now to be seen aboard the boat.

Exciting and fun-filled as the cruise can be, perhaps the most satisfying of all experiences aboard the Delta Queen is the passive enjoyment it affords.

Where else can one glide along, comfortably quartered on a 'floating palace', and dream away the hours . . . lulled by the whirling red paddle wheel as it churns and splashes the water behind it.

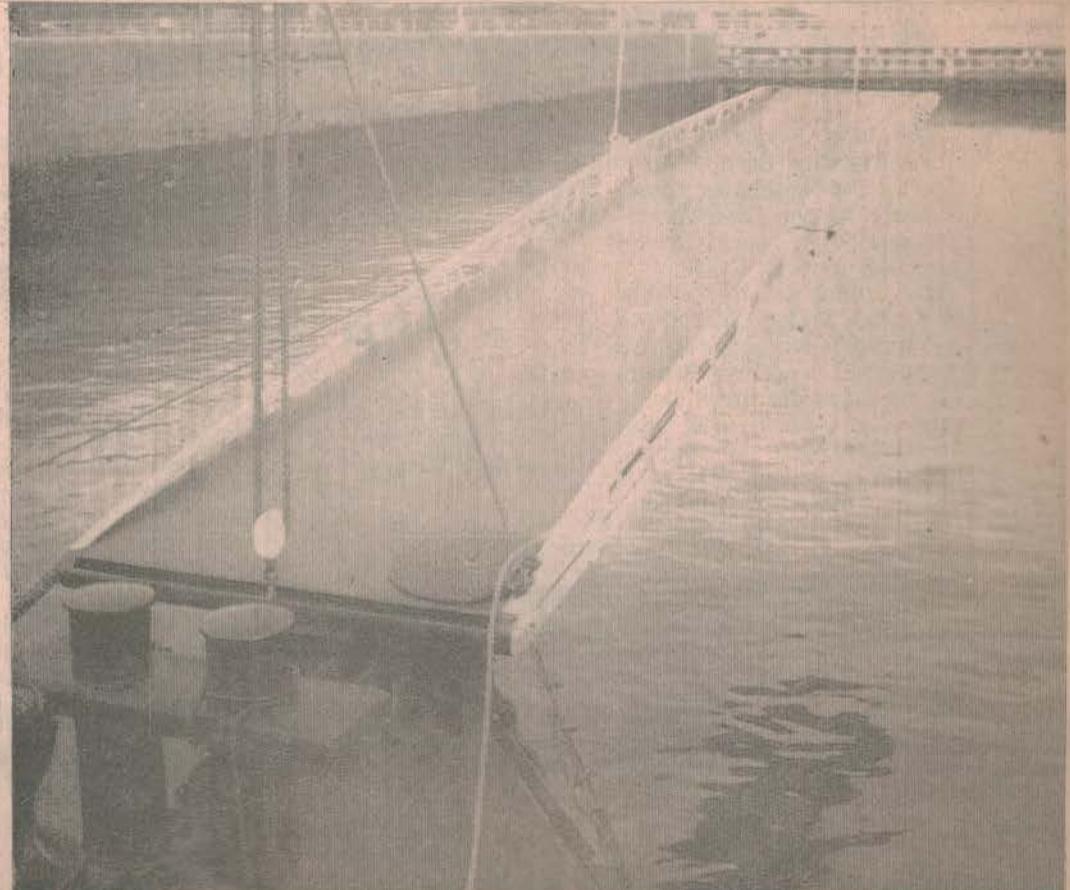
Such musing is pleasantly interrupted at times by the blast of the old steam whistle, or the never-to-be-forgotten thrill of the Quinby steam calliope, known to river folk as the old "Steam Pie-Anna." Town folks still scurry to the river banks as its piercing tunes echo over the water. After dark the steam blown from the pipes is illuminated in brightly colored streams.

It just may be that passengers of 1963 get more enjoyment from a river packet cruise than did our forefathers a hundred years ago. Then it was more or less the customary made of travel . . . today it is a novel experience, one that may be had only on the Delta Queen.



OLD STEAM CALLIOPE on the Delta Queen will be heard again in the Keokuk area when the luxury sternwheeler stops over in Nauvoo for a land tour tomorrow on its return trip down the river from St. Paul to Cincinnati. Here Harmon Mize, official calliope artist is shown at the keyboard in a picture taken by Mrs. Dorothy Pickett when the boat went up river last weekend. Story and pictures on page 10.

—Gate City



THE QUEEN ENTERS Lock No. 17, just south of Muscatine.

—Gate City

DAILY GATE CITY

OVER 300 BOATS THROUGH BRIDGE DRAW LAST YEAR

Report of Keokuk and Hamilton Bridge Engineers Show 859 Barges Go Up and Down River During Season.

THURSDAY, FEB. 2, 1933

Three hundred and fourteen boats passed through the draw of the Keokuk and Hamilton bridge in 1932, and 859 barges were towed through the draw in the same period, the annual report of the bridge company engineers show. Up-river bound boats totalled 154 and down-river traffic totalled 160. Barges consigned up the river totalled 435 and down river barges totalled 424.

Barge lines and government boats were the most frequent visitors during the season, the barge line boats and their tows accounting for 518 craft through the draw while the government boats and barges totalled 524. The Patrick J. Hurley, the James W. Good and the Mark Twain were the most frequent visitors of the barge lines, while the Muscatine and Fort Armstrong of the government fleet made the most trips.

The bridge report is as follows:

Government Boats.

	Boats.	Barges.	Up.	Down.	Up.	Down.
Wakerobin	4	4	4	4		
U. S. barges					20	
Ellen	2	2	1	19		
Willow	1	1				
U. S. Office Boat						
No. 20		1	1			
Muscatine	20	20	116	63		
Fort Armstrong	21	21	24	55		
Nauvoo	6	6	39	20		
Apo (dredge)	1	1		20		
Taal (dredge)	1	1				
Mayon (dredge)	1	1				
Myrtle (light tender)	1					
Robert McGregor	1	20				
	58	60	204	202		

Barge Lines.

James W. Good	22	22	62	48
Patrick J. Hurley	23	23	63	56
C. C. Webber	1	2	4	4
Mark Twain	20	19	52	56
E. S. Thorpe	6	6	15	12
	72	72	196	176

Excursion Boats.

Capitol	1	1		
Saint Paul	1			
J. S.	1	1		
	2	3		

Miscellaneous.				
Grace	1	3		
Lone Deer	2	2	7	1
Wapello Construc-			4	
tion Co.		1		
Wave	1	1	3	
Alarm	3	3	3	2
North Star	1			
Cape Girardeau	2	2		
Blue Wing	3	3	12	
Todd		1		
Red Wing	4	4	4	4
Louise	1	1	4	
Karolina	1	1	2	2
Enough	1	1	5	
Billy Peters	1	1		10
Henry J.	1	1	12	
Tona Pearl (ferry)				
McWilliam (dredge)	1			
Elsie Marie	1			
	22	25	35	46
Grand total	154	160	435	424

Now and then bananas run out, and such was the case yesterday. But there were pears and peaches, and the fruit stores did a landoffice business for a few minutes. The soda water fountains looked like circus ticket wagons, so great was the crowd around them.

The bakeries and restaurants were cleaned out of pies, which were purchased and carried away to be eaten on the boat. One excursionist was seen lugging a big juicy watermelon down the hill to the boat.

The excursion came from Fort Madison on the boat. The Modern Woodmen of Galesburg ran a railroad excursion into that city and another train load came from Missouri points on the Santa Fe. The two railroad excursions joined at Fort Madison and came to Keokuk by boat.

There having been no stops, most of the people had eaten nothing, since their early breakfast, and some of them were nearly famished by the time they reached Keokuk. About \$300 was spent in Keokuk within fifteen minutes by the visitors for something to eat.

The steamer J. S. has been carrying some enormous crowds in this vicinity and the crowd yesterday was one of the big ones. It was thought that it exceeded the licensed capacity of the boat, which is 3,000, and George B. Stewart of Fort Madison, Deputy United States district attorney, telephoned down to Keokuk to have the United States marshal count the passengers.

Marshal Harry Fulton met the boat at the lower lock. With him were City Marshal Hennemann and Officers Kesselring, Monogue and Conn, who are said to be expert mathematicians, and the work of counting began.

Several of the visitors got off at the lock and these were counted. When the boat landed at the wharf Marshal Fulton stood on the gang plank and split up the crowd, allowing them to get off slowly so that his clerks could count. The visitors were hungry and in a hurry to get off, and several times there was nearly a stampede when those on board caught sight of a levee restaurant sign reading: "Limburger Sandwiches."

Finally the task was completed and the official count stood only 2,196, or 800 less than enough to arrest the captain. The boat left at 3:30 on the return trip, although many of the visitors remained over and took the train for Fort Madison, where their own trains were not to leave until 9 o'clock.

Constitution-Democrat.

CONSTITUTION—Established 1847.

DEMOCRAT—Established 1883.

HUNGRY AS WOLVES

STEAMBOAT EXCURSIONISTS IN A BATTLE FOR FOOD.

AUGUST 22, 1903.

TWENTY MINUTES FOR LUNCH IN KEOKUK.

Passengers on J. S. Were Counted by Several Officers and 2,196 Were on Board.

Fast and furious was the scramble for something to eat in Keokuk yesterday afternoon from 3 to 3:20 o'clock. The sign "Twenty Minutes for Lunch" had been hung out on the big steamer J. S., which arrived at 3 o'clock, unloading just 2,196 excursionists in this city.

The visitors had had nothing to eat for several days from their haggard appearance, and the way they fought and scrambled for anything in the eating line. They were in too much of a hurry to satisfy their craving appetites to ask whether what they purchased bore the union label or had been inspected by the food inspector. All they wanted was something to eat and they wanted it quick.

At 3 o'clock in the afternoon the restaurants as a rule do not have any great amount of stuff prepared, and a good square meal could not be found in the city on such short notice. So the hungry visitors had to content themselves with buying fruit and pies and other "hand food" which could be grabbed up and eaten as they ran back to the boat.

It seemed strange that there was not a banana in the city at that time.

New-York Daily Tribune

WEDNESDAY, MAY 3, 1865.

THE SULTANA CALAMITY.

No Eastern Troops on Board—The Steamer Overloaded—The Authorities Implicated—Nearly 1,700 Lost.

ST. LOUIS, Monday, May 1, 1865.
The Hon. John Covode, of the War Committee, furnished the following information relative to the Sultana disaster:

"No troops belonging to States east of Ohio were lost."

"All the Eastern troops will be sent to Annapolis."

"Mr. Covode says that the boat was overloaded, her registered capacity being for only 376 passengers, and she had nearly 2,200 persons on board."

"There were other good boats at the time at Vicksburg, which some of the paroled soldiers could have been sent home in just as well as not, but the authorities would not permit them to leave."

"The paroled prisoners think there is criminality about the matter."

"About 2,000 more paroled prisoners were at Vicksburg when the Sultana left. Three thousand others were left at Andersonville, in consequence of the railroad being destroyed between Andersonville and Jackson. They will be sent to Annapolis by way of the sea."

The agent of the Sultana writes that nearly 1,700 persons were lost by the disaster.

All reports agree that not less than 1,500 were lost.

J. Thorp, a guerrilla, was hung to-day.

An Interesting Account.

CAIRO, Saturday, April 29, 1865.

Memphis papers of the 28th, give further details of the Sultana disaster. Of those on board 726 have been found alive. The lost are placed at about 1,500. It is thought a number will yet be found to have escaped death. A soldier belonging to the 28th Indiana Infantry, brought a woman and child ashore, although he had one leg very badly scalded, and was otherwise crippled.

The Bulletin says there are all sorts of wild rumors as to the origin of the explosion. Some suppose there was carelessness and incompetency or malicious intent somewhere; but there is no ground whatever for such reports. The officers of the Sultana seemed to have been faithful, competent men. That there was too large a number of passengers on board is true; but the boat was strong, and the engine had only recently passed inspection. A competent man who was on board, says the boat did not leak a particle, and that the officers did their duty most faithfully, both before and at the time of the disaster.

Every attention possible is being shown to the sufferers at the several hospitals. The conduct of the hospital doctors in the emergency is praised by everybody.

At Adams Hospital one of the passengers of the Sultana had his leg amputated.

It is said that among the sufferers by the accident was a Chicago banker who lost his trunk and several thousand dollars, and most of his wearing apparel. He borrowed some scanty raiment and applied for board at a third-rate hotel, but was told that he couldn't board a person who had no baggage and looked as he did. He is now at the Worsham House.

One of the rescued states that the soldiers on board were from every State in the Union. Many of them had been two or three years in the Southern prisons, where, from February 24, 1864, to March 26, 1865, there were 13,564 deaths from ill-health and starvation.

The commission appointed by Gen. Washburne to investigate the late disaster, is examining witnesses, and will make an able report.

An unfounded report that the small boats going to the rescue of persons floating down the river had been fired on by sentinels at the fort caused some excitement.

A Mrs. Hoge, a passenger, was found dead, but holding fast to the limb of a tree that dropped to the water.

The Ohio and Indiana boys comprised about two-thirds of the whole number of soldiers on the vessel.

One soldier who was on board attempted to save the lives of two little girls, seven and nine years of age. He had a plank and thus was able to sustain himself and the children until they floated nearly opposite the foot of Jefferson-st., when a rope was thrown to him from the Boston. In attempting to catch the rope the children slipped from his exhausted arms.

The brave heart that had struggled so manfully thought no more of seizing the rope, but made desperate and vain efforts, by diving, to recover the children that were hurried out of reach by the swift and treacherous current. When the soldier found that his efforts were in vain, he was too much exhausted to make further efforts to save himself, and was sinking without a struggle, when the boat that had been sent out picked him up.

Among the lost is Mrs. S. W. Hardin, Jr. She has been recently married and with her husband, who is a member of the firm of Cushman, Hardin & Co., bankers of Chicago, was returning home from her wedding tour. They remained on the wreck till compelled by the flames to jump overboard. The cabin fell in with a crash and simultaneously several hundred persons sprang into the river, causing a confusion by which the husband and wife became separated.

Mr. Hardin made every effort to find his wife, but was unsuccessful. He was subsequently found in an exhausted condition, and is almost distracted. He was formerly Adjutant of the 3d Illinois Infantry. He lost everything. Mr. Hardin states that upon being brought ashore he called at the hotel on Adams-st. and asked for accommodations, but was refused, because he had neither luggage nor money.

One woman, who had a child in her arms, got hold of a board and floated five or six miles. She was rescued opposite Beal-st., but the infant was dead.

One woman, whose husband was an officer on the gunboat, was on board with her sister, her husband and child. She was rescued, but was left alone in the world, as her husband, child and sister were lost. The officers and crew of the gunboat Essex made up a thousand dollars for the poor woman. None of the passengers on the Sultana saved their baggage or anything except what was on their persons.

Overton Hospital received about 50 patients from the ill-fated steamer, the greater part of them suffering from serious scalds and burns. One man had his head, face and body almost denuded of the cuticle from steam. Another was suffering from concussion of the brain as well as being badly scalded and burned. Many were badly contused and a few were cut and lacerated from being hit with fragments of the wreck. All were more or less injured from their long immersion in cold water, and were only saved by the prompt and judicious medical attention given them.

The greater part of the men had received kindly attentions from the agents of the Sanitary Commission before their admission into the hospital. All cases were interesting. The men had each his experience as a prisoner to relate, and his own version of the disaster. Two men who belong to the first wood-yard above the city, and whose names are R. K. Hill and William Beardman, had a small boat, and reaching the scene of the disaster before the Boston did, they did most excellent service in rescuing the unfortunate. They were untiring in their exertions and saved many lives.

The explosion was not heard on board the Boston, and when that steamer rounded the point the first intimation of the disaster was the discovery of the Sultana on fire. Capt. J. T. Watson at once appreciated the terrible state of affairs. Reaching the wretched people who were struggling in the water, he and all on board the Boston used their utmost endeavors to rescue the unfortunate. They threw overboard wooden staging, bales of hay, and everything that might save lives.

The Boston was placed in some peril by the efforts of her gallant officers to reach those who were drowning. The yawl was used to pick up many of those who were in danger. In some cases three and four persons were rescued from bales of hay, to which they clung. Some floated a long way on boxes, shutters, and boards, before they were picked up.

In several cases the unfortunate were found chilled to death, but floating in the water with pieces of wood under their arms.

Three men were taken from trees, to which they swam and upon which they had climbed. Several men were found still, cold and dead on planks. Their long imprisonment had so weakened them that the shock of this terrible occurrence, and their immersion for hours in the cold water, proved fatal.

The Boston saved over two hundred lives, and throughout the whole affair Capt. Watson, Clerks Fisher and Lorenz, Pilot C. Keating, Mate Alford, Engineer McGwin, and indeed all on board of her deserved the warmest commendations.

The picket boat Pocahontas picked up about 150 persons, a number of whom died after they were taken out of the water. The body of a woman in her night dress was picked up by the yawl and placed in the picket boat.

The yawl of the picket boat was used with great success. It picked up some men before the picket boat could get up steam. One of seven thus rescued died within five minutes after he was taken from the water.

Mr. Beardman of the wood-yard, who, with Mr. Hill, made such heroic exertions to rescue the drowning and recover the dead, placed on ferry-boats, and other places where they could receive proper attention, those who were alive, and, as the only alternative, placed the dead that were picked up across logs in the driftwood, so that they might be taken off below. Among the dead found by them was a man, apparently a passenger, whose body was placed on a ferry-boat and afterward taken to the Gayoso Hospital. He wore two fine shirts, and on them was marked J. D. Fontaine, Dallas City, Ill.

A man who works at the woodyard above the city was in the skin, with two men, one man who had been rescued, but with both legs broken below the knee, the other one had only one arm. They found a girl 7 years of age, struggling in the water. She had on a life preserver, but it was so loose that her head was thrown downward. Three men in a skiff attempted to seize her, and in doing so, in their condition, came near upsetting the boat, and missed the girl, who sank at once and was seen no more. This girl had on a fine night dress and high-heeled gaiters.

A sergeant in some Michigan regiment, immediately after the explosion, stripped off his clothes and jumped in to swim ashore. Three miles below he reached a tree, and being well nigh exhausted he stopped and managed to climb the tree and perch himself securely on the branch and swayed to and fro with his weight. It was 9 or 10 o'clock in the morning when he was taken off by the yawl from the steamer Pocahontas.

When found he was whisking his body vigorously with brush to keep off the mosquitoes and buffalo gnats who had covered him with bloody punctures. Under these most discouraging circumstances, he, in allusion to his own sufferings and the size of his insect tormentors, sung out as the boat approached to rescue him:

"Bully boys! Here's your miles. I couldn't have stood it five minutes longer. Lord, ain't the mosquitos big!"

One dead man, picked up by the ferry-boat, was horribly scalped that not the size of a half dollar of skin was left on his whole body.

The boat was supplied with life preservers. Her boilers were inspected just before we left St. Louis on her last trip. At Vicksburg one of her flues was out of order, and it was repaired; but the collapsing of the flue could not of itself have produced the accident.

The mate was with me in the pilot-house, and had charge of the boat. Capt. Mason was, I presume, in his room. The boat was running at her usual rate, about nine or ten miles an hour. I would have known if the boat was running against time or crowded. We had no cargo on board except about 60 head of mules and horses.

STATEMENT OF THE CHIEF MATE.

Mr. Roseberry, chief mate of the Sultana, testifies as follows: I was chief mate of the Sultana, and at the time of the accident I had charge of the boat, and was in the pilot-house with Cayton; we were about seven miles up the river when the boiler exploded, and I found myself in the river; I and five others got hold of a plank, and were picked up by the Boston; the boiler was tubed in St. Louis on her last trip and pronounced good, and the boat had the usual certificates; Mr. Schaffer, at St. Louis, was inspector.

There was a little patch put on the boiler at Vicksburg. I believe that patch was put on the larboard boiler. The patch was made necessary by the breaking of the boiler. There was not, to my knowledge, any fears expressed by the crew or passengers as to the safety of the boat. I have been on the Sultana about five months, and have been on the river with Capt. Mason, master of the Sultana, for about five years. He was a perfect gentleman. There was no carousing on the boat among the crew or passengers.

Capt. Mason was in his room, the first engineer in his, and the second engineer on the watch. The boat at the time was running as usual, about nine or ten miles per hour. She was not running against time, and no boat left with us. The boiler leaked some twelve hours before we reached Vicksburg, and the engineer said he would go no further until it was repaired. Laid at Vicksburg 33 hours. Most of this time was taken up in repairing the boiler, and the engineer said it was a good job. It was done by regular mechanics at Vicksburg. We had no trouble with the boiler after leaving Vicksburg.

TESTIMONY OF THE PILOT.

George Cayton, pilot of the Sultana, being duly sworn, testifies as follows:

We left New-Orleans on Friday last, officers and crew about 80 men. Landed at Vicksburg on Sunday evening, and remained about 23 hours. Left Vicksburg on Tuesday about 1 o'clock a. m.; took on board 1,965 soldiers, as I heard from the clerk. Don't know as this includes officers or not. Arrived here yesterday evening about 7 o'clock, and left about 2 o'clock this morning. Went to the coal yard at 2 o'clock a. m. and took aboard 1,000 bushels of coal, and proceeded up the river about seven miles, when the boiler exploded.

I was at the wheel and fell on the top of the boilers, and was wedged in by the wreck. The boat was full of passengers. I should say there were some 2,200 persons on board. She was a large boat, but not the largest class, and about three years old.

I crawled out under the pilot-house and endeavored to persuade the passengers from jumping into the river, telling them to hold on to the wreck as long as possible. The fire could then have been put out, but all the buckets, &c., were blown overboard. I got a plank and swam to the island called Hen and Chickens.

ST. LOUIS, April 29.—The officer in command of the paroled prisoners on the steamer Sultana, previously reported exploded above Memphis, states that all the Eastern men were saved.

The Democrat's Cairo special says the Sultana was going an ordinary speed at the time of the catastrophe, the engineer was at his post, and all seemed well to him. The troops on board represented every State in the Union.

DAILY GATE CITY:

TUE-DAY MORNING, FEB. 15, 1876.

Loss of the Steamer City of Quincy.

MEMPHIS, Feb. 14.—The steamer City of Quincy, from New Orleans for St. Louis, sunk last night at Hardin Point, 15 miles below here. She had a cargo of about 450 tons of sugar, which will prove a total loss as she lies in ten feet of water. About half past 8 o'clock she struck an obstruction and a large hole was knocked in her hull. She sank in five minutes after striking. No lives were lost. The boat was owned by the Northern Packet Company of St. Louis and was partly insured in Cincinnati. It is considered doubtful whether she can be raised.

The New-York Times,
February 11, 1863.

IMPORTANT FROM VICKSBURGH.

How the Ram Queen of the West Ran Past
the Rebel Batteries.

She Butts the Rebel Steamer Vicksburg
Under the Batteries.

THE RAM MONARCH TO FOLLOW.

Dispatch to the Chicago Tribune.

AT THE MOUTH OF YAZOO RIVER,
ON BOARD U. S. HOSPITAL SHIP RED ROVER, {
Feb. 3, Vid CAIRO, Feb. 8.

At last, after a complete dearth of news of importance since the Arkansas and White River expeditions, we have interesting items to chronicle, which gives token of activity.

This morning at 5 o'clock, the *Queen of the West*, commanded by Capt. SUTHERLAND, with Col. ELLET, Commodore of the ram fleet, on board, left this river, and having passed down by the peninsula, in full sight of Vicksburgh, rounded the point and was under full headway down toward the city before she was discovered. The rebels then opened fire upon her with a number of their heaviest guns, and kept up a brisk cannonade, while she ran in toward the landing and fired shell into and twice severely butted the rebel steamer *Vicksburg*, moored to the bank, directly under the river batteries.

Besides the time occupied in running down toward the city, she was fully ten minutes detained in making her assaults upon the steamer. Notwithstanding all this opportunity, and the close proximity to the rebel batteries and fire from them of 100 shot and shell, she was only hit twelve times, and it is said that not a person was injured. She continued down the river, and landed at the lower end of the canal, when Capt. SUTHERLAND landed and crossed the peninsula back to the river.

Col. ELLET continued down the river, his destination being watched. This movement will be followed up to-night by an attempt by the ram *Monarch* to make the same trip. These rams will be able to keep open the river for some distance, with the assistance of one or two iron-clads, whose commanders are soliciting the same privilege, and may soon be granted permission to run the blockade.

A large body of troops might thus be landed from flatboats upon the south side of Vicksburgh. If this cannot at present be done, direct communication of the besieged city with Texas and Louisiana can be cut off, and transports on Red and Ouchite Rivers can be captured or destroyed.

This will be a great gain, and the value of this pioneer achievement, therefore, relatively, as well as intrinsically, is very great.

We have had two flags of truce lately, one on the 31st and one later. The first was ostensibly to discover what had become of the rebel Colonel who is said to have disappeared. Another to demand possession of the woman now Capt. SUTHERLAND's wife. The rebels were somewhat taken aback when informed that the lovely Mississippi widow had become the spouse of a hated Lincolnite, but they had to go home without her. Their real purpose was undoubtedly to obtain information.

I have seen and talked with officers engaged in the conflict of the ram with the batteries. They say it was impossible to count the rebel guns, but they seemed to be planted behind trees and houses, and rifle pits, with infantry using small arms. It was indeed a miracle that she escaped. She was under fire from half-past 6 to quarter past 7.

DAILY GATE CITY.

TUESDAY MORNING, APRIL 18, 1876.

FROM ST. LOUIS.

ST. LOUIS, April 17.—The towboat *Dictator*, belonging to Huse, Loomis & Co., ice dealers, of this city, collided with the bridge at Hannibal, Mo., at 8 o'clock this morning and was completely wrecked. Harry Young, the clerk, and eight others of the crew—names not reported—were drowned.

ST. LOUIS, April 17.—A Republican special from Hannibal, referring to the wreck of the towboat *Dictator*, says the boat struck the bridge at half past 3, instead of 8 o'clock. She was going up stream, and as she emerged from the upper end of the draw was swung around by the current and struck the pier amidships, where she hung about three minutes, when she came apart in the middle and went down, but in doing so her barge was raised up and the shore span of the bridge lifted from the pier and thrown into the river.

The following are the names of the lost: Pat. Carry, Dick Cranze and Frank Schurman, firemen; Chas. Brown and Zerzer, deck hands; Wm. Foster, 2d engineer; Harry Young, clerk, and the cook, cabin boy and pumper on the barge, names unknown.

The boat is a total loss, and the whereabouts of the wreck cannot be found.

The Daily Gate City.

TUESDAY MORNING, DECEMBER 19, 1871.

CASUAL OBSERVATIONS.

—The following is told at the expense of Keokuk and the steamer Rob Roy, by Ed. Morehouse, Clerk of the Andy Johnson. The Rob Roy has been running in the southern trade this winter, and Ed. says she landed at a point down south, a short time since to take on cotton, and while lying there, some of the denizens of that benighted region came to the landing, and giving a single glance at the word "Keokuk," mistook it for "Kuklux!" They rushed upon the boat and commenced rolling the cotton upon the forecastle, intending to burn the boat and cargo, until informed by the officers that they were not "Kuklux," but that the word upon the wheel house was the name of a town up the river. Then they desisted and went ashore, but not wholly satisfied with the explanation.

The Daily Gate City.

TUESDAY MORNING, APRIL 9, 1872.

RIVER NEWS.

The new steamer Clinton, built for the Northern Line, was launched at St. Louis

on Thursday. The boat is so near completed, even to the finishing touches, that she will start up the river as soon as navigation is resumed to St. Paul. She was found to draw only twenty-two inches in her deepest part, with machinery on board, &c. This steamer, which is new all over—machinery and all else—is 245 feet long, 38 feet beam, 6½ feet hold. She has two cylinders, each 24 inches in diameter, and 7 feet stroke. Her model is admirable for business, and it is predicted that she will be an unusually fast St. Paul packet. A set of colors, which cost \$100, awaits her at Clinton. She will be officered as follows: B. A. Congar, master; Alex. Haylin and George Dodge, clerks; Ben. Wilson and Billy Milligan, engineers; Clay Dale, mate; Dick Stevens and Sherman Brown, pilots.

Stage of Water for twenty-four hours ending at three p. m. yesterday, as reported by the U. S. Signal Corps:

	Rise, in.	Fall, in.	Rise, in.	Fall, in.
Keokuk.....	3	0	Davenport.....	8
St. Paul.....	Blank.		St. Louis.....	0
River 6 feet 10 inches above low water mark of 1864.				1

The Daily Constitution.

KEOKUK, IOWA :

SATURDAY, MARCH 18, 1875.

By Telegraph

Steamboat Sunk on the Lower Mississippi River—Several Persons Drowned.

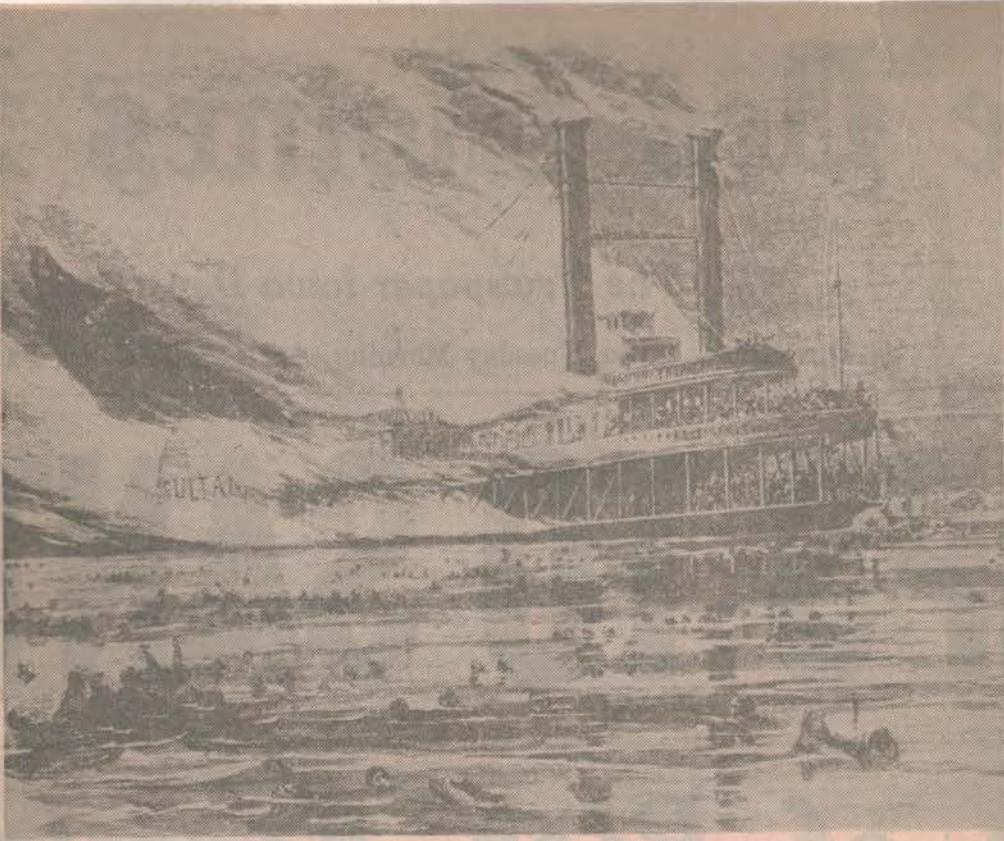
Louisiana.

NEW ORLEANS, March 13.—The regular Stockburg and Duncally packet, B. H. Hart, which left here on yesterday afternoon, it is reported, sunk last night thirty miles above here, at the foot of Island No. 102, by running against drift wood. Hardy Hendrew, clerk, jumped overboard and was drowned. Ten or fifteen negroes and a deck passenger are supposed to have been lost. The boat and cargo will probably be a total loss.

DAILY GATE CITY.

WEDNESDAY MORNING, NOVEMBER 26, 1873.

The veteran Capt. Ward says that it was 1842-'3 that was the long winter on the Upper Mississippi, and that 1843-'4 was an open winter. Capt. Henry Carson was pilot of the steamer La Salle, which froze up at Warsaw, Ill., November 12, 1843. Capt. Dickerson commanded the boat. On April 15, 1843, the Amaranth went into Galena from St. Louis. Her wheels were badly broken by the ice.



WIREPHOTO (AP)

When Sultana Exploded 100 Years Ago

The greatest, though perhaps least known, maritime disaster in American history occurred 100 years ago today — on Apr. 27, 1865 — when the Mississippi River packet Sultana exploded near Memphis, Tenn., and 1,500 persons died. The assassination of President Abraham Lincoln overshadowed the tragedy. This contemporary drawing of the packet shows the fire.

Worst Maritime Disaster; 1,500 Died a Century Ago

By Don McLeod

MEMPHIS, TENN. (AP) — Old-timers on the river say that 30 years ago you could still see a weather-beaten rubber shaft rising from the mud beside the Mississippi, the last trace of America's worst maritime disaster.

More than 1,500 persons died when the Mississippi River packet Sultana exploded near Memphis on April 27, 1865. But the tragedy went unnoticed as America mourned Abraham Lincoln.

Loaded With Prisoners

The Sultana brought first news of the President's death as she steamed south from St. Louis, but it was a routine trip until she picked up a load of paroled Union prisoners at

For reasons never fully explained 1,966 men and 36 officers were packed onto the Sultana while two other boats stood by.

They joined 100 civilian passengers and 85 crew members on a boat with a legal limit of 376.

A boiler leak was patched and the Sultana steamed north, maintaining speed despite a gross overload and a raging river.

Boilers Explode

At 2 a. m., about seven miles north of Memphis, the boat's boilers exploded, killing scores instantly.

The blast tossed men and parts of men into the air, sealed many and left others fatally trapped beneath the wreckage.

Within minutes the Sultana was a pyre without hope. Desperation, panic and terror

Des Moines Register Page 2
Tues., April 27, 1965

ruled the burning decks and the dark, swirling waters.

The fire spread rapidly, driving men, women and children into the river. On deck the screams were unearthly as flames reached trapped men who were roasted alive.

On deck the screams were unearthly as flames reached trapped men who were roasted alive.

Beg To Drown

The badly wounded begged to be thrown overboard that they might drown rather than burn to death.

Those who lived were those who used their heads, like Wesley Lee of Ohio, who ripped two planks from a stairway before he jumped. Lee struggled against the river until it drove him all the way back to Memphis, where he was picked up and gave the first alarm.

Soon the river in front of Memphis was filled with swimmers who had been in

the water for two hours. Their screams pierced the black night.

Rescue could find the scalped and maimed only by their shouts. Many drifted past in the darkness.

Survival came from such strange devices as an alligator cage, which one soldier wore like a life jacket after killing the boat's mascot. A woman lived because her hooped skirt held air. A man floated five hours astride a dead mule.

Dead Never Found

Mos of the dead were never found. Bodies drifted as far south as Vicksburg. Many were buried in unmarked graves at the Soldiers' Cemetery in Memphis.

Capt. Frederick Speed, officer in charge of the prisoners at Vicksburg, was convicted of overloading the boat, but the decision was voided by Secretary of War Edwin Stanton.

The exact cause of the explosion was never determined, but the leading theory is that the fire-tube boilers, which clogged easily in dirty Mississippi River water—and not the patch—were responsible.

The United States Customs Service at Memphis lists the Sultana's dead at 1,547, a figure generally accepted as at least close to the truth, ranking it ahead of the 1,518 lost in the Titanic.

But because of national attention to the presidential assassination and an indifference to death bred by war, the Sultana disaster went largely unnoticed and has been all but forgotten.

HIGH WATER and LOW RATES

STEAMER "ST. PAUL"

WM. BURK, Master.

SPENCER GRENNELL, Clerk.



Leaves Keokuk for St. Louis
regularly—Mondays at 7 a. m.
and Thursdays at 7 a. m.

1887 EXCURSION RATES

To G. A. R. Encampment, Exposition and Fair at St. Louis

For rates and information apply to
C. A. HUTCHINSON, Agent

THE DAILY GATE CITY.

NOVEMBER 10, 1887.

River News.

The Pittsburg will arrive this afternoon and leave this evening for St. Louis.

The steamer Centennial, which has been lying in six feet of water opposite Fort Madison for the past five months, was raised and floated yesterday by the St. Paul. The Centennial will go into retirement for the winter in the vicinity of Dallas City. Owing to the low stage of water no attempt will be made to run her to St. Louis as was contemplated at first. The St. Paul was due down last night, but at a late hour had not arrived.

Capt. Fi. S. Lee, whose death at Palmyra, Mo., was noted several days ago, had a long and varied steamboat career. Among the incidents and facts of his life are the following: The deceased was nearly sixty years of age. In the forties he drove a four-horse stage from Marion City landing to Palmyra. At that time Marion City, which contained several hundred houses, of which but one remains, was a larger shipping point than either Quincy or Hannibal. In 1850 Fi Lee became a third clerk on the steamer Di Vernon, under Capt. Wm. L. Hatcher, of Quincy, then second clerk of the boat. At that time railroads were few and a steamboat captain was considered almost as great a man as the governor of a state. It was Lee's ambition to become a captain and he worked his way to the top. Later he became the first clerk of the Keokuk; still later he was made captain of the famous Hannibal City, a boat renowned in the annals of the upper river for fast time. Subsequently he was captain of the Harry Johnson, the Rob Roy and other boats in what was then known as the McCune line. After Davidson obtained control of the upper river the deceased was captain of the Minnesota and other boats plying between St. Louis and St. Paul.

Burlington's board of trade wants to call another river convention for the purpose of memorializing congress and calling attention to the needs of the Mississippi. The president of the board, in a letter to a Quincy gentleman, says:

There is a tendency to divert attention from the upper Mississippi river toward the new canal schemes which are on foot. These two projects have assumed great influence; and by joining with the representatives of the southern district they hope to secure enough southern strength to secure large appropriations for their scheme. If this is done it will very likely be at the expense of the improvement of the upper Mississippi, and it seems to me that all the cities of the Mississippi river above St. Louis, or at least above the mouth of the Illinois river should join together in making common cause against the effort which is now on foot to divert attention from this part of the improvement of the Mississippi, for the purpose of securing appropriations which should be legitimately expended here, for the construction of artificial waterways.

THE OLD RELIABLE Diamond Jo Line Steamers



Takes pleasure in announcing that in addition to the regular Steamers in the St. Louis and St. Paul trade it has placed the Palatial Passenger Steamer

PITTSBURGH

to stay in the trade between

St. Louis, Keokuk and Burlington,
And respectfully solicit a share of your patronage.

LOW EXCURSION RATES FOR THE

G. A. R. ENCAMPMENT, EXPOSITION,
and the GREAT ST. LOUIS FAIR.

For information apply to
C. A. HUTCHINSON, Agent.
E. M. DICKEY. FRED. A. BILL,
Superintendent. Gen'l Pass. Agt.
General Office, Dubuque, Iowa.

1887

KEOKUK DEMOCRAT.

TELEPHONE NO. 62.

MONDAY, OCTOBER 10, 1887.

The steward of the Mary Morton beat one of the cabin boys in a brutal and outrageous manner on Friday last. The boy, it is said, had fallen asleep from the effects of over work, and because of that he was not on hand when the steward wanted him. In remonstrating with the lad the steward became very angry and made an assault on him, striking him in the face and almost breaking his nose, and when the boy put up his hands to save his face he was struck on the back of them, causing them to swell up in a short time. The boy appeared before Justice Duffy and swore out a warrant. The steward, however, had gone to Clinton to see his sick wife. He ought to be severely punished.—Dubuque Times.

The steamer Daisy, built by Durant & Wheeler, was tested on Lake St. Croix and the Mississippi to the head of Lake Pepin on Thursday last. The Daisy, while built for the towing trade, is different from most of its class, having been constructed with an eye to speed as well as strength. Her hull is modeled all the way around, and has but one rudder instead of three, as is usual in most of stern wheelers. Her length is 122 feet, her breadth 22, and her depth 3.8 feet, her registered tonnage 106.64 tons. Her motive power consists of two high-pressure engines, with 12 inch cylinders and 6-foot stroke, the steam being furnished by two steel boilers, 15 feet long and 2½ feet in diameter, and carrying 168 pounds of steam. The cabin is neatly furnished and carpeted, and the upper works throughout are convenient and tasty. While designed primarily for a raft boat, the Daisy is also licensed as a passenger craft, and will make one of the finest packets on the river though not of the larger class.

KEOKUK DEMOCRAT.

TELEPHONE NO. 62.

FRIDAY, OCTOBER 7, 1887.

It is stated at Fort Madison that another attempt will be made to set the big Centennial afloat. A crew is expected there to-day from St. Louis with pumps and other articles necessary to carry on the work of raising this craft and that operations will be commenced at once. It will probably be a week or more before the men can get the mighty craft afloat, and when they do, she will be taken to St. Louis and be thoroughly overhauled, ready for riding the riffles next season.

246

COMING TO
WARSAW TUES. JULY 17

"QUEEN OF THE
 WESTERN WATERS"



STEAMER J.S. DE LUXE

THE STEAMER THAT HAS EVERYTHING

One of the largest, finest, fastest, most beautiful
 and most powerful excursion boats
 in the whole world.

ALL STAR FEATURES

- | | |
|-------------------------------|--------------------------|
| ★ Five big decks | ★ Five luxurious lounges |
| ★ 300 ft. long -- 80 ft. wide | ★ Huge dance floor |
| ★ 5000 electric lights | ★ 500 electric fans |
| ★ Capacity 2000 persons | ★ 400 dining tables |
| ★ 80 persons in crew | ★ Excellent cafeteria |

MAGNIFICENT IN EVERY PARTICULAR

Stirring, thrilling dance music by
PIRON'S "DIXIE COTTON PICKERS"

A 12-piece Orchestra of fun and melody —
 One of the best known dance bands in the South

ANNUAL EXCURSION to QUINCY

SPONSORED BY

Ralph Parker Post 682 — American Legion

Lv. Keokuk 8:30 am — Lv. Warsaw 9:30 am — Rt. 10:30 pm

TICKETS 75c (Children 35c)

THURSDAY, JULY 12, 1934

THE KEOKUK DAILY GATE CITY

**Plastering Loses Artisan
 To Art of Caliope Playing**

Walter Pichon Who Punches
 the Big Brass Keys on the
 "J. S." Steam Piano
 Once Wanted to Be
 Builder.

AUGUST 2, 1937

Playing the steam "pianny" as
 the calliope on the steamer J. S.
 is called, is easy business for
 Walter "Fats" Pichon who quit
 the plastering business to tickle
 the brass keys of the big steam
 piano on board the Streckfus boat.
 Pichon started in by learning to
 play the piano. Then like the
 smoker who gives up tobacco

during Lent, or the drinker who
 goes on the wagon, Pichon shunned
 the ivory keys as if they carried
 the touch of death.

He was bound he was going to
 be a plasterer, and he stuck to
 the trade for three years. But the
 old urge got him at last. The lure
 of a job to play the piano came
 to him, and he succumbed and
 since that night in New Orleans,
 plastering has lost an artisan and
 music has gained an artist.

For it takes a real artist to coax
 the music out of those brass keys
 on the calliope on the big boat.
 They are attached to wires which
 open and close the steam pipes
 through which the music is produced.
 The J. S. keyboard has 26 keys but the possibilities
 for playing are unlimited to an artist
 like Pichon, all but swing music,
 which he admits needs more room
 for the swinger.

Plays With Orchestras.

Pichon has been a member of
 some of the best known colored
 orchestras in the country, and he
 was once given a job by the great
 Gershwin. That was when a piano
 player who could sing was needed.
 Pichon couldn't sing but he de-
 vised a combination humming and
 talking that seemed to satisfy,
 and he played in the Gershwin
 assignment in an Atlantic City
 hotel.

When he is not punching the
 brass keys of the calliope Pichon
 admits he has a little time to
 arrange orchestrations and also to
 compose some bits of music. He
 has three numbers now that he
 plans to take to New York in the
 fall and offer to publishers.

DAILY GATE CITY
FRIDAY, JULY 22, 1938

THE DE LUXE GARDEN STEAMER



"Pride of the Mississippi"

TUE. JULY 26

AMERICAN LEGION
 Ralph Parker Post No. 682

**ANNUAL
 EXCURSION
 TO QUINCY**

Thru The New U. S. Locks
 Lv. Keokuk 8:30 am
 Lv. Warsaw 9:30 am
 Rt. Warsaw 10:30 pm — Keokuk 11:30 pm
 Tickets 75c Round Trip

Steamer

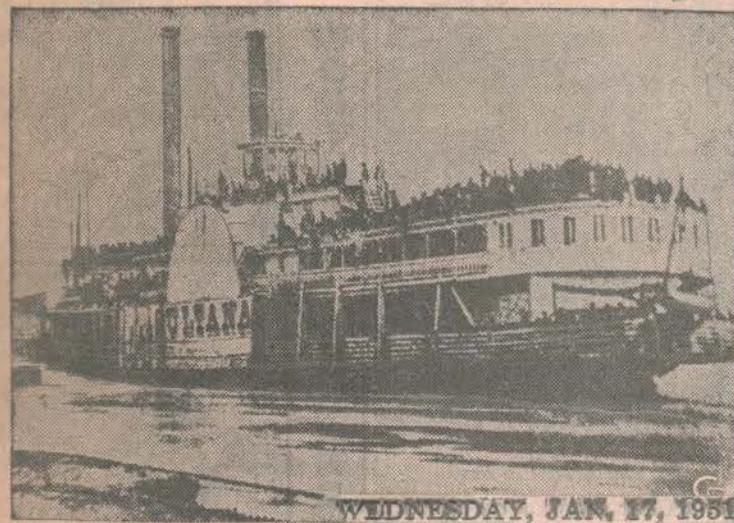
Featuring the
**MISSISSIPPI
 SERENADERS**
*The Famous 12-Piece
 Novelty Dance Band*

J.S. deLuxe

THE KEOKUK, IA., GATE CITY AND CONSTITUTION-

Mississippi Tragedy

Sultana Disaster of 86 Years Ago Recalled



WEDNESDAY, JAN. 17, 1951

This picture of the *Sultana* was taken as the ill-fated steamer pulled away from the Memphis levee. Note crowded condition of the decks.

By JIM WALLEN
Central Press Correspondent

MEMPHIS, Tenn.—Ask the average person what he thinks was the worst marine disaster involving a vessel under the American flag and he will probably mention the sinking of the *Titanic*, the *Lusitania*, or possibly the tragic loss of the cruiser *Juno* in World War II.

Few would think of the great loss of life caused by the destruction of the river steamer *Sultana* right inside the United States (in fact, several hundred miles inland) way back in 1865.

However, when the big Mississippi sidewheeler *Sultana* was destroyed by explosion and fire, with a loss of life of more than 1,100 and total casualties of around 2,000 there occurred one of the worst marine disasters in U. S. history. When the huge trans-Atlantic liner *Titanic* struck an iceberg and sank, the list of dead and missing totaled 1,600.

The *Sultana* disaster happened late in April, 1865. That spring along the banks of the wide, muddy Mississippi had, in some ways, been a happy one. The War Between the States had ended, and homesick Union soldiers had been returning northward by the tens of thousands.

DAY AFTER DAY a constant procession of great, white, high-stacked steamboats passed majestically up the Mississippi, laden with companies of Federal troops, bound for northern river ports where they would be mustered out of the army and sent home.

Some of these boats carried the wounded and convalescent, while aboard others the able-bodied rose and cheered as their boats passed some of the recent scenes of great conflict, such as Vicksburg, Memphis, Island No. 10, and Fort Pillow.

The *Sultana* was launched at Cincinnati, O., in 1863, during the war, and the brand new steamer had been commandeered at once by Federal authorities.

She was a big packet, even among the great Mississippi river craft of that day. Almost 300 feet long, the boat's cylinders of two powerful steam engines were each 25 inches in diameter, and their pistons had an eight-foot stroke.

On this trip the *Sultana* left New Orleans April 21, and three days later she landed at Vicksburg, where she took aboard 1,965 Union soldiers and 35 officers from Confederate military prisons at Andersonville, Macon and Cahaba.

Just before she left Vicksburg, two companies of Union infantry came aboard, bringing the total passenger list to 2,200 or more, plus the crew.

Though the boat was greatly overcrowded, no one cared. Those who had been in prison were jubilant at being free and among friends again. Many of them were nearing home, for the records showed that a considerable number of these returning soldiers had come from the states of Tennessee, Kentucky, Illinois, Indiana and Ohio.

THE *Sultana* steamed away

from Memphis on the afternoon of April 27 to resume her voyage up the Mississippi, which had been swollen by spring rains.

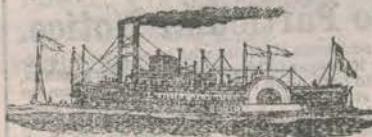
It was 4 p. m. and the *Sultana* was slightly less than five miles above Memphis, at a point called Paddy's Hen, when one of her boilers exploded with a great rending crash, ripping the vessel's timbers away and wrecking a portion of the superstructure on one side.

Coals from the furnaces were scattered amid the splintered wood, and the galley stove was overturned. It was only a matter of seconds, so the survivors said, until the disabled wooden steamboat was being swept by flames.

Most of those who had not been thrown into the water by the blast, leaped to escape the flames. Others, injured or hoping they might float to shore before fire consumed the entire hulk, stayed on, but few of these were saved, for the remains of the burning boat soon sank into the swift, opaque waters. Many of the *Sultana*'s crew were lost.

The ones who were saved were those who were able to swim well, or who clung to wreckage until rescued by the skiffs of some nearby bottomland dwellers. Other steamboats soon appeared and the several hundred survivors were landed at Memphis, to be cared for in hospitals, public buildings, and private homes by the good people of Memphis.

THE WEEKLY GATE CITY



ST. LOUIS AND ST. PAUL.

1881

A steamer LEAVES DAILY, except Sunday at 8 a. m., for Canton, La Grange and Quincy. The fine steamer

GEM CITY,

for Saint Louis, Mondays, Wednesdays and Fridays at 8 a. m. For freight or passage apply to

C. A. HUTCHISON.

Depot foot of Johnson Street, Keokuk, Iowa.

DAILY GATE CITY.

SUNDAY MORNING, JANUARY 4, 1874.

Steamboats.

Steamer *Spread Eagle* will hereafter run through to Louisiana, making three trips per week, leaving Keokuk at 6:30 a. m., on Monday, Wednesday and Friday.

Steamer *Little Eagle* will make three trips per week to Hannibal, leaving Keokuk on Tuesday, Thursday and Saturday.

Steamer *Eagle* makes two round trips daily, Sunday excepted, from Alexandria and Warsaw; arriving at Keokuk at 9 a. m. and 2 p. m.; leaving at 11 a. m. and 8:45 o'clock p. m., connecting with M. I. & N. R. R. at Alexandria, and the D. V. R. R., C. B. & Q. R. R. and T. W. & W. R. R. at Keokuk.

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THE GREAT UNION STEAMBOAT CALLED HISTORY
BY THE SIDE OF THE RIVER IN 1865

The Daily Constitution

KEOKUK, MAY 6, 1887

A RIVER HORROR.

THE FRIGHTFUL EXPLOSION OF THE STEAMER SULTANA.

A Disaster Unique in the Annals of Casualty—The Cause Still a Mystery. Hundreds Perished Outright—Moving Story of a Survivor.

The tragic fate of the steamer Sultana on the Mississippi river, just above Memphis, on April 27, 1865, was one of the most appalling chapters in the history of the civil war. On the morning of the 21st the Sultana, from New Orleans, with a capacity of 370 passengers, arrived at Vicksburg with passengers and crew numbering 110. Her boilers were leaking badly, although they had been pronounced good just before leaving St. Louis on her downward trip, and the engineer refused to proceed until they were repaired. That was done by competent mechanics, and to the satisfaction of the boat's chief engineer. She lay at Vicksburg altogether about thirty-three hours. She was boarded by 1,906 Union soldiers and 35 officers, just released from Andersonville and Cabané prisons, making a total of 2,141 persons, six times her carrying capacity. The soldiers were mostly from Ohio and Indiana regiments. It is needless to say that they were huddled together like sheep in the shambles. Many of the soldiers were yet suffering from wounds received in battle, and most of them were sadly emaciated from starvation in the prison pens, where they had been confined for weeks, but now they were en route home; the cruel war was over, and the visions of loved ones and dear, familiar scenes filled them with childlike joy. Memphis was reached on the 26th. After coaling the steamer proceeded. So far the presence of danger was not manifest, nor was it in the least anticipated, but in the darkness that follows midnight, precisely at 2:30 a. m., just opposite Tagleman's landing, eight miles above Memphis, the steamer exploded her boilers with terrific force, and in a few minutes had burned to the water's edge. No adequate cause has ever been assigned for the explosion. The steamer had proper certificates of worthiness, and was running at her usual rate of speed, nine or ten miles an hour. Mr. Roberry, the chief mate, who had charge of the boat at that hour, and who was among the survivors, was in the pilot house with Mr. Clayton, the pilot. No peril seemed imminent, and the event still wears an air of mystery.



THE SULTANA DISASTER.
(From an old cut.)

The scene that followed the explosion was horrible beyond expression. It was of short duration, as the glare that illuminated the sky and made visible the awful despair of the hour soon died away, while darkness more intense than ever settled down upon the floating bulk, and the victims of the disaster, maimed or scalded, were borne down by the unpitying flood, covered with the bodies

of the dead and dying. None, apparently, remained unhurt. This casualty takes a solitary place in history; but it transpired just at a time of intense excitement connected with Lincoln's assassination, and it was somewhat overlooked. Of the 2,141 on board only 780 were afterward found, 1,355 having perished.

Perry Sunmerville, of the Second Indiana cavalry, has told the story of his experience in this terrible affair, as follows:

"My quarters were on the cabin deck, on the guard, to the left, over and opposite the boilers. We got to Memphis on the evening of April 26. There the steamer unloaded a large amount of sugar, after which she ran up to the coal barge and was taking in coal, and that was the last I knew until I found myself in the river. In the explosion I must have been thrown fully 100 feet. I sank only once. My first thought was that the steamer was running close to shore and that I had been dragged off by a limb. I was very much excited for a few minutes, and then I struck out for the steamer. I had no sooner done so than I saw something was wrong on board. I could see steam and fire and hear screams and groans proceeding from the boat and the passengers, so I began to swim down stream. I had not gone far before the boat was wrapped in flames. The scene that followed beggars description. Hundreds of passengers, suddenly roused from peaceful sleep, bruised or scalded by the explosion, or scarcely able to crawl from battle wounds or starvation in prison, were throwing or dragging themselves from the burning boat into the deep, swift river, there, many of them, to find watery graves. The utter despair and confusion of the hour were unfadingly wrought on my memory; but I cannot paint the picture, and must leave it to the imagination of the reader. In swimming down the river—I should have drowned had I not fortunately got hold of a rail—I could see the timber on either bank, but could not make in to shore. About two miles above Memphis I succeeded in adding a large plank to my rail, which I drew across the front end, holding to the rail with my feet and the plank with my hands. I lay so near the surface I suffered extremely from cold. I was picked up at Memphis, my rescuer being a colored man, and placed on board a boat. I had been two hours in the river, and was so chilled and numb when rescued that I could not stand. Besides, I had been scalded on the back and bruised on the breast in the explosion, from the effects of which I spat blood for some time. I well remember my experience in the water. Two miles below the scene of the explosion a gunboat passed us, going up the river. The many victims of the explosion that were close to it failed to attract attention; at any rate, the boat did not stop. A little later on I heard a horse coming down the river. When he came close enough I distinguished at least a dozen men clinging to him. I kept clear of the horse, or rather the men, for fear of losing my rail. The poor animal was swimming downstream, but whether or not those who clung to him were ever rescued I have no means of knowing. I was finally overtaken by Jerry Parker, of the Second Michigan cavalry, who for quite a distance swam by my side. All knew Jerry, who was a great favorite. He was astride a barrel, and was as good humored as ever, at least circumstances considered. We would have cheered him, his presence so inspired us, but, of course, that was impracticable. We were together for quite a while, our company getting larger at times as the current bore us down. Jerry told us to be of good cheer, saying we would all be rescued. I am glad to say he was among the number saved."

Jan. 1, 1886, a portion of the survivors met at Fostoria, O., and effected a permanent organization, with a view to holding anniversary reunions, the first of which took place at Toledo, O., April 27, 1886; the twenty-first anniversary, and the second, at Dayton, O., April 27 of the present year.

Constitution-Democrat.

G, OCTOBER 12, 1899

OLD TIMES

ON THE RIVER

Early Days in River Business on the Mississippi.

From St. Louis to St. Paul for 50 Cents —Ruinous Competition That Wrecked Some of the First Steamboat Companies—Their History.

S. W. McMaster, of Rock Island, writes very interestingly in the Union of pioneer attempts at navigation on the Mississippi.

"The first steamboat company organized on the upper Mississippi," he says, "was one running between St. Louis and Keokuk at the foot of the lower rapids. It was controlled and mostly owned by John S. McCune of St. Louis. This company built and ran many fast and well-appointed boats. Occasionally during the high water, trips were made in the fifties when the Dr. Vernon came into Galena on her way to St. Paul. Captain Smith Harris, with his fast little West Newton, got everything in readiness for a race up the river. He started after her, but the large and powerful doctor was too fast for him and got to St. Paul some hours ahead of the West Newton. On the way down the river the Nominee, Captain Orrin Smith overtook the Dr. Vernon at the head of Lake Pepin, and in the race the Nominee came out ahead. The Nominee and West Newton were rival boats, leaving Galena twice a week at the same hour. Captain Harris was much chagrined at the outcome.

"In 1847 Captain William Lodwick came around the Ohio with the Argo, and commenced running in the trade between Galena and St. Paul. The next year the Dr. Franklin was bought by the Lodwick Bros., William Preston and Kennedy. The Dr. Franklin was the nucleus around which was formed the Galena and St. Paul packet company. New boats were added from year to year to meet the demand for the increasing trade to St. Paul and Dubuque and Prairie du Chien had some six new boats running in the same trade and under the same organization. There was an immense immigration going to northern Iowa and Minnesota and by 1857 some twenty-five fine boats belonged to the famous line. At this time there was three railroads to the Mississippi—the Chicago & Rock Island, the Illinois Central and the Milwaukee & La Crosse.

"During the year 1857 the Northern Line Packet company was organized to run between St. Louis and St. Paul.

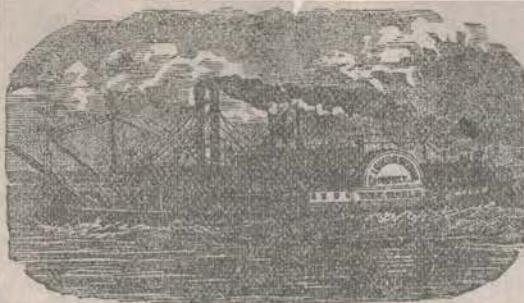
"In 1859 the Milwaukee & St. Paul railroad, getting into difficulty, had a receiver appointed. This receiver got Captain W. F. Davidson to bring his two light-draft boats down from the Minnesota river to take the freight of that road and passengers to St. Paul, violating an agreement made between that road and the Minnesota Packet company. This led to a sharp rivalry between the two companies and resulted in the formation of the Davidson, or White Collar line. Captain Davidson came from the Big Sandy river in West Virginia, and for ways that were dark and tricks there were vain he could beat the heathen Chinese. By his devious way he succeeded in three or four years in completely wrecking the Galena & St. Paul company. His white collars were placed on most of the boats that had belonged to the packet company. He next turned his attention to the Northern line, sending some of his up-river boats to St. Louis, and at once commenced cutting passenger and freight rates.

"During nearly all one season passengers were taken from St. Louis to St. Paul for 50 cents, paying for their meals. This intense rivalry nearly bankrupted both companies, and in the winter they made an agreement to unite for the next season's business. The Northern line held the majority of the stock. A year or two before this time the McCune Co. had formed the Northern line. John S. McCune died soon after, and it was found that the line was bankrupt, and the executor of the estate found that the stock in the company must be sold. Davidson, the astute wrecker of every steamboat interest on the upper river, bought the Keokuk Packet Co.'s stock for a nominal price, and this gave him the control of the line. He at once called on the stockholders of the Northern line for a 20 per cent assessment to pay off indebtedness. At this time some \$50,000 of the stock was held in Rock Island, \$30,000 of this by our old neighbor, Bill Henderson, and I am told he responded to the call. During the winter when Davidson accomplished this last coup he was preaching on the levee of St. Louis, exhorting his hearers to repent. He was never known to pay any dividends except in watered stock. I knew one of his dupes who held \$70,000 of watered stock.

"There is one steamboat company that survives and flourishes—the Diamond Jo Packet company. Diamond Jo Reynolds went along his own way, paying no attention to the great wrecker, and is now the only organized line running between St. Louis and St. Paul."

EXCURSION SEASON, 1891. Str. Nellie Bly AND BARGE PINAFORE.

Day and moonlight excursions, hunting and fishing parties. Ample accommodations. Rates reasonable. For rates, dates, etc., apply to "Phone 43. G. STERNE, First and Main. Boat and barge is especially adapted for Sunday school excursions.



250
St. L. & St. P. Packet Co.

THE ELEGANT STEAMER

GEM CITY,

Leaves Keokuk for St. Louis three times per week as follows:

Leaves Keokuk Monday at 8 a.m.
" " Wednesday, 2:15 p.m.
" " Friday, at 2:15 p.m.

Through Boats of this line leave Keokuk on alternate days with the Gem City for St. Paul and St. Louis.

NOW ON SALE.

Unlimited round trip Excursion Tickets over 45 different routes; River Lake and Railroad, passing all the principal northern pleasure resorts with privilege of stopping anywhere. Correspondence solicited.

MAY 29-1883

C. A. HUTCHINSON, Agent.

THE DUBUQUE SUNK

Struck a Rock and Went Down in Half a Minute.

ALL ON BOARD WERE SAVED

Boat Lies in Six Feet of Water Near

Oquawka With Cargo of Flour on Board. 1901

[Special to The Gate City.]
Burlington, Ia., May 27.—The fine steamer Dubuque of the Diamond Jo line, southbound, struck a rock in the channel of the river about five miles above Oquawka this evening at 7 o'clock and sank almost immediately in five or six feet of water. The impact with the rock was so great as to tear a plank eighteen feet long out of the hull of the boat. Within one-half minute thereafter the boat sank. There is a heavy cargo of flour on board, and as the vessel went down the flour shifted and caused the boat to list to one side.

There were fifty passengers on the boat at the time of the accident, but no lives were lost and no one was injured.

The steamer W. J. Young, running in the Burlington-Davenport trade, stops over night at New Boston. It has been telegraphed for and is expected to bring the passengers to this city.

THE GATE CITY:

FRIDAY MORNING, SEPT. 30.

—Capt. Williard Glazier, who claims to have discovered the true source of the Mississippi river, and who, in company with B. C. Paine, of St. Paul, is making a trip down the river in a birch canoe, was in the city yesterday. Captain Glazier left Lake Itasca in July and expects to reach the mouth of the Mississippi in December.

Keokuk Constitution.

W. A. GEY, APRIL 8 1886. Sec'y.
ALMOST A MURDER.

Fight on the Steamer White Eagle at Fort Madison.

The Hawkeye says that as the steamer White Eagle lay at Fort Madison Tuesday morning last an altercation arose between William Moore, a colored man, and a German named Frank Ludwig, both employed as roustabouts. Moore became angered, he says, by Ludwig and others persisting in rolling empty barrels upon him while he was "stowing away." When some little distance this side of Ft. Madison, Moore attacked Ludwig with a large hook-bladed knife and stabbed and slashed at him seven times. Ludwig's clothes being quite heavy, protected him until the seventh stroke, which was made about his trousers and which left a gash about six inches long and inconsequent depth. The men were parted, but Moore armed himself with a sledge and stood off his enraged fellows until the boat reached Burlington. As the steamer neared the land he took his stand at the gang plank evidently intending to jump ashore and fly as soon as possible. A capstan bar, laid upon his uplifted sledge with the firmness characteristic of the steamboat man disarmed him but he jumped off the boat, nevertheless, and started on a run toward the city. Half a dozen men were on his heels and before he had passed the snubbing post they had him flat on his back and under full control. An excited friend of the wounded man attempted to brain him, as he lay there, with a huge bludgeon, but was prevented. The prisoner was turned over to the police and soon after appeared before Judge Fleming, who placed him under \$500 bond, to meet the grand jury, in default of which he went to jail. He claims that the white deckhands, who were greatly in the majority were making him the victim of a scheme concocted among themselves to get rid of the four colored men on the boat in the same capacity.

Chicago Tribune.

TUESDAY, JUNE 27, 1865.

THE LOSSES OF THE WAR.

Vessels Sunk and Burnt Upon the Mississippi—Immense Destruction of Property Afloat.

[From the New York World, 2d.] Mr. Thomas B. Townsend, of this city, whose voluminous "Record of the Rebellion," is perhaps the most complete and valuable collection of material ever made, has received from Mr. C. H. St. Clair, a Mississippi River pilot, the following account of vessels burned, sunk, or otherwise destroyed upon the Mississippi River or its principal tributaries during the war. The list contains the names of two hundred and ninety-three steam craft of various descriptions, and Mr. St. Clair thinks he has omitted very few which have been lost. At the date of his letter there were still about thirty vessels in possession of the rebels up the Red River and its tributaries, but these have probably been by this time surrendered.

Those marked * were sunk; those marked † were sunk and since raised; all others were burned.

Acadia,	Acacia,	A. J. Sweeny,
Alonzo Child,	Allen Collier,	Ames Clara,
Arrow,	Admiral,	*Antelope,
Argo American Alice Dean,		*A. C.
Arkansas rebr'm Alvin Adams,	Arizona,	Arizona,
Anglo Saxon Argo,	Argie,	*Adriatic,
Andy Fenlon A. D. Hine,	Baron De K'lib,	Black Hawk,
Be le Algerne,	Ben McCulloch,	B. M. Runyan,
Belle Wood,	B. J. Patton,	Ben South,
Blenville,	Bio Bio,	Brooklyn,
Borettaria,	Belle Lee,	Cotton Plant,
Bettia,	Belle Creole,	Comet,
Belville,	Cincinnati,	Cuba,
Cistro,	Covington,	City of Madison,
Cavahola,	*City of Alton,	Conestoga,
Coshampon,	City Belle,	City of St. Louis
Courier,	California,	C. D. Miller,
Capitol,	Cherokee,	*Continental,
Col. Lovell,	Charmin,	Champion No. 2,
Caxondale Lake Charmin,	Dar Belle,	Clara Poe,
Carronclelet River Charmer,	Campbell,	Des Arc,
Oeres,	Courier No. 2,	*Decatur,
Doe,	Dunbar,	Duvalleth,
Dew Drop,	Durbar,	Des Moine,
Deudem,	Dolly Webb,	Frank Munford,
Dr. Batey,	D. F. Kenner,	Fred Kenneth,
Diligent,	Dime,	Florida,
Diana,	D. G. Taylor,	Fancy Natchez,
Editor,	Emma Bott,	Fannie McBur-
Emma,	Eleanor,	me,
Erie,	*Eastport,	*Fannie Bullet,
Empress I.	Eureka,	Eliza G.
Era No. 5,	Empire Paris	Ellie Dean,
Ed. J. Gay,	E. F. Dix,	H. Chouteau,
Hercules (gbt.),	Frank Hatch,	*Laurel Hill,
Hercules (trans.)	Forest Queen,	Fawn,
Henry Clay,	Iago,	Fanny Brandis,
Hartford City,	*Incomer,	Jewess,
Hart,	Indian No. 2,	John Walsh,
*Indianaia,	Imperial,	J. H. Russell,
*J. C. Irwin,	Joy,	John Simonds,
Jackson,	*Imperial No. 2,	Joe Jaques,
*Jas. Hale,	J. F. Parquod,	J. D. Swan,
*J. M. Sharp,	J. A. Watts,	*Juda Teuro,
*John Herron,	James Watson,	J. P. Whiteley,
*Julia Dean,	Jas. Barkman,	John Swasey,
Galveston,	John Warner,	J. A. Cotton,
Gladistor,	Jeff. Thompson,	*J. A. Fisher,
General Beauregard,	J. E. Miller,	Jame White,
Gilum,	Gargow,	Jessie K. Bell,
Grosse Tette,	Granite State,	Golden Age,
Glyde No. 2,	Gen. Price,	Grand Duke,
Hope (of Yazoo),	Gertrude,	Gen. Lovell,
Henry Lewis,	Gov. Monton,	Gen. Po k,
Hope (of La-Hope (of Red R. fourche),	Gen. Williams,	Gov. Moore,
Ranquin Valley)	H. D. Mears,	Gossamer,
Kentucky,	Hannibal,	Hope (of False River),
Lizzie Simmons Key West,	Kinsman,	Hastings,
Louidera Ram Livingston,		Hawatha,
*Lewis Whitm'n Lafourche, Jr.		*Kaskaskia,
Lone Star,	Lancaster,	Kate Robinson,
Lexington,	Lady Johnston,	Linden,
*Louisian Bell, Monarch,	La Crosse,	Mississippi (reb),
*Mary Patterson Magenta,	Mosier,	McRae,
Marcells,	Mound City,	Mill Boy,
Meteor,	Mobile,	Mariner,
Mule,	Manassas,	May Duke,
*Mazeppa,		Minnenhaha,
Mary E. Kune,	Mississippi (fed.)	North America,
Magnolia,	Novely,	*Nagotuck,
Natchez,	*News Boy,	*New Fall City,
Northerner,	No. 56,	Orizaba.
New Orleans,	Oceola,	Peytons,
Orient,	Odd Fellow,	Prince of Wales,
O'Brien,	Petrel,	Picayune No. 3,
Prince,	Parallel 35th,	*Paw Paw
Pantico,	Princess,	
Pau Jones,		

Post Boy,	Progres,	Queen of the West,
*Planet,	*Rossie,	*Queen City,
Quarrier,	Ruth,	*Resolute,
Republic,	R. G. Lee,	Ram (not com-
R. J. Lackland,	RoseHambleton,	pleted in Yazoo)
Rob. Fouton,	R. M. Chuk,	Star of the West,
Rattler,	Southern,	Sally Wood,
Star,	St. Mary,	Sumpter,
Sunny Side,	St. Cripin,	Sam Gatey,
Scotland,	Segar,	Sam Gatey,
Sykes,	Sunehine,	Sultana (blown
Signal,	Tensas,	up—1000 lives lost)
Telegram,	Tigress,	Thos. E. Ewing,
Tecumseh,	T. D. Hine,	Tuscarora,
Telegraph No. 3,	Uncle Tommy,	Union,
Time and Tide,	Univers,	Vicksburg,
Undine,	Van Dorn,	Varona,
V. H. Joy,	Venus,	W. A. Andrew,
Victor,	Woodford,	Welcome,
W.M. Morrison,	Yazoo,	Yankee.
West Wind,		

KNOWN. It is claimed, also, that there is an assurance of almost perfect safety from explosion. The trial on the War Eagle will take place early in the coming season.

THE DAILY GATE CITY.

JUNE 16, 1885.

LEE COUNTY



Thursday June 16

Soldiers

Reunion

AT FT. MADISON,

DECEMBER 30 1886
A NEW MOTIVE POWER.

Description of an Electric Engine Now Being Constructed for the Steamer War Eagle.

An engine to be driven by a new motive power is now being constructed at St. Louis for the steamer War Eagle. The motor is practically new, although it has in eastern cities been successfully applied to stationary engines. Its application generally to locomotive and marine, as well as stationary, engines is now said to be among the probabilities. It is called "the triple thermic motor." Its feature is its fuel saving qualities, which lower the running expense at least seventy-five per cent. The perfection of the invention has been so quiet that nothing as yet has been heard of it. The direct agents employed are water and carbon bi-sulphide, a colorless liquid formed by burning coke or charcoal in sulphide vapor. Expansive force is the object desired for a motor, and the ratio between water and carbon bisulphide in that respect is as one to twenty-one. In the construction of an engine there is required a generator, boiler, engine and condenser. The generator is a common locomotive portable boiler, filled with water in the usual manner. The boiler is a plain tubular one, surrounded by an iron shell and having at each end a heat receiving and distributing chamber. These chambers are connected with the generator by a pipe and with each other by the tubes of the boiler. The boiler is filled with carbon bisulphide. The cylinder of the boiler and engine are connected by a steam pipe which is enclosed in a pipe that connects the casting of the boiler and jacket of the steam chest. The condenser is the same as that of the ordinary steam engine. The heat from the steam generated from the water passes under the boiler and heats the carbon bisulphate, the steam returning to the chambers, and, when condensed, to the steam boiler. The volatilized bisulphate exerts energy on the engine and is condensed and by a pump returned to the boiler. The parts of the machinery exposed to the action of the vapor of the bisulphate is lubricated by graphite. Steam is used to carry the heat and the bisulphate is used to propel machinery, each being the best agent known for the respective work. Several scientific men to whom the invention has been submitted have expressed themselves as satisfied of its practicability, and predict its general use when better

THE DAILY GATE CITY.

AUGUST 6, 1892.

Capt. A. Wempner returned from the north yesterday. He visited many of the principal river cities as far up as Winona on business connected with his steamboat project. It has been many years since he saw Winona and it has grown almost out of his recollection. The captain remembers when the first house was built on the site of Winona. Along in the "fifties" he was pilot on the old War Eagle that took out from that port 156 sacks of wheat, the first grown in Minnesota for shipment south. Capt. Wempner was looking for a boat to put in the Keokuk and Warsaw and Alexandria trade but could find nothing to suit him, and he probably will build a boat. If he does it will be a model, that is assured.

THE DAILY GATE CITY.

NOVEMBER 17, 1887.

Yesterday morning the little propeller, Henry W. Longfellow, arrived from Burlington and landed at the wharf above the packet depot. A large sign, "For Sale," indicates that the owner of the craft wants a purchaser. She is about 60 feet in length and supplied with a handsome and conveniently appointed little cabin. It is understood that the owner wants \$4,500 for the craft, which will carry about 125 people. She is hardly large enough for general excursion purposes, although many more than the number mentioned could be accommodated by carrying barges.

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY

E. F. Skirvin Manager

Keokuk, Iowa July 19, 1914

**ASK AN INJUNCTION
ON BOAT'S CALLIOPE**

Burlington Man Wants Streckfus Line
Owners Kept From Blow-
ing Siren.

Burlington Gazette: A petition for a temporary injunction restraining the Streckfus line steamboats from blowing whistles and calliope was filed yesterday afternoon in the office of County Clerk Demling. The papers were filed by Moir Bros., through Attorney LaMonte Cowles and Judge Hale has set the time for the hearing on the injunction for July 27 at 2:00 p. m.

The plaintiffs also state that they have been damaged to the extent of \$500 and ask that the court award them judgment to that amount and that the defendants are ordered to pay the costs of the suit.

They allege that at various times during the day the Sidney, while landed here and tied up at the dock at the foot of Washington street, makes "loud and offensive noises by blowing a whistle and playing steam calliope, and by blowing a steam whistle known as a 'siren,' continuing the same for long periods of time and making extremely loud, offensive and disagreeable noises, that prevent plaintiffs from enjoying their property or occupying the same in comfort and peace, and prevent their transaction of ordinary business."

The petition also states that the blowing of the whistle is not at all necessary for the proper conduction of the business by the steamship companies but is simply wilful and malicious. The petitioners claim that they have remonstrated with the owners of the boat but that there has been no action taken.

THE GATE CITY
PUBLISHED BY
THE GATE CITY COMPANY
TUESDAY, JULY 28, 1914—
C. F. Skirvin Manager

**CALLIOPE PLAYING
CASE IS DROPPED**

Injunction Hearing is Not Held and
Boat People Agree to Not
Using Instrument.

Burlington Gazette: The hear-

ing on the petition for a temporary injunction restraining the blowing of whistles and the playing of the steam calliope was not held before Judge Hale this afternoon, as scheduled. The reason for the dismissal of the petition is that a settlement was reached out of court between Moir Brothers, the petitioners, and the Streckfus line.

The agreement was made that the playing of the calliope would be discontinued, provided that the petition asking a temporary injunction be dropped. This was agreed to by the Moir Brothers, but the hearing for damages will be held at the regular term of the district court this fall. The matter has excited considerable interest throughout the country and on account of the nice legal questions that would be involved there is considerable regret that the hearing was not held.

**CAPT. ROY STRECKFUS
IS BENEDICT NOW**

Jovial Boss of Steamer Sidney is
Married to Burlington
Girl.

Quincy Herald: On the steamer Dubuque of the Streckfus line, when the boat arrived here this morning from Burlington, Iowa, was Captain John Streckfus himself, president of the company. He came up on the Dubuque when it left St. Louis Friday afternoon, arriving here Saturday evening, and because the boat was not due at Burlington until later in the day, arrived there too late to attend the wedding of his son, Captain Roy Streckfus. The marriage of Roy Streckfus and Miss McPartland was celebrated, so Captain Streckfus said today, at 8 o'clock Sunday morning by Father Gallagher at St. John's Catholic church at Burlington. The groom is the second son of Captain John Streckfus and is the captain of the excursion steamboat Sidney. He and his bride are now aboard the Sidney, which today was at Keokuk.

The Gate City.
SUNDAY DEC. 6, 1914

Entered in Keokuk Postoffice as Second-Class
Matter.

**CAPT. WILLIAM BURKE
DIED AT ST. LOUIS**

One of the Oldest River Men and Inti-
mately Known Along the
Mississippi.

The many friends and acquaintances of Captain William Burke, all along the Mississippi river from St. Louis to St. Paul will be grieved to learn of the death of the captain, one of the oldest and best known river men in the Mississippi valley. His

death occurred at St. Louis at 5:00 o'clock Friday morning. He was one of the old time river men of whom there are a very few left at the present day. Could he have recounted his steamboat experience during his long and active life it would be read with interest by those somewhat familiar with the early days along the Mississippi and with surprise and wonder by the younger generations of today.

Many people in Keokuk knew him to admire him for his sturdy, manly qualities. He had been connected with many of the old and familiar steamboats passing Keokuk, among them the Grand Pacific, Gen City, Dubuque and other boats dating back beyond those named. After the completion of the water power here it was suggested that he take the first boat through as an appropriate recognition of his long river service, but the matter was not pressed and another had charge of that first boat. He was recognized as a safe man, a safe navigator and his passengers always felt a little safer with Captain Burke than with other river men who had command. It seemed that all the river men of this locality from St. Louis to St. Paul looked up to him as the dean of river craftsmen. He and Captain Hugh McKenzie of Keokuk were intimate and fast friends and it was with a tremor in his voice that he talked about the death of Captain Burke, whose manly qualities he eulogized to the highest, and so it will be with all who knew this good and true man, warm friend, who knew no higher rule of action than the performance of every duty and to be true and helpful to friends. His record is made and he quietly "drew the drapery of his couch about him and lay down to pleasant dream." Peace to his ashes.

The Gate City.

Entered in Keokuk Postoffice as Second-Class
Matter.

On the River

Labor Day

Two Trips to Nauvoo

Str. Black Hawk

Leaves Keokuk 8:30 a. m. and 1:30 p. m. Leaves Hamilton, 9:15 a. m. and 2:15 p. m.

Leaves Nauvoo on last trip down, 8:00 p. m.

Through the lock going and coming, and up over the lake to beautiful Nauvoo city's celebration.

40 cents round trip. Tickets good to return either trip.

J. B. HUTCHINSON, Agt.,
Tel. 264.
1914

THE GREAT DUST HEAP CALLED HISTORY
R. J. BICKEL KEOKUK, IOWA

MUSIC ON THE RIVER

By C. W. Elder



Clarence W. Elder's orchestra playing aboard Streckfus excursion steamer WASHINGTON, season of 1925. Standing, from the left:- E. Ray VanDuzen, trombone; Irvin Hardesty, piano and leader; Kenneth Scott, drums; Leonard Gonyea, trumpet; Al Moore, trumpet; Red Heggen, saxophone. Seated, also from the left:- Pod Morrison, saxophone; C. W. Elder, manager and strings; Roy Kopesky, bass.

Capt. Joe Streckfus was very particular about music on the Streckfus excursion boats. He would attend rehearsals, tap his feet with his watch in his hand, and if the band failed to keep the proper tempo (70 beats a minute for fox trots and 90 for one steps) somebody got hell. If it happened too often there were new faces on the bandstand.

Capt. Joe in my opinion was the man who did most to exploit music in my day. The men themselves of course were talented, but it was Capt. Joe who provided them the place to start. He personally trained some of them, always insisted on regular rehearsals, and strove for perfection. He had an uncanny sense of values when appraising a musician, and in audience reaction. I have never noticed credit given to him, come to think of it.

"Dixieland" music originated at New Orleans. Yankees had not been exposed to it, and it was Capt. Joe who recruited New Orleans players and sent them North on his boats. The result was fantastic. I saw it happen. I lived in Burlington, Iowa, and the SIDNEY came in (the first real excursion boat there) with capacity crowds. Fate Marable played on her then, before the first World War. He played an air calliope in the ball room instead of a piano--called a "Tangle Air Calliope," made at Muscatine, Iowa. The SIDNEY attracted crowds wholesale, while the G. W. HILL about starved to death with a local orchestra recruited from around here, poor music, and poor pay.

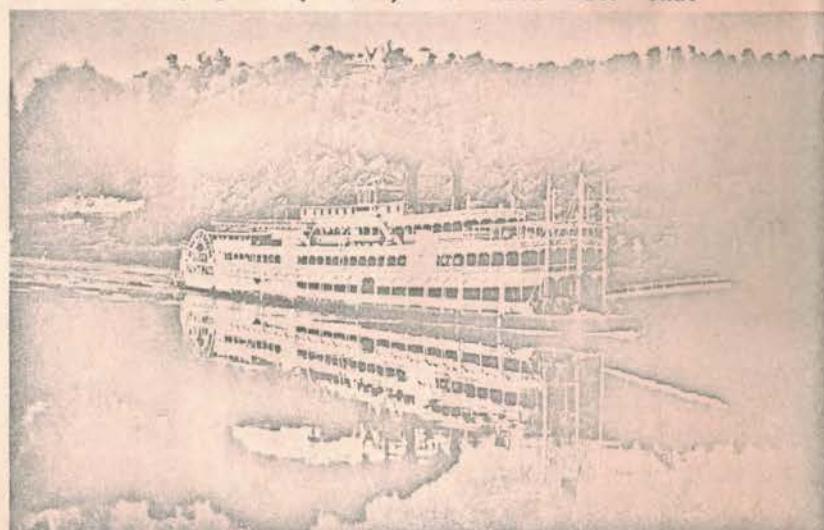
Now about the "river boat musicians." Fate Marable was by far the most colorful river boat musician in the country. He was born at Paducah, Ky. about 1890. His mother, a music teacher, taught him what he first knew. One day Fate was

As this article was being prepared for print the sad news came of the passing of Capt. Clarence W. Elder, the author. He died at Moline, Ill., his home, on Tuesday, June 15, 1965. His river career was one of the most unique of record. When he played the WASHINGTON's calliope the first time, the elder Capt. John Streckfus winced, strode back to the engineroom and turned off the steam. From such inauspicious start C. W. Elder graduated to the top of the river music field, thence to purser, pilot and captain. He fought and bled on Ohio River "moonlights" and was long-time protege of the late Capt. D. W. Wisherd. The pity is that "Heavy" Elder didn't start writing his recollections sooner. Nothing quite like the following contribution has been preserved in print, and we are proud to hand it along. -Ed.

walking down Broadway there in Paducah, saw the old (first) J.S. at the landing, walked aboard and got a job playing piano. In later years he had excellent offers to take bands to New York, but he was loyal to Capt. Joe Streckfus, and save for about two years, he always was a featured musician with the Streckfus Line. Fate afterwards told me he was eating a hunk of sweet potato pie that day he got his first job on the J.S.

As you know, Fate was colored. He did more for colored musicians than anyone in his time, and his graduates include some of the Great. One of them was Louis Armstrong, trumpet and vocalist who did command performances for royalty. Fate told me in 1921 about the time Capt. John Streckfus nearly dragged Louis Armstrong off the bandstand because he was too bashful to sing a song. Warren "Baby" Dodds, drummer, graduated from Fate's Band. He was there 1919-1921, before he went to New York and teamed up with Armstrong. Then Charles Creath, trumpet, was with Fate in the 20's at St. Louis. Dewey Jackson, too; both of these men led their own bands later and made records. Creath was on the SAINT PAUL with Fate the first year she came to Pittsburgh, 1937.

Jimmy Blanton, bass, was with Fate that



Dixieland music was freighted to the Upper Mississippi and Ohio Rivers by bands whose players were often handpicked and trained by Capt. Joseph Streckfus. This picture, taken by Capt. Jesse P. Hughes, is of the "old SAINT PAUL, daddy of 'em all" as the boat explored to Pittsburgh for the first time in summer of 1937.

first year the SAINT PAUL came to the Ohio. He became a featured soloist with "Duke" Ellington, and died before he hit the top, but he had all it takes to get there. Duke Ellington did not start on river boats.

Some other colored musicians who played with Fate Marable and Charlie Creath on the CAPITOL are George "Pops" Foster, 1918-1921, and St. Cyr, banjo, 1918-1920. These two were with Fate when Louis Armstrong was there, and they both became prominent later. Arthur James "Zutty" Singleton, drummer, was with Fate on the CAPITOL and J.S., 1923-1924. The music magazines told much of him later, and he really got his start right there on Streckfus boats.

Most of the jazz bands in those early days didn't play from music. They would all sit down around a victrola, learn the melodies and then improvise their parts. The old "standards" from around New Orleans everybody knew. "High Society" was one of Capt. Joe Streckfus's favorites, and every new clarinet player got tried out on that one, and if he could cut the mustard on "High Society" he was good enough for anybody.

The original Dixieland Band, the actual start of the Northward movement, was composed in 1913 of the following---all white: Nick LaRoca, cornet; George Brunis, trombone; Yellow Nunez, clarinet; Anton Lada, drums and Harry Ragas, piano.

You may notice that I harp on the Streckfus excursion boats. None of the others had what was called good solid beat rhythm music with the Dixieland flavor; not even the ISLAND QUEEN, with her big orchestra and big arrangements--sounded stenciled. The HOMER SMITH had Everett Merrill as leader, who played stinking saxaphone. These boats never did recognize the value of the southern musical influence.

On Streckfus boats the laggards couldn't help improve what with coaching of the leader and of Capt. Joe. They either got good, or else dropped out. The hours were terrible with the long all-day trips and moonlights. In later years Capt. Joe was obliged to use two bands; one for the day trips (smaller) and a big band for the evening. On tramping trips all bands played until unconscious.

When it comes to the calliope, Fate Marable could get more pretty music out of that instrument than anyone. The four ranking calliope players then were Fate, Homer Denny, Bill Foley and George Strother. All the rest were mechanical and that includes me, and also Irvin Hardesty who was on the WASHINGTON. George Strother was really good, and was on the HOMER SMITH for a long time. He doubled on piano, drums and bass in the orchestra, was on the WASHINGTON two seasons and played calliope once on the QUEEN CITY when she had one. Hal Kennedy, saxophone, was on the HOMER SMITH at the time George Strother was there, and Hal was some shucks on a sax. He liked the river well enough to spend his adult lifetime at it, and his name should not be left out of any article pertaining to River Music.

To blow my own tooties a little, I started in 1922 playing calliope and banjo on the WASHINGTON and turned out captain of her on the last season in 1937, and, between us, I wish she was still running (with steel innards and bottom) and that I could be purser, and I'd take Cap Wisherd back, too, and Bill Pollock and F. Way as pilots and little matter who the captain would be. Which reminds me again of Hal Kennedy.

In 1934 the Carnegie Steel people sent down a "Century Tow" to New Orleans from Pittsburgh, their 100th, and Hal Kennedy tried to get George

Strother to go along and play calliope. Turned out George was in Florida somewhere, and Hal was about nuts as Capt. A. O. Ackard had ok'd the deal and the calliope was already bolted to the deck of the I. LAMONT HUGHES. I'd been learning the river on the D. W. WISHERD under Capt. Joco Meeks (passing coal, mostly) and Hal called me to come play the thing. I went up to Clairton and tuned the calliope in zero weather. We went out of the Ohio River fighting ice, and me playing "In The Good Old Summertime." The steam from the whistles froze on the keys almost on contact so I had to pour black engine oil all over the keys, and played the dam thing with canvas gloves on.

I trained a few musicians myself, if you'll pardon the protruding. Claude Thornhill came aboard the WASHINGTON at Wheeling on June 1, 1925 and was 17, and was late getting there because he had to finish High School in Terre Haute before he came. He came in short pants, now believe it or not. Claude made history in the music business; was an orchestra leader in World War II, in the Navy. Since has become one of the foremost. He left the WASHINGTON at the close of the 1925 season to study at the Cincinnati Conservatory of Music, and after that he was with Clyde McCoy, Hal Kemp, Benny Goodman, Paul Whiteman and the rest of the best.

Eugene Royse, trumpet, was in my orchestra on the WASHINGTON 1925-1927, and left to go to school in Lexington, Ky. Last I heard he was a prominent lawyer in Maysville, Ky. Also I had Wendell Mayhew, trombone, in 1925, who graduated to the best orchestras, and later was with John Scott Trotter playing for the Bing Crosby show.

I knew Bix Beiderbecke, cornet, but he wasn't in my outfit. Although I did play with him in Davenport when he was a kid. Bix then carried his horn around in a paper bag, and I've been on the bandstand when the manager threatened to fire the whole orchestra if Bix was kept; that was in 1921-1923. Bix went on the CAPITOL with "Doc" Wrixon, and was on the WASHINGTON for a while. They had to let Bix go because he couldn't read music. That happened at Clinton, Iowa. After they fired him, Bix went to Chicago and next thing he was with Paul Whiteman. So he really did play on Streckfus boats.

Boat orchestras in my time played no popular ballads as a rule; we played four beat rhythm which is Dixieland. The standard tunes then were Dixieland One Step, Millenburg Joys, High Society, Panama, Clarinet Marmalade, At The Jazz Band Ball and Muscat Ramble. When the WASHINGTON made her first foray up the Ohio River I had one very fine dance orchestra organized, what with men the calibre of Claude Thornhill and Wendell Mayhew. Ed West was the captain and many times he begged me to slow the tempo lest the crowd shake the boat apart dancing. There was such a thing as the orchestra leader announcing to the band, "Blues In F." That was the cue to improvise, and the leader would start off any direction in the key of F, and each player used his own judgment. Very rarely would such a tune end up badly. Takes experts to get away with that.

Never forget it was Capt. Joe Streckfus who was the daddy of all this.

A spot of local history is like an inn upon a highway: it is a stage upon a far journey: it is a place the national history has passed through. There mankind has stopped and lodged by the way. Local history is thus less than national history only as the part is less than the whole. Local history is subordinate to national only in the sense in which each leaf of a book is subordinate to the volume itself. -Woodrow Wilson.

THE GATE CITY:

THURSDAY MORNING, NOV. 25.

ROUGH ON RIVER MEN.

Steamboatmen Taken With "Snap Judgment."

An Early Winter—Interesting Data—Ice-Bound Boats in Imminent Danger of Breaking Up.

The Mississippi river closed at Muscatine on Sunday morning, November 21st, and by Monday people were crossing on the ice. The *Journal* says this is the earliest closing of the river known in 42 years, and it gives this interesting record for that time:

The next earliest closing, November 25, 1857, was followed by an early opening, and the winter proved a mild one. But in the next earliest, November 26, 1842, it proved the coldest and longest winter in the entire history of the country, as the old settlers well remember. The ice did not break up till the 8th of the following April, making it the longest period of closing since the settlement of the country.

The following table shows the dates at which the river has closed and opened each season since 1838, with the number of days the river remained closed:

SEASON.	CLOSED.	OPENED.	DAYS CLOSED
1838-9	Jan. 30	March 24	53
1838-9	Dec. 4	Feb. 20	7
1840-1	Dec. 31	March 1	60
1842	Jan. 3	Feb. 28	55
1842-3	Nov. 26	April 8	133
1844	Jan. 28	Feb. 23	31
1844-5	Dec. 25	Feb. 18	52
1845-6	Dec. 1	Jan. 29	61
1847	Jan. 6	March 19	72
1847-8	Dec. 15	Feb. 16	63
1848-9	Dec. 15	Feb. 18	60
1849-50	Dec. 17	Feb. 19	64
1851	Jan. 30	Feb. 21	22
1852-3	Dec. 18	Feb. 24	69
1853-4	Dec. 31	March 1	60
1855	Jan. 22	March 7	41
1856-6	Dec. 26	March 29	94
1856-7	Dec. 5	March 25	110
1857	Nov. 25	Nov. 30	5
1858	River open throughout the entire year.		
1859	Jan 7	Feb. 21	45
1859-60	Dec. 8	Feb. 20	52
1860-1	Dec. 15	March 2	77
1861-2	Dec. 12	March 26	101
1862	Dec. 6	Dec. 13	7
1863	Feb. 5	Feb. 28	21
1863-4	Dec. 19	March 2	75
1864-5	Dec. 9	March 5	82
1865-6	Dec. 12	March 9	76
1866-7	Dec. 18	April 1	104
1867-8	Dec. 18	April 2	105
1868-9	Dec. 25	March 28	88
1870	Jan. 9	March 23	73
1870-1	Dec. 21	Feb. 25	66
1871-2	Nov. 30	March 26	117
1872-3	Nov. 30	March 14	104
1873-4	Dec. 23	March 16	82
1875	Jan. 2	March 28	86
1876	Nov. 29	Dec. 21	22
1876-7	Dec. 6	Feb. 9	77
1877-8	River open throughout the whole winter season.		
1878-9	Dec. 19	March 3	82
1879-80	Dec. 18	Jan. 8	21
1880	Nov. 21		

During all of January, 1876, the river was open. On the 5th the steamer Savannah arrived from Rockingham. Feb. 2d, the same year, the ice again gorged, but broke up on the 10th.

1876-7 Dec. 6 Feb. 9 77
1877-8 River open throughout the whole winter season.

1878-9 Dec. 19 March 3 82
1879-80 Dec. 18 Jan. 8 21
1880 Nov. 21

A peculiar feature of the closing of the river is the fact that the Father of Waters was ice-bound at Fort Madison 24 hours earlier than at Burlington. The Galena *Gazette* says:

Steamboatmen have been taken with a

"snap judgment" this season, in the sudden closing of the river, leaving them with their crafts, in many instances, miles away from their regular laying-up ports. Such a state of affairs has never before existed on the Mississippi, and will no doubt entail considerable loss upon river men, whose boats are lodged in unsafe harbors and liable to be dashed to pieces or badly damaged by the breaking up next spring. The following is a list of steamers frozen in between St. Paul and St. Louis, as obtained from boatmen who have visited this city during the past week, on business connected with the inspection service:

Steamer Annie, bound from St. Paul to St. Louis with a cargo on board; frozen in at La Crosse.

Diamond, Jo, bound from St. Paul to St. Louis, cargo on board; frozen in near La Crosse.

Imperial, with cargo of wheat; further passage blocked by ice at Winona.

Alex. Kendall, bound for La Crosse; frozen in at Prescott.

Belle of La Crosse, bound for St. Louis, at Fox Island.

Josie, frozen in at Keokuk, with a cargo on board for New Orleans.

Alex. Mitchell and steamer Cheever, bound for St. Louis; at La Crosse.

The following is a list of raft towing steamers frozen in, with their rafts of lumber and logs:

Annie Girdon, at Rock Island.

Albert Toll, at Minneiska.

Dexter and Zoda, at North McGregor.

St. Croix, at Dubuque.

C. F. Weaver, at Lyons.

Helen Mars and Menominee, at Princeton.

Mollie Mohler, at New Boston.

Belle Mac at Dallas.

Blue Lodge and Little Eagle, at Monroe.

The steamer J. W. Mills, Captain Paul Kertz's boat, also the E. W. Barden, Mark Bradley and Stillwater are on the ways at Diamond Jo's boat yard, Dubuque.



STEAMERS LEAVE
KEOKUK

—FOR—

ST. LOUIS

Every Monday and Friday at 7 a. m.

DO NOT FAIL

To Travel by this Famous Line and see the MAGNIFICENT SCENERY

OF THE
Upper Mississippi River.

For information, apply to

JNO. McNAMARA,
Agent at Keokuk.
Or, ISAAC P. LUSK, Gen. Pass. Agt.,
1893 St. Louis, Mo.

THE GATE CITY:

WEDNESDAY MORNING, NOV. 1, '76.

Steamer Sunk—[redacted] Considered.

LITTLE ROCK, Oct. 31.—The Gazette has a special that the steamer Rosa Mill sunk near Pine Bluff and is being wrecked.

The Gate City.

FRIDAY, JUNE 2, 1916

HELEN BLAIR ON

HER FIRST TRIP

Flagship of Fleet Carried Big Freight List Out of Keokuk Yesterday.

Concerning the Helen Blair's first trip out of Keokuk yesterday on her new schedule the Quincy Herald says:

The steamer Helen Blair, flagship of the Blair packet fleet and perhaps the finest small packet in service on the upper Mississippi, was here today for the first time in the new Davenport-Keokuk-Quincy service. Hereafter the boat is to be here every Thursday and at Keokuk every Sunday. Today the boat arrived at 10:30 and left at 3, having a big load of freight, but only about twenty-five passengers. Captain Harry F. Young is again master of the Blair. This is his third season on this boat after sixteen years of steamboating on the Yukon river. He began steamboating on the Mississippi rafters in 1879 and often was in and out of Quincy on the McDonnell boats.

Nineteen years ago he went to Alaska and on his return he was accompanied by Henry Miller of Brownsville, Minn., who was mate on his boats on the Yukon and is first mate now on the Helen Blair. William Enderlee of Fort Madison, last year pilot on the steamer Keokuk, is on the Blair, too, this season. Other members of the crew are George Lancaster of LeClaire, Iowa, chief engineer; John Kerkering, from near St. Paul, second engineer; Hartman E. Swansen, on the Silver Crescent and Keokuk for five years, is the purser; Charles Effland of Moline, is the steward; and Lou Lyons, also of Moline, is chef. The boat carries its own orchestra.

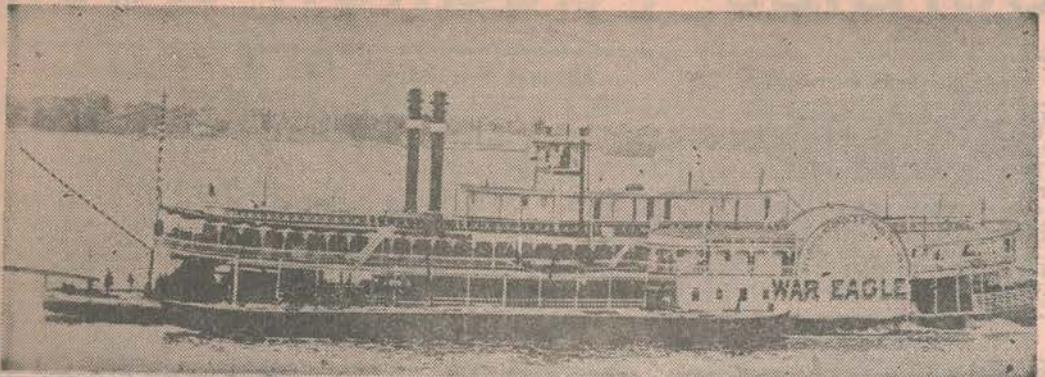
THE DAILY GATE CITY.

SEPTEMBER 16, 1877.

Early River Navigation.

Quite a lively discussion is going on among the newspapers along the river regarding the first steamboat that ploughed the upper Mississippi river. Some say it was one craft, while others claim it was another. Many old residents with faded memories have been interviewed. The last one to speak is Capt. D. S. Harris, of Galena. He says the first steam craft that pulled up as far as Armstrong, now Rock Island, was the Virginia, in June, 1823. The boat was from Wheeling, Va., and was loaded with provisions for northern hunters and trappers. The boat was a small stern-wheeler. Col. George Davenport, then agent at Rock Island, piloted the Virginia over the rapids at Rock Island. That was in 1822. It required nerve and skill to get over those rapids. Those rapids are still there and nerve and skill are still necessary. The rapids remain dangerous and about as they were in 1823.

Steamer War Eagle Which Smashed Keokuk Bridge 71 Years Ago Survived 3 Accidents



JUNE 2, 1953

Although she was involved in three major accidents, including the historic smash which took a span out of the Keokuk bridge, the old steamer War Eagle came back each time and was in operation on the Mississippi for 19 years in the last century.

The boat, according to an article in the May 30 issue of The Waterways Journal, was built in 1876 at Carondelet (St. Louis), Mo., by the Keokuk-Northern Line Packet company at the same time a sister boat, the Golden Eagle, was under construction.

66 Staterooms.

The 275 by 40.5 by six foot steamer with a tonnage of 941 had four five-flue boilers, 45 inches by 28 feet. Each had 66 staterooms accommodating 154 passengers and their cost was estimated at \$50,000 each.

Sidewheelers, both of the Eagles were built for speed and the War Eagle slipped out of St. Louis August 7, 1876, under cover of darkness for a trial run to Louisiana, La., with Commodore William F. Davidson himself on the roof. Her time was one hour, 57 minutes although the pilots had to keep exactly on their marks because of the darkness.

Warsaw Master.

Capt. T. L. Davidson of Warsaw was the War Eagle's first regular master and the citizens of Warsaw presented him with a silk flag on the maiden trip to Keokuk. Regular schedule for the War and Golden Eagles had them leaving St. Louis on alternate days at 4 p. m., reaching Quincy at 8 the next morning, Keokuk at noon and leaving for St. Louis at 1 p. m.

First major accident of the War Eagle occurred on November 22, 1878, when she sank at Saverton, Mo. Quickly raised after that mishap she hit an obstruction near Canton, Mo., and repairs were made in St. Louis at a cost of \$1,000.

Two years later, on November 4, 1881, when the boat was coming down from St. Paul heavily loaded with assorted merchandise and livestock she hit the Keokuk bridge. The river was very high and after blowing her whistle for the bridge she was caught in the swift current

and thrown off course.

Span Into Water.

Capt. Hiram E. Beedle, pilot on watch, signalled second engineer Henry Blaisdell to "back hard" but the boat became unmanageable and swung around. The starboard wheelhouse hit a span of the bridge, throwing it into the water and smashing the wheel. The steamer then drifted through the opening and was beached on the Iowa shore, lying on her side in some 15 feet of water.

After being raised the boat was taken to Madison, Ind., for repairs. Damage to the Eagle was listed at \$30,000 and to the cargo \$16,000. Other officers aboard were Capt. Jerry Wood, master, Capt. William R. Tibbals, pilot, F. McCord, chief engineer, C. R. Gregg, first clerk, Thomas Conners, mate, and William (Billy) Blank, steward.

Opera House Empties.

The accident occurred just as the Keokuk opera house curtain was about to rise on the melodrama "The Pearl of Savoy." The crash was so loud that the audience was thrown into a turmoil and the manager had to run out on the stage and assure the crowd that there was no danger in the theatre. When it learned of the trouble on the river a large part of the audience left to see the more realistic action.

While the steel was being fabricated for a new span and parts of the wrecked span were being fished out of the river, a temporary span of heavy timbers was substituted and it is a portion of this—167 feet—which now forms the covered bridge over the slough on the dike approach.

The War Eagle returned to service after the smash and in 1891 was converted into an excursion steamer at St. Louis. It was advertised as the "only non-sinkable and fire-proof sidewheel excursion steamer afloat." The boiler deck was enclosed with glass for the convenience of the passengers, of which she could carry 2,500.

Later she operated between Cairo and Memphis and on December 30, 1893, was advertised for sale by the U. S. marshal at Cairo. In 1894 she was finally dismantled.

THE DAILY GATE CITY.

FEBRUARY 24 1898.

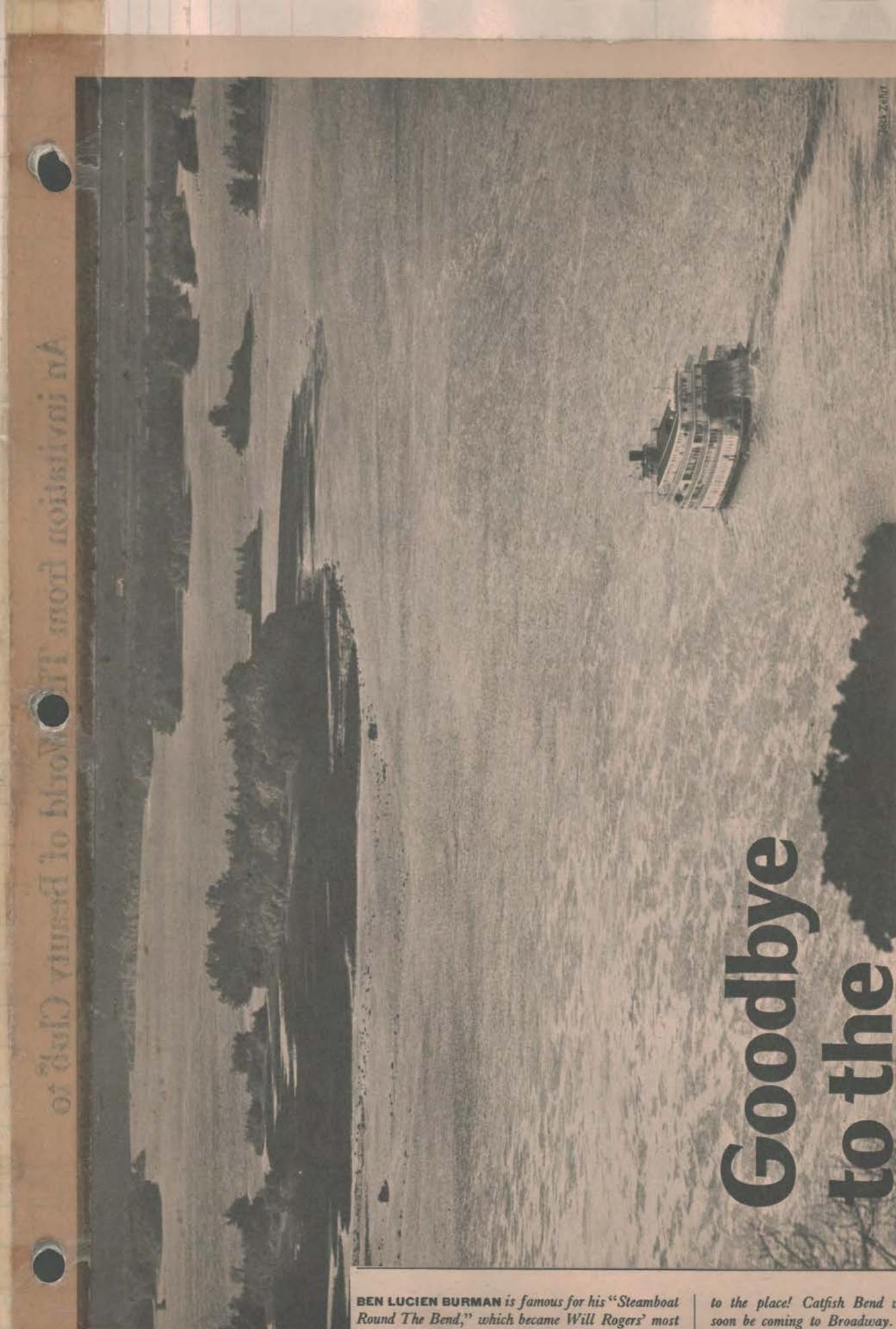
SOME RIVER NOTES.

Raft Boats on the Upper Mississippi and Their Commanders.

Herewith is given the names of the raft boats that will navigate the Upper Mississippi this season, together with their respective captains:

Clyde—John Hoye.
Ravenna—Charles Davidson.
Juniata—Isaac Newcomb.
Isaac Staples—James Newcomb.
Glenmont—Wm. York.
Musser—Steve Withrow.
Frontenac—Henry Slocum.
J. W. Van Zandt—Geo. Tromley.
C. W. Cowles—Joe Beasau.
Ben Hershey—Joe Beasau.
Inverness—John O'Connor.
Bart Linehan—Joe Dobler.
Mountain Belle—Andy Lambert.
Bella Mac—Thomas Withrow.
Chauncey Lamb—A. O. Day.
Lady Grace—John Moore.
Vivian—James Whistler.
Cyclone—Sherman Hallam.
Ten Broeck—Robert Mitchell.
Dan Thayer—Abe Mitchell.
Saturn—Geo. Winnens.
Sam Atlee—George Short.
Volunteer—C. Roman.
Eclipse—John Lancaster.
Moline—Ike Wasson.
E. Rutledge—Wm. Whistler.
F. Weyerhauser—Geo. Reed.
F. C. A. Denckman—O. McGinley.
Kit Carson—Peter O'Rourke.
Captain R. F. Isherwood, commander last year of the steamer Sidney and an old Diamond Joe steamboatman, died at Le Claire Saturday.

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Goodbye to the Great Boats

A noted writer salutes a bawdy and beautiful era in our history when the riverboats and their captains ruled the Mississippi

BY BEN LUCIEN BURMAN

Des Moines Sunday Register

BEN LUCIEN BURMAN is famous for his "Steamboat Round The Bend," which became Will Rogers' most successful film, and his classic Catfish Bend stories (the latest of which is "Blow a Wild Bugle for Catfish Bend") which are such vivid fiction that tourists frequently stop at gas stations to ask for directions

to the place! Catfish Bend will soon be coming to Broadway. It is being made into a musical by Edward Padula, producer of the smash hit, "Bye Bye Birdie," for the 1968-69 theatrical season.



THIS WEEK Magazine / May 19, 1968

The first sound I can remember is the whistle of a steamboat on the River. There aren't too many of us left. But to anyone who ever heard that melancholy music quavering over the water and echoing between the hills, the news that the steamboat *Delta Queen* may be on her final trip down the Ohio and Mississippi evokes a deep sadness. For when that whistle blows for the last time it will sound the requiem of one of the most picturesque periods of our history — the era of the Mississippi steamboat.

It was anything but an era of perfection. It was rough, it was bawdy, it was tragic, it was often cruel. But in vivid contrast to our mechanical age where every village and town is the exact copy of every other and computers have taken the place of our souls, it was a life full of richness and humor and beauty.

I shall never forget the starlit nights as I sat in the pilothouse of the *Tennessee Belle* listening while the black leadsman at the bow cast his line to take soundings and began his mournful chant: "No-o-o-o Bottom! There is No-o-o-o Bottom!" A moment later another Negro on the Texas deck below me would echo the cry: "No-o-o-o Bottom! There is No-o-o-o Bottom!" in a poignant, spiritual-like melody that seemed to reflect all the tragedy from the days his ancestors were brought as slaves from the fever-laden Congo.

I remember how the booming voice of Captain Dick Dicharry, the boat's owner, and the noisy voices of the crew would grow hushed until the chant, like a sacred ritual, was ended.

"Got the best singers on the river," Captain Dick would tell me. "Don't care if a leadsman's the best in the world. Won't have him on my boat unless he can sing."

They were characters, those steamboat captains, and Captain Dick, the last King of The Lower Mississippi, was one of the most remarkable. Years before, by a miracle, he had acquired his first steamboat, a battered, paintless relic called the *Uncle Oliver*. Without even enough money to buy coal for the whole trip from New Orleans to Greenville, Mississippi, he was slowly making his way from port to port hauling cotton, hoping to earn sufficient funds to reach his destination.

And then one day, when the boat was in the middle of the channel, the mate came running to the pilot house to tell him that all the coal was gone;

in a moment the boat would start drifting helplessly down the river.

Captain Dick rose to the emergency. "Tear up the deck floor!" he shouted down the speaking tube to the engine room. An instant later the boat was resounding with the crashing of axes and the wrenching of crowbars as the roustabouts ripped up the lower deck. Quickly the boards were tossed into the boilers; the boat went steaming merrily on to Natchez, where a heaven-sent mountain of cotton was waiting.

**So tough
they rassled
alligators**

The crews of Captain Dick's boats were characters, like their commander. There was Barney, the engineer of the *Tennessee Belle*, who every afternoon would lower a bucket into the murky Mississippi and when it was full of the muddy liquid "too thick to navigate, too thin to cultivate," would gulp down a quart or two with gusto. "Keeps my health a-going good," he would tell me. "That's the trouble with people nowadays. That's what's causing all this sickness. It's this filtering the water. Takes all the strength out of it."

There was the solemn mate on another Mississippi boat whose favorite food was hardboiled eggs. But his way of eating them was unusual. He sprinkled salt and pepper on the shell and swallowed the egg whole. There was the Cajun pilot I knew who hated alligators. Whenever he saw an alligator in a bayou where the boat was traveling, he would turn the steering wheel over to his partner, and leap over the side. He would wrestle with the great reptile in the water until it was exhausted and he could haul it triumphantly aboard.

There was my plump friend, Captain Bill Menke, still living on his showboat *Goldenrod*, which for many years has been anchored at the St. Louis wharf. One wintry day his first showboat struck a snag that knocked a great hole in the bow; he saved his ship from sinking and himself from ruin by leaping into the hole and plugging it with his stout body.

"I stayed there in the icy river till they steered the boat into shallow water," said Captain Bill. "Then I popped out, just like the cork from a bottle of champagne."

**Captain Bill
and his
Judas rooster**

Even the animals on the River became characters, like Captain Bill's pet rooster. In the early days, whenever showboat business was bad and the actors hungry, Captain Bill would send the rooster ashore at

I can still see the desperate faces and still hear the agonized cries of the watchmen at the huge Standard Oil refinery at Baton Rouge whenever we passed. Why we did not set the refinery afire is a riddle that only Old Al, the great alligator who legend says presides over the Mississippi, can possibly explain.

But perhaps most extraordinary of all the vessels ever in the Mississippi Valley was the *Big 'N Plenty*, the first boat to



any little settlement where the showboat happened to be anchored. A few hours later, the rooster, a handsome Casanova, would come stalking proudly up the gangplank, followed by half a dozen worshiping hens he had collected during his brief journey in the town.

River history is discreetly silent as to what happened to the hens.

The boats themselves were highly individual, acquiring peculiarities that made them famous everywhere along the River; often they were given nicknames by the roustabouts from which they could never escape. Captain Dick's *Uncle Oliver*, always black with soot, was known as the Dirty Face; the *Sprague*, largest towboat ever to run the River, and capable of hauling an incredible number of barges loaded with incredible tons of freight, was known affectionately as Big Mama; a boat in the bayous, because she had a Diesel engine, and thus lacked the characteristic asthmatic cough of her steamboat sisters, was contemptuously known as the Deaf and Dumb Boat.

As late as the 1920s I rode on the old *Ouchita*, the last woodburning boat on the Mississippi. As she steamed slowly on her way through the gloomy swamps of the Delta, we often stopped at a pile of wood along the shore, set there to feed her roaring boilers. Her progress was a continuous shower of sparks, spouting from her smokestacks like giant Fourth of July flowerpots,

THE GREAT DUST HEAP CALLED HISTORY
S. RICHARD NEBRASKA, IOWA

navigate the Sunflower River out of Vicksburg. The *Big 'N Plenty* wasn't really a steamboat. Her motive power instead was 80 tough Irishmen turning handles like bicycle sprockets which, connected with a paddlewheel, enabled the ship to go upstream at a stately three or four miles an hour. Her navigation was often uncertain. The 80 Irishmen were divided into two crews of 40; rivalry between them was intense. Often the harassed captain would be compelled to stop and let the two factions go ashore to engage in fierce and bloody combat. But in half an hour the battle would be over. The weary warriors would bind up their wounds, shake each other's hands, and the *Big 'N Plenty* would continue on its troubled way.

**Silver bells
and the
wildeat whistle**

One of the proudest possessions of any steamboat was its bell. Captains building a new vessel would sometimes throw as many as 2,000 silver dollars into the molten iron when the bell was being cast to increase the beauty of its tone. But even more reverence was accorded the whistle, handed down from boat to boat like a priceless heirloom. One of the most famous was the whistle of the old *Vernie Swain*, a boat on which I traveled during my early days on the Lower River. Called a wildcat whistle, its eerie cry was calculated to make even the bravest lion (TO PAGE 18)

(FROM PAGE 17) flee in panic. The first night the *Vernie Swain* made its way down the River the delighted pilot blew the whistle every few minutes. In the morning, legend says, the farmers on both sides of the River took their guns and organized posses to hunt the sudden terror.

"Worst panther ever seen in the country," said an Arkansas cracker as he loaded his rifle in front of the crossroads store. "I hear it hollering all night."

A lanky farmer beside him nodded in agreement. "It's wild and hungry," he said. "And it's moving fast. I know. 'Cause I seen its tracks."

Each new change in a steamboat created a similar sensation. When a steamboat came down the River at night with the first electric searchlight, at the sight of the blinding shaft sweeping from shore to shore both black and white men darted into the nearby woods for safety. They thought it was the Day of Judgment; the searchlight was the eye of God, picking out the good people from the bad.

River humor, like everything else connected with a steamboat, had a unique quality. Like the humor so often of men leading dangerous lives it was touched with a dry cynicism.

I was standing in a pilot-house one morning when we happened to pass a wrecked steamboat, lying like a white skeleton on the sandy shore.

**A pilot's
lot was not a
happy one**

The pilot gazed at the wreck with sardonic eyes. "Everybody can make a mistake except a steamboat pilot," he drawled. "A bookkeeper can rub out his mistakes with an eraser. And a doctor can bury his. But a pilot puts his mistakes right out where everybody can see."

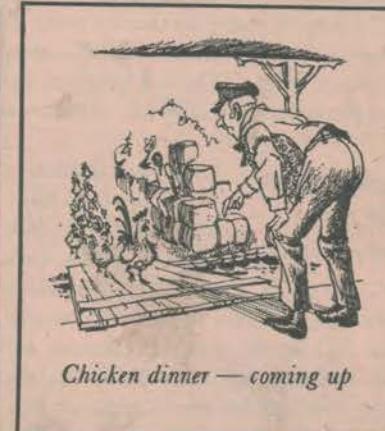
Steamboat music likewise possessed a quality all its own; music was a vital part of the life of the River. I rarely traveled on a Mississippi steamboat where as long as a black man was awake I could not hear a rich voice singing some melancholy ballad or a doleful blues. Old Negroes often told me how, in their belief, the blues began; the "outlaw" Negro women would sit on the wharf and play and sing as their men carried their heavy loads of cotton up and down the steamboat gangplank. Essential to every showboat and

with the showboat band. When the operator had plugged in all the subscribers on her switchboard, the musicians would play the most intriguing selections in their varied repertoire.

The Golden Age of the steamboats had long since passed when I first began to study the River. There were no more expert Negro cooks who had been sent abroad to learn their art from famous French chefs; there were no more cabins full of period furniture with carpets two inches thick and water-coolers costing \$15,000, made of silver and gold. There were no more quarreling planters stopping on an island in the middle of the River to fight a duel, with only one planter returning. There were no more gamblers, with innocent looking confederates sitting nearby, studying the reflections of the cards of the gamblers' opponents in the transom overhead and signalling the results with a finger at a nose or a handkerchief at one eye. The gamblers had been buried long before, some with bullets in their breasts, in the cemeteries of Memphis and Vicksburg and New Orleans.

But the River and its spirit was the same. Only the outer trappings had changed. The channel was as shifting, as unpredictable as in the days of Mark Twain. A pilot could be sure of only one thing; the channel would not be the same coming down as when he went up 48 hours before. There might now be a great sandbar where before there had been 30 feet of water. The tales were many of steamboat captains being caught on one of these sudden shoals and remaining so long they had time to plant and harvest a full crop of potatoes.

The feuds between the captains and their engineers, the battles between the captains and the shantymen living on little house-boats along the shore, went on unabated. The latter feud arose because the paddle-wheels of the steamboats created huge waves in the River. If the captain of a passing steamboat did not slow down, the waves would set the shantyboat to rocking crazily. Many a shantyman's meal was lost when a frying pan full of catfish went catapulting from the stove into the River. I knew of several pilots who received a bullet



Chicken dinner — coming up

excursion boat was the calliope. When the wind was right its steamy melodies could be heard eight or 10 miles away.

Captain Bill Menke used music in an original way to advertise his showboat. When he came to a small town he would give the spinster presiding over the local telephone exchange a few free tickets and return a little later

in an arm or a shoulder as a reward for their carelessness.

The *Tennessee Belle* was docked one day at Vicksburg, taking on cotton, and I had stepped aboard the shantyboat of a grizzled old river dweller nearby, when a tow-boat went racing past, creating waves that rocked the shanty as though it were in a hurricane.

My shantyboat friend shook his fist at the departing vessel, and cursed wildly. When the waves and his temper had subsided, he spoke to me quietly. "You fellows off the *Tennessee Belle* are all right," he said. "That there Captain Dick'll slow down when he passes

a shantyboat. But them other fellows is plain mean. They'd laugh if they drowned you." He chewed a cud of tobacco in meditation. "I'll tell you how it is about them kind of pilots. You warn 'em twice to slow down. You give 'em fair warning twice. And the third time, if they don't slow down, it's according to the law to shoot 'em."

**The River
was their
whole world**

Delta Queen, is gone America will never be quite the same. Whether

piled in the canoes, and the red men paddled down the river. There was plenty of game to be pierced with the arrow, plenty of wild fruit and plenty of fish to be speared. The Indian never worried about the market price, for there was plenty for him everywhere.

The houseboat people lead a listless, lazy life. Some of them work during the summer in the lumber camps up north and go south and work along the Arkansas river in the winter. Some spend their days in fishing and gathering clam shells. They are a rugged, healthy set, free from care, and lovers of nature.

The houseboat was their home during the summer. It was built by the owner, from lumber gathered up along the river bank. There is but one room in the house, kitchen, bedroom and parlor. When cool weather comes near the houseboat man caulks the bottom of his barge, on which is his home. He pries the boat out into the water from the river bank, where it has stood all summer. The weather-wrecked house is patched up and the boat is pushed off into the current to float and float on its way south.

In one corner of the room is a pile of corn, melons, apples and potatoes, either purchased or gathered during moonlight from some field along the route. A sack of flour, some coffee and some sugar are about the only things purchased.

The woman cooks, while the man guides the boat or fishes. Some houseboats contain families of several people, who make the long trip together. Others contain a lone hermit of the river, who studies nature as he floats down the stream.

All day long the boat floats along and is guided and kept in the current by one large oar fastened to the back of the houseboat. At night the boat is brought to shore and tied up for the night. The fish line is set and the occupants go to bed at dusk. In the morning the journey is resumed and a dozen more miles is traveled.

The houseboat population of the upper river is a large one. People are born on houseboats, people die on them, and people live on them. Some people envy them, while others pity

pilot or shantyman, roustabout or showboatman, they were all molded from the same Mississippi clay; they belonged body and soul to the River. The River was their God, their religion.

Their spirit was typified by a steamboatman not long after the great Chicago fire when a stranger came to him and solicited funds to rebuild the burned city. The steamboatman shook his head in disapproval.

"I ain't going to give you no money to build Chicago," he grumbled. "Chicago ain't never going to amount to nothing. It ain't on the River." **(THE END)**

them.

They are mostly satisfied with their lot. They prefer this mode of travel to riding in a Pullman car or on the deck of a steamer. There is no worry or bother for the houseboat traveler. He gets no cinders in his eyes, does not have to tip the porter, and is in little danger of a collision or an accident. His little boat is his home. He pays no taxes or rent, cares nothing for styles or appearances, and floats serenely through the day, as independent and content as Cleopatra on her barge.

A trip down the river in a houseboat is an interesting and enjoyable one. Now and then elegant houseboats go down occupied by wealthy and cultured people who take the trip for the pleasure of it. Their houseboats are larger than the others and are finely fitted up on the interior. They get a taste of the life of the river hermits, but not a good draught of it.

Constitution-Democrat.

CONSTITUTION—Established 1847.

DEMOCRAT—Established 1853.

Consolidated March 28, 1888.

STAR—Established 1892.

Consolidated September 29, 1892.

PUBLISHED BY

THE CONSTITUTION-DEMOCRAT COMPANY
G. A. WARWICK, General Manager,

THE HOUSE BOAT.

THIS TIME OF THE YEAR THEY
PASS DOWN THE RIVER.

THE RIVER HERMITS SEEK A
WARMER CLIME.

He Pays No Rent or Taxes and is as
Content and Independent as Cleo-
patra On Her Barge.

OCTOBER 1, 1903.

Along about this time of the year the houseboats begin to pass the city on their way south. As hundreds of years ago the Indians would float down in their canoes after spending the summer along the river bank, so the modern savages are floating down in search of a warmer climate.

The Indians years ago, before there were any white men in this section, would come up north in the spring, either in their canoes or on foot, and hunt and fish during the spring and summer. When fall approached plans were made for the trip to a warmer climate, although some Indians inhabited this part of the country through the winter months. The savages needed no calendars or almanacs to tell when to start south. The falling leaves, the habits of animals and the stars told them of the approach of winter, and the canoes were patched up, roots and nuts and dried fish were

Constitution-Democrat.

CONSTITUTION—Established 1847.

DEMOCRAT—Established 1853.

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SEPTEMBER 28, 1903.

BOY KILLED AT NAUVOO.

Gang Plank of Steamer Richtman Fell
and Killed Him.

A Nauvoo boy about ten years of age, Harry Buckert by name, of that place, was killed at the steamboat landing on Sunday afternoon.

The steamer Jacob Richtman had brought in a large excursion from up the river to attend the ball game, and the crowd were on the gang plank, which had not been landed on the shore. The rigging of the gang plank broke from the weight upon the board and the boy met his death in the accident.

A piece of the rigging fell upon the boy's head, knocking out his brains. One man in the crowd was injured and knocked into the river.

THE GREAT RIVER HEAD TAILED HISTORY
SIXTH EDITION

The Daily Gate City.

THURSDAY MORNING, DECEMBER 7, 1870

A DECEMBER THAW.

THE ICE IN THE RIVER MOVED DOWN.

The Gipsy Gone Down Stream—Other Steamers in Danger.

A LUMBER RAFT DEMOLISHED.

The weather yesterday assumed a very mild form, putting a quietus on the frigidity which prevailed during the two previous days, moving the ice in the river, and playing smash generally. The genial rays of the sun converted the snow and ice into water, which ran down the gutters freely. About two o'clock in the afternoon the ice in the river commenced to move out, not with the commotion which usually accompanies it in the Spring of the year, but with sufficient force to cause a considerable amount of damage.

The steamer Gipsey, which was sunk in the current of the river some weeks ago, was the first to suffer. The great body of ice, as it moved out, took the boat with it and would have been carrying her along down stream at this time except for the fact that it stopped after a short period and left her in a gorge near the pork houses. She will probably prove total loss.

We understand that shortly after the ice lodged a wholesale robbery was instituted on the boat—men going aboard of her and carrying off everything that was available. The next movement of the ice will probably finish what is left of her. Ample time was had after she was bought back by the original owner to raise her, but no energetic effort in that direction was made. She was left to the mercy of the ice and the ice has made short work of her.

The steamers Dexter, Cricket and Prescott are moored just above the bridge. Their bows were forced out into the stream and the indications were that they would have to go, but fortunately for them the ice gorged on the upper rest of the draw and was forced over toward the shore. This was the only thing that saved them. Had the ice gorged on the piers instead, they would unquestionably have gone down stream. They manifested such strong symptoms of going as it was, even, that the draw was thrown open to let them through. A large force of men were busily engaged all the afternoon with axes and saws, cutting out the ice between them and the shore, in order to swing them back and fasten them more securely. They are

still in great danger, however, as the river was swelling rapidly last evening and will probably force the ice further down.

The Little Eagle and the Jessie are tied up just below the bridge, and at dark last evening were still unmoved, but they are not considered out of danger by any means. A large raft of lumber belonging to Chapman & Thorp of the LeClair Lumber Company, which was lying a short distance below the city, was carried down stream and thrown on Patterson's dyke, completely demolishing it—the raft not the dyke. The damages will amount to a considerable sum.

The Daily Gate City.

WEDNESDAY MORNING, NOVEMBER 20, 1873

THE RIVER.—The recent cold snap has put a quietus on steamboating for the present at least. Navigation on the upper river has entirely suspended, and the steamboats have been compelled to hastily seek winter quarters as best they could. Some of them had partial cargoes which they had to re-ship by rail. Between here and St. Louis the side wheelers have all been withdrawn owing to the heavy body of running ice in the river, and none but the stern wheelers undertake to do anything. The Lucy Bertram came up as far as Quincy on Monday but was obliged to turn back.

The St. Johns, of the Keokuk Line, and the Victory, of the White Collar Lines, are somewhere between here and St. Louis, but whether they will be able to reach this point or not remains to be seen.

If the weather should moderate sufficiently, and the ice run out, boats will resume their trips between here and St. Louis. About sixty passengers, en route for St. Louis, came down on the C. B. & Q. train yesterday morning, and continued their journey by rail. There has been no boat here since Sunday.

The Winona Republican, of the 13th, says: "The steamer Alex. Mitchell, of the White Collar Line, went down last night and will go into winter quarters. The Milwaukee and Belle of LaCrosse are already there, engaged in 'choking a stump' until next spring. This makes all of the large packets of this line that are above the rapids. The Jennie Baldwin and Damsel continue to agitate the waters, and it is reported that the Addie Johnson will be brought from retirement and take a hand in the closing game of the season. The Addie has frequently been 'in at the death' of navigation between Winona and LaCrosse. Tuesday night witnessed the arrival of the last boat of the Northern Line from below for the present season. It was the Minneapolis. After discharging her passengers and freight she went on up. The Red Wing and Dubuque are also above, but are expected down on Wednesday and Thursday respectively, and the Minneapolis on Friday. The Hen-

derson and Cheever, stern-wheelers, have been engaged in the light draught business for some time past, the Henderson running from Winona to St. Paul, and the Cheever from Red Wing to St. Paul. They will go below this week, the Henderson, probably, on Saturday. We have it directly from Capt. Diamond Jo Reynolds himself that his boats will stick to business so long as water and wheat will permit. The Arkansas, Tiber and Ida Fulton will run just as long as they can. The Tidal Wave left here to-day, Wednesday, and will go over the rapids if there is water enough. The Arkansas left here on Thursday night for Fulton. She will return again for more freight. Capt. Asa Forsyth informs us that the steamer Julia has tied up for the winter. Horace Greeley, whose figure, artistically cut in wood, occupied a conspicuous position on the bowsprit, is also retired to winter quarters. The cold snap that nipped the boats here last fall, came on the night of the 22 of November, catching the Dubuque, Ida Fulton, Diamond Jo and one or two other boats in this port.

THE DAILY WHIG.

MONDAY MORNING, SEPT. 4, 1854

STEAMBOAT DISASTER.—The steamer Timour No. 2 was blown up the other day near Jefferson City just after rounding to, for the purpose of taking on wood. All three of the boilers exploded, carrying away the forward part of the boat and killing eighteen or twenty persons.

It was supposed that the explosion was occasioned by a lack of water in the boilers. Of course it was, and such explosions from like carelessness will continue to send scores to eternity until steamboat officers are hung up like other murderers for their inhuman crimes.

THE GATE CITY.

KEOKUK, IOWA:

THURSDAY MORNING, DEC. 17.

Arrivals and Departures of the Mails

ARRIVALS.	CLOSING.
East..... 6:00 a. m.	East..... 2:00 p. m.
St. Louis..... 6:00 p. m.	St. Louis..... 2:00 p. m.
Northern..... 1:00 p. m.	"..... 6:00 a. m.
Western..... 5:00 p. m.	Northern..... 6:00 a. m.
Eastern Way 4:00 p. m.	Western..... 7:00 a. m.
	Eastern Way 9:00 p. m.

Arrivals and Departures of Keokuk Packets

ROB ROY, Arrives on Saturday and Wednesday, at 6 o'clock p. m., and Departs on Monday and Thursday, at 7 o'clock a. m.

ANDY JOHNSON, Arrives on Sunday and Thursday, at 6 o'clock p. m., and Departs on Tuesday and Friday, at 7 a. m.

LUCY BERTRAM, Arrives on Tuesday and Friday, at 6 p. m., and Departs on Wednesday and Saturday, at 7 a. m.

THE GATE CITY.

KEOKUK, IOWA:
SUNDAY MORNING, NOVEMBER 5.

Miscellaneous.

PROCLAMATION IN ADMIRALTY.

U. S. OF AMERICA, DISTRICT OF IOWA,
U. S. MARSHAL'S OFFICE, KEOKUK, IOWA, Oct. 23, '65.

I HEREBY give notice that by virtue of a warrant of arrest and monition issued out of the office of the Clerk of the United States District Court, in and for the District of Iowa, and to me directed in the following cause, to-wit: A. Hine and libellant against the steam boat "Dictator," her engines, machinery, furniture, tackle and apparel, in a case civil and maritime for a demand of contract for \$89 50-100 dollars, I did, on the 20th day of October, A. D. 1865, at the port of Keokuk, Lee County, Iowa, in said District of Iowa, arrest and take in my possession for the safe custody, and do now detain the said steamboat "Dictator," with her engines, machinery, furniture, tackle and apparel, and I hereby also give public notice that the time assigned for the return of said warrant is on the 7th day of November, 1865, and I hereby admonish and summons all persons claiming any interest in the said steamboat "Dictator," and said engines, machinery, furniture, tackle and apparel, or knowing or having anything to say why the same should not be condemned and sold to answer the demand of said libellant, that they be and appear before the said District Court for the District of Iowa, at a return term, to be begun and held at said District Court room, on the 7th day of November aforesaid, 1865, at Keokuk, Lee County, Iowa, in said District, on said last named day, when and where said cause will be heard, and then and there to interpose their claims and answer said libel and make their allegation in that behalf.

PETER MELNDY, U. S. M.
oc-24 d [pr fee, \$10] By H. FULTON, Deputy.

PROCLAMATION IN ADMIRALTY.

U. S. OF AMERICA, DISTRICT OF IOWA,
U. S. MARSHAL'S OFFICE, KEOKUK, IOWA, Oct. 23, 1865.

I HEREBY give notice that by virtue of a warrant of arrest and monition issued out of the office of the Clerk of the United States District Court in and for the District of Iowa, and to me directed in the following cause, to-wit: W. H. Applegate, mariner, libellant, against the barge "Richard," in a cause civil and maritime, for a demand of contract of wages and material furnished, nine hundred and eighteen and 18-100 dollars, I did on the 22d day of October, A. D. 1865, at the port of Keokuk in said District of Iowa, arrest and take in my possession for safe custody, and do now detain the said barge "Richard," and I hereby also give public notice that the time assigned for the return of said warrant is on the 7th day of November, A. D. 1865, and I hereby admonish and summons all persons claiming any interest in the said barge "Richard," or knowing or having anything to say why the same should not be condemned and sold to answer the demand of said libellant, that they be and appear before the said District Court for the District of Iowa, at a return term to be begun and held at said District Court room, on the 7th day of November aforesaid, at Keokuk, Iowa, in said District, on said last named day, when and where said cause will be heard, and then and there to interpose their claims and answer said libel and make their allegation in that behalf.

PETER MELNDY, U. S. M.
oc-24 d [pr fee, \$10] By H. FULTON, Deputy.

THE DAILY WHIG.

J. B. HOWELL, Editor.

WEDNESDAY, MAY 16, 1854.

NEW ARRANGEMENT,

KEOKUK AND ROCK ISLAND PACKET.

STEAMER PACKET JENNY LIND,

W. L. CLARK Master,

WILL leave immediately after the arrival of the cars from Chicago on Tuesday, Wednesday, and Friday evenings.

Supper on board, and no Extra Charge, And will land at all intermediate places between Rock Island and Keokuk, and connect with the great U. S. Mail Line of Steamers, Die Vernon, Jeannie Deans, and Westerner, for Saint Louis, returning from Keokuk on Monday, Wednesday, and Friday mornings at 1 o'clock A. M., The Jenny Lind will leave Burlington (up trip) at 6 o'clock A. M., on said days. Time between ports 12 hours.

may 16 '54

1854.

ST. LOUIS, ROCK ISLAND & GALENA.

United States Mail Packet Arrangement.

The fine fast running Passenger Packets—
NEW ST. PAUL, Bissell, Commander, Monday.
G. W. SPARHAWK, Green. " Tuesday.
BEN CAMPBELL, Matteson, " Wednesday.
YORK STATE, Griffith, " Thursday.
GOLDEN ERA, Bersie, " Friday.
LADY FRANKLIN, Morehouse, " Saturday.
Will compose this line for the present season.—
Leaving Wharf Boat, St. Louis every evening at four o'clock for Burlington, Oquawka, Muscatine, Rock Island, Davenport, Fulton City, Savannah, and Galena, connecting at Rock Island every evening at four o'clock, with the Rock Island and Chicago Railroad on up trip, and morning at six o'clock on down trip; also connecting at Galena every morning with the Galena and Minnesota Packets.

The above line is composed of first-class steamers, and are furnished, under the law of Congress, with everything that can add to the safety and comfort of passengers.

m4.

The Gate City.

KEOKUK:

WEDNESDAY MORNING, APRIL 4, 1855.

The Keokuk and St. Louis packet line, we learn, are about to put two more boats in the trade.

The Die Vernon and Jeannie Deans will make three trips a week each, leaving Keokuk every day (except Monday) at 3 o'clock, P. M., and taking on no freight by the way.

This arrangement will be a great improvement over the present, and if persevered in, will relieve much of the existing dissatisfaction.

1855.

1855.

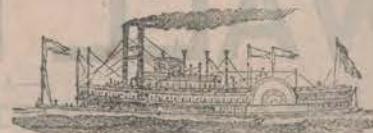
ST. LOUIS AND KEOKUK MAIL LINE STEAMERS.

THIS popular line of steamers will make regular daily trips as usual throughout the season, connecting at Keokuk with the regular daily mail packets to Rock Island, Galena and St. Paul, running in connection with the Railroads to Chicago and the east.

The line is at present composed of the steamers Die Vernon, Westerner, Jeannie Deans, and Keokuk, whose names alone are a sufficient guaranty of their speed and accommodations.

March 5, 1855. dm

Keokuk and St. Louis Fast Passenger Packet,



GEM CITY,

Leaves Keokuk Mondays at 7 a. m., Wednesdays at 2:15 p. m. Fridays at 2:15 p. m.

For Freight, Stock or Passenger Rates, Apply to

1852 O. A. HUTCHINSON, Agent,
Keokuk Iowa

262

The Gate City,

PUBLISHED EVERY MORNING, (SUNDAYS EXCEPTED.)

BY J. B. HOWELL & CO.

1858. SUMMER ARRANGEMENT!! 1858.

Fare Reduced.

To All Northern and Eastern Cities!

SPEED



INCREASED.

Through to Chicago in 14 Hours!

The NEW and FAST running!

STEAMER KEOKUK

MAKES SURE CONNECTIONS

With the Evening and Morning Trains at Burlington. Passengers can leave Keokuk at 11:30 A. M. and 10:30 P. M.

Through Tickets,

FROM KEOKUK

To New York, by 40 Different Routes;

" Boston, " 25 " "

" Philadelphia, " 15 " "

" Baltimore, " 12 " "

" Washington, " 6 " "

" Harrisburgh, " 10 " "

" Pittsburgh, " 10 " "

" Wheeling, " 8 " "

" Cincinnati, " 4 " "

" Chicago, " 3 " "

Also, by several different routes to all the principal intermediate places.

Also, to Milwaukee, Freeport, Galena, Dunderleath and St. Paul.

Also, to all the Railroad Cities in Upper and Lower Canada, via Grand Trunk Railway; Hamilton, Toronto, Kingston, Montreal and Quebec.

By the same route to Ogdensburg, N. Y., Plattsburgh, N. Y., and Portland, Me.,

CAN BE PROCURED AT THE

RAILROAD TICKET OFFICE,

Main-St., between First and Second, one door above the Billings House,

KEOKUK, IOWA.

Passengers can save Time and Money by buying THROUGH TICKETS.

Baggage checked through free from Keokuk to Chicago, and checks exchanged on the cars for points further East.

FIRST CLASS FARE FROM KEOKUK.

To Boston, \$31 00 To New York, \$28 00

" Philadelphia, 27 00 " Harrisburgh, 27 00

" Baltimore, 26 50 " Pittsburgh, 21 00

Be sure that you are in the Right Office.

RAILROAD TICKETS

Good for an unlimited length of time; allowing Passengers to stop at any point and resume their journey at leisure.

Steamboat Tickets good until Close of Navigation.

Passengers can obtain Reliable Information at this Office in regard to all Railroad Routes in the United States and Canadas.

Office open at all hours.

J. R. TEWKSBURY,

Foreign Ticket Agent, C. B. & Q. R. R. Line.

June 19-d&w

1858

The Gate City.

Entered in Keokuk Postoffice as Second-Class Matter.

Steamer Patience.

1852 LEAVES KEOKUK:

7:00 a.m. 11:45 a.m. 1:00 p.m.

LEAVES WARSAW:

8:30 a.m. 1:30 p.m. 5:00 p.m.

THE KEOKUK DAILY GATE CITY

Mississippi Comes to Life As Steamers, Packets and Oil Boats Start Annual Schedules

APRIL 14, 1939

River steamers, oil barges and tiny packets as well as many government boats have already begun their seasonal schedules of trips up and down the Mississippi. Hardly a day passes now that several steamers or Diesel powered craft do not pass Keokuk.

Since April 1, there have been twenty-nine trips through the Keokuk locks, here, according to records kept by the lockmaster.

The Mark Twain going south April 1 launched the larger steamers' schedule for the summer. It had three barges of merchandise totaling 3,500 tons. The Mark Twain went north April 6 with five barges of coal totaling 3,643 tons.

The Lucinda Clark and the F. W. Alcott went north on April 1. The Blue Wing went south on April 3. The William T. Warner went north April 4 with the Kenton Diesel boat, which had five barges in tow, three of them loaded with coal.

The Fort Armstrong, government boat familiar to many local persons, has already made several trips both north and south thus far this season. The Patrick J. Hurley, another

steamer well known to local persons, went north April 10 with a cargo of coal weighing 3,738 tons.

The James W. Goode went south on April 7 with 1,170 tons of merchandise and made a northward trip Thursday afternoon, with the heaviest cargo thus far this season — 4,107 tons of merchandise. The Husky, a smaller boat which made many trips last year, made its first trip of the season, northward today with six barges of gasoline consigned to Minneapolis, Minn.

Other boats which have been busy during the last two weeks were the Blue Wing, a privately owned craft; the James W. Weeks, the Fort Madison, the Virginia and two oil boats, the M. V. Shawnee, which went north April 4 with 1,800 tons of oil, and the Owassa, which also went north the same day with 1,600 tons of oil.

The Rock Island, million dollar dredge assigned to this district, is now stationed at Ashburn, Mo., for work in the channel there.

The stage of the Mississippi river at Keokuk today is 11.9 feet but it is falling, weather bureau officials reported. The high stage has aided river traffic.

of whom died in infancy. The surviving children are Clarence A. Farris of Grinnell, Robert J. Farris of Montrose, and Miss Nellie E. Farris of Montrose, who teaches in the Junior High school here. There are three grandchildren and five great-grandchildren.

Capt. Farris was a member of Joppa Lodge No. 136 of Masons of Montrose. At the funeral services which will be held Sunday afternoon at 2 o'clock from the residence the Masons will have their services at the grave in Montrose cemetery. Eugene Jenkins, master, will be in charge. The pallbearers will be F. Lee Davis, R. N. Smith, John Head, Joe Shoulet, Ben Mitchell and Charles Moon.

Capt. Farris was one of the best known men of the river, and in his home community was an honored and respected citizen. He attended the funeral services of the Rev. George Duty, a friend and neighbor, which was about the last time that he was able to be about. Taken ill a few days ago, pneumonia developed, and his death occurred this morning.

DAILY GATE CITY

VETERAN RIVER PILOT DIES IN HOSPITAL HERE

FEB. 9, 1935

William Adams, Retired Government Pilot, Who Spent All of His Life on the Mississippi, Dies Early This Morning.

William Adams, retired Mississippi river steamboat pilot, died at the Graham hospital this morning at 5:25 o'clock. He has been ill since December 1, 1934.

One of the oldest pilots, in point of service, on the river, Mr. Adams was retired on a pension in October, 1931, after some 40 years in government service. He was little more than a boy when the attractions of the Mississippi drew him from his home at Galland and he devoted his entire life to the river.

Throughout most of his long career his headquarters was in Rock Island, Ill., but for several years before his retirement he was stationed in Keokuk.

The son of William J. and Rebecca Gore Adams, he was born in Galland on October 30, 1863. He never married.

He was a member of the Masonic lodge at Montrose and of the I. O. O. F., the Eagles and the Modern Woodmen of Keokuk.

Surviving him are two sisters, Mrs. Effie M. Stevens, of Los Angeles, Calif., and Mrs. Alice A. Bond, of Keokuk; a brother, Owen Adams of Keokuk; three nieces, Mrs. Mary Peterson, of Kansas City, Mo.; Mrs. Iva Cater, of Winona, Minn., and Mrs. George Cloud, of Keokuk, and two nephews, George and Morris Johnson, of Keokuk.

The funeral services will be held from the Pearson and Schmidt Funeral Home at 2 o'clock Monday afternoon with Masonic services at the grave in Galland. The body will remain at the Funeral Home.

DAILY GATE CITY

CAPT. FARRIS, VETERAN RIVER PILOT IS DEAD

FRIDAY, JAN. 6, 1933

Montrose Man, Who Was Last of "Rapids Pilots" Succumbs to Attack of Pneumonia at Age of Eighty-Three.

(Special to The Gate City)

MONTROSE, Iowa, Jan. 6—Captain Charles H. Farris, veteran river pilot, brought his ship of life to its last port this morning, when he died at his home here at 8:40 o'clock after an illness of several days' duration with pneumonia. Had he lived until the twenty-ninth of this month he would have been eighty-three years old. He was

served as captain of the Silver Crescent, Eloise, Keokuk, and Columbia, packets which operated between Muscatine and Quincy. He was pilot of excursion boats, and also of the big rafts which plied the river in those days.

Married in 1875. On September 9, 1875, he was married to Edith Kiel, who preceded him in death eight years ago. They had four children, one

THE KEOKUK DAILY GATE CITY

It's "Steamboatin' Time" and "Ol' Man River" Comes to Life

MAR. 29, 1939

No matter what the fickle groundhog says, people along the Mississippi know that spring is here when the steamers of the Streckfus excursion fleet weigh anchor and head northward from their winter berths in Southern river ports.

The first to sail is the popular stern-wheel Capitol, whose paddle wheel will churn more than 2,000 miles of water before the boat reaches St. Paul for its summer operations. The Capitol is scheduled to leave New Orleans April 18, making many stops en route for excursion outings to which the pleasure-seekers along the river look forward each spring.

The coming of the excursion fleet means not only a pleasant outing on the river, but an opportunity to dance to the gay music of a big-time swing band. This spring the Capitol will carry one of the river's favorite troupes of rhythm-makers—Piron's "Mississippi Serenaders," a 12-piece colored band.

Then the President

The all-steel, oil-burning Steamer President, most luxurious of all river excursion steamers, will start north from New Orleans May 23, with many excursion stops at towns en route. Queen of the fleet, the President will open its summer stand at St. Louis June 10.

big steamer—with its usual popular swing band—are a rare treat for river town dance devotees.

Wintering at Paducah, the popular Steamer St. Paul will leave its berth May 4 and cruise up the Ohio toward Pittsburgh, where it remains for a limited schedule and then cruises hundreds of miles along the river before returning to the Steel City for a longer summer stand.

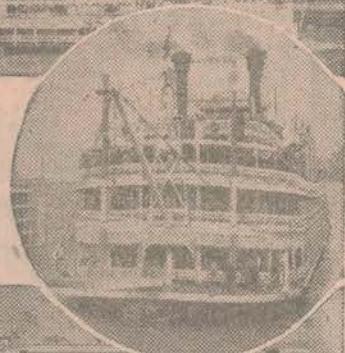
Famous Bands

Good music is a tradition in the Streckfus fleet, whose bands have produced some of the country's foremost stars of swing and rhythm, and in this respect the St. Paul is no exception. The steamer will carry a band headed by the outstanding negro swing pianist of the day, Fate Marable.

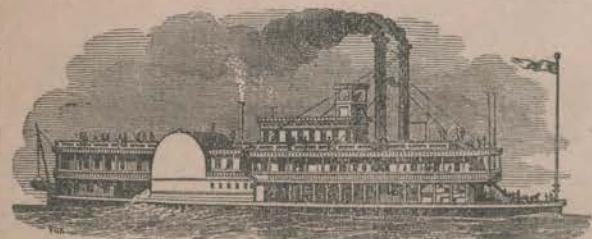
When the excursion fleet gets under way "Ol' Man River" comes to life—and spring is here. There will be dancing under the stars, delightful family outings, fulfilled evenings for organizations and social groups, long and restful cruises that laugh at heat and humidity, sights to see that only the river can offer. It's a great season for the crews of the Streckfus fleet, too, for it means the renewal of old friendships in every port—meeting people who wouldn't think of missing an outing when the steamers come.



A visit of the President is the occasion for merry-making in the river towns where the big pleasure craft drops anchor for a day, and its huge ballroom—accommodating 2,500 dancers at a time—is the scene of one gay evening after another. Coming only in the spring and fall, the visits of the



PRESIDENT



The fast Packet that transports our stock.

THE DAILY GATE CITY.



THE PALATIAL STMR. ST. PAUL

Leaves Keokuk for St. Louis
Every Monday and Friday at
7:00 a. m.

A reliable line of light-draught steamers, thoroughly equipped with every modern improvement and commanded by able and experienced officers.

By All Odds the Best Way to Spend a Portion of Your Vacation.

For rates and information apply to
1896 JOHN McNAMARA,
Or. ISAAC P. LUSK, Agent at Keokuk,
Gen. Pass. and Freight Agent St. Louis, Mo.

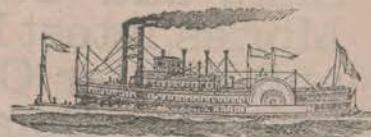
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THE GATE CITY:

1887 WEDNESDAY MORNING, OCT. 1.

GEM CITY.

Daily Line of



Reduced Rates

—TO—

ST. LOUIS and RETURN.

Go and see the

GREAT ST. LOUIS FAIR.

Fare for the round trip, including Meals and
Berth, \$6.50.

St. Louis & St. Paul Pack- et Company.

C. A. HUTCHINSON, Agent.,

THE GATE CITY
J. J. BICKEL, KEOKUK, IOWA

THE KEOKUK DAILY GATE CITY

FIRST LOCOMOTIVE REACHED KEOKUK ABOARD MISSISSIPPI RIVER STEAMER

MARCH 8, 1939

Records of the Iowa State Insurance Co., which go back to its foundation in 1855, reveal the rather surprising information that the first railroad locomotive to make its appearance in this territory arrived here in July of 1856—aboard a Mississippi river steamboat.

This fact was brought to light recently in an examination of the records of the Keokuk Marine Insurance Co., a branch of the Iowa State, at the request of H. B. Whitney, of St. Charles, Mo., who wished a list of the old time steamboats which landed in Keokuk.

A former Keokuk resident and a 49-year member of Eagle Lodge No. 12, A. F. and A. M., Mr. Whitney served as a river pilot for many years and his father was a contractor during the building of the

COAL BLUFF BURNS.

Speaking of steamers, the Coal Bluff, a tow-boat well known to Keokuk during the late 80's and 90's, burned to the water's edge on the Cumberland river recently.

Brought here by the government in 1887, this towboat attracted much attention as it contradicted all river belief in gaining the distinction of being the most powerful boat on the river despite a high and narrow paddle wheel. A low, wide wheel was supposed to produce the most power.

Rebuilt at least three times, the boat finally became the Calvin Beach, the name of its owner, and was known as such when it burned. Captain Gus Seifert, of Keokuk, worked on this steamer as a carpenter when it plied the Mississippi.

old Des Moines Rapids canal. Whitney is now engaged in compiling a historical record of the old steamboats and in his letter to the Iowa State Insurance Co. said that he already had the names of more than 3,000 boats on file.

His modern list is complete but he experienced some difficulty in obtaining an accurate account of the steamers which plied the river in 1856 and 1857 and consequently sought the help of the Keokuk firm which at that time wrote marine insurance on the cargoes of many of these vessels.

Recall Mark Twain.

The old records of the Keokuk Marine Insurance Co., written in a

fine "copper-plate" hand which is as legible today as when it was first placed in a large leather-bound book, have been gone over carefully and reveal names of 81 steamers on which the company wrote insurance in '56 and '57. It was in these records that the river shipment of the first locomotive and tender, insured for \$10,000, was found and they also show that in September of 1856 two additional locomotives and tenders landed here and were insured for \$16,000.

An interesting side-light on the Iowa State's connection with steam-boating brings in Mark Twain, the celebrated humorist and chronicler of "Life on the Mississippi." Coming to Keokuk as a printer in 1855 Mark Twain, or Samuel Clemens as he was then known, worked in a print shop on the site now occupied by the insurance company building and as he set up type could conceivably look out the window over the river front where busy steamers churned the water with their paddle-wheels and raised the echoes with their whistles. Many have attributed Twain's subsequent career as a river pilot to the visions of adventure called up by the sight of steamers here.

Even the names of some of those long-forgotten boats were enough in themselves to inspire day-dreams of romance. For example: Grand Turk, Yuba, Silver Wave, Argonaut, Forest Rose, Decalion, Sir William Wallace, Jeannie Deous, North Star and Fannie Fern. Many of the names on the insurance company's list were obviously derived from cities and towns, among them—believe it or not—Seventy-Six. A town by that name formerly existed on the Mississippi but it was long since washed away by the big river.

The Names.

The following is the complete list of steamers culled from the old records: Silver Wave, Yuba, Omaha, Sovereign, Southern Belle, William Jenkins, Adelia, Pennsylvania, Delaware, A. G. Mason, Jos. Whitney, Cambridge, Conewago, Keokuk, Sam Gaty, Alice, Monogahela, Delegate, Editor, Argonaut, Alex Scott, James Wood, Orb, Endeavor, Forest Rose, W. H. Denny, Decalion.

New York, Grand Turk, J. W. Hailman, Liberty, Cumberland Valley, Sir William Wallace, Arcola, J. McKee, Gossamer, U. S. Mail, W. I. McLay, I. W. Chipman, La-

trobe, I. B. Carson, I. S. Pringle, Tennessee Belle, Seventy-Six, Clara Hine, Pittsburg, Oakland, Bay City, Kate French, James Lyon, La-Cross, York State, R. B. Sumner, Belfast.

Iowa, Paul Jones, John Bell, Golden State, Jeannie Deous, Westerter, Minnesota Belle, North Star, Tweed, Paul Anderson, Eunice, Jane K. Bell, Saint Clair, Diamond, Messenger, Ben Bolt, Henry Clay, Henry Graff Die Vernon, Thomas Swan, Moderator, Labanon, R. F. Sass, Fanny Fern, Martha Putnam, Chariot and Lake City.

DAILY GATE CITY

U. C. T. Excursion On Capitol Will Be On Saturday

JULY 11, 1928

Saturday afternoon, July 14, the U. C. T. and Auxiliary will sponsor an excursion to Fort Madison and return. The trip will be made on the steamer Capitol. This is the first afternoon excursion of the season and everyone knows what delightful hosts the U. C. T. and Auxiliary are in all of their events, so there is sure to be a big crowd on board when the boat pulls out at 3 o'clock.

The boat will stop in Fort Madison long enough to pick up passengers from the northbound train.

EXQUISITE-SPEEDY
NEW STEAMER *Capitol* DeLuxe

SATURDAY 14
JULY

AFTERNOON and EVENING
Excursion to Ft. Madison
Auspices
U. C. T. and Auxiliary
Lv. Keokuk 3:00 P. M.
Rt. 11:00 P. M.
Adults, 75c; Children, 35c
Steamer will wait at Ft. Madison for northbound evening train arriving at Ft. Madison 8:35 p. m.
Don't Miss This Delightful Cruise

STRECKER'S STEAMBOAT LINE - ST. LOUIS

The Gate City.
APRIL 7, 1892.
PUBLISHED BY
THE GATE CITY COMPANY,
KEOKUK, IOWA.

ALONG THE RIVER.

Items Washed Ashore By the Mississippi's Waves.
Yesterday the Percie Swain passed

down with a tow of five barges.

The Geo. Lyle brought up a tow of six barges of ties for the Rock Island theway yesterday and departed for rail south in the afternoon.

Captain Samuel Edwards, commanding the United States steamer Lucia, is engaged in making a survey of the bad places in the river below Keokuk.

This afternoon the packet Gem City is expected up in the Keokuk and St. Louis trade and will leave for down river points at 7 o'clock tomorrow morning.

Friday evening the Diamond Jo packet Sidney is due up from Quincy on her way to Dubuque. She will be the first packet to run north of Keokuk this season.

The strike of river men at St. Louis was ended yesterday. The Anchor line agrees to pay the wages demanded and strikers agree to allow the steamer lines to hire non-union men.

Tuesday evening the United States steamer Success started to Quincy after a tow of dump boats. But her pumps refused to work and she returned. The pumps were repaired and she resumed her journey yesterday afternoon.

The Libbie Congerd, formerly a Diamond Jo packet and later an excursion steamer, passed down the river yesterday. She has been engaged by the quartermaster's department of the government to transport stores to points along the Missouri river. She will touch at St. Louis and take on a cargo before proceeding on her initial trip.

The masters of the government fleet at this point so far as assigned to duty are: Captain Wm. Tibbles of Dubuque, in charge of the Fury; Captain Wm. Steeley in charge of the Vixen; Captain Lou Ames of Quincy, in charge of the Success, and Captain Samuel Edwards in command of the Lucia and assigned to surveying and other duty.

Yesterday the government steamers Vixen and Fury with the dredges Ajax and No. 2 began the work of dredging the canal. Their first work was the removal of the wrecked barge at the foot of the Auschutz hill. Probably tomorrow the steamer Success and dredge Phoenix will also be put on the work, which will be thorough and completed as speedily as possible. Two crews will also work nights. John R. Carpenter is superintending the dredging under direction of Major M. Meigs.

Masters and Mates.

Manager F. A. Bill announces the following appointments of, Diamond Jo line steamers for the season of 1892:

Pittsburgh—Master, John Killeen; first clerk, Cephas Gregg; second clerk, N. P. Nelson; mate, John Boland; first engineer, Ed. Sauer; second engineer, Harry Rice; pilots, S. J. Dolson and Levi R. Williams; steward, Thomas Reardon.

Sidney—Master, L. H. Cubberly; first clerk, C. C. Maher; second clerk, Ed. Fay; mate, William Corwin; first engineer, Geo. Monahan; second engineer, D. C. Dawley; pilots, H. E. Beedle and Jule Calhoun; steward, Wm. Hickman.

Mary Morton—Master, James P. Boland; first clerk, H. C. Lusk; second clerk, Charles Norris; mate, F. E. Buchheit; first engineer, Isaac Betts; second engineer, Mike Cunningham; pilots, Oby Calahan and O. L. West; steward, Joe LeClaire.

Gem City—Master, Wm. Burke; first clerk, John F. Fay; second clerk, Alex. Robertson; mate, Andy Connors; first engineer, Wm. Davis; second engineer, Thomas Critchfield; pilots, Charles P. Martin and Douglas Roberts; steward, Wm. Blank.

THE DAILY GATE CITY.

AUGUST 12, 1886.

NAVIGATION TALK.

An Interesting Interview With Major Meigs—Low Water Marks—The Time Coming When Navigation Will Be Independent of Accidents or Weather.

Major M. Meigs, in charge of the extensive government works at this point, was solicited for information by a GATE CITY representative upon the prevailing low water and the condition of the Mississippi river. Than him there is no one better qualified to speak. "The prevailing low water in the Mississippi" said the Major, "is a matter of general interest to steamboat men owing to its effect upon transportation lines along the river. It is remarkable as being the lowest water according to the best evidence to be had, since the great low water of 1864. A Quincy paper recently gave some statements about low water which was somewhat incorrect. The low water of 1864 is the datum on which the government works are used and this low water of 1864 is, excepting at the Rock Island and the Des Moines rapids, calculated from the low water of 1877. In that year the water fell very low and continued so for a long time. At the upper and lower rapids of the Mississippi river the water was within 9 inches of low water of 1864 and I was sent in a little steamer called the Louisa, to locate low water marks at every town between Keokuk and St. Paul. This was done by leveling down from some permanent bank mark-like a stone or step or some such permanent object to the lowest stage of water in 1877 and recording the difference of height. These bank marks remaining with a level, it is easy at any time to determine by them the stage at each town. The gauges on the various bridges were left as they were found, but as they are few of them correctly set, the gauges were compared with low water of 1877 and the amount of correction in each case is known. For example to get correct readings above low water of 1864, it is necessary to subtract from the St. Paul gauge 6 inches, from the Dubuque gauge 1 foot, etc. The best low water mark on the whole river is a boulder in the rapids one mile above Nashville called mechan-

ics rock. It is granite block, weighs several tons and is of a conical shape. It derives its name from a boat that struck it in early days and was sunk. When the top of this rock appears above water the pilots consider that the low stage of the river begins and most boats take to the canal. When this rock stands 38 $\frac{1}{2}$ inches out of water the low water of 1864 is reached, but the stage has never, since 1864, been till now within less than 9 inches of that point. To-day this rock is 33 $\frac{1}{2}$ inches above water line, the actual stage above low water of 1864 being only 5 inches. One remarkable fact about this low water stands prominently forth, the largest steamers are still running to St. Paul and they report more water than is to be found between Keokuk and St. Louis. Steamboatmen who knew the river before the advent of the government improvements alone can appreciate the full force of this fact. Were it not for the government works navigation by the large boats to St. Paul would have ceased two months ago. It is only right that the public should know and appreciate the fact that the government works for improving the upper Mississippi river are now being subjected to the severest possible test, and are demonstrating the feasibility and usefulness of the plan of improvement that has been adopted. No steamboatman will hesitate to say that this year the success of the government works is demonstrated. There is much yet to be done. Many boats drawing two feet and a half could not reach St. Paul at low water. Now boats go there drawing three and a half to four feet. The limit of the improvement feasible and possible will not be reached until there is five feet at the lowest stage for navigation between St. Louis and St. Paul. There is abundant water at all times for a six foot channel. A few days ago I saw a man wade the Mississippi above Burlington from shore to shore and the water did not rise above his breast. Even this shoal water did not put a stop to navigation, but it cut down the carrying power of the boats so that the railroad suddenly found itself doing double its ordinary business. A few more years of work will put the Mississippi in a condition to be independent of the accidents of weather for purposes of navigation."

Montrose Journal: Sunday morning's GATE CITY has an article on low water marks, says no private marks are reliable. Mechanic's Rock, named for the steamer Mechanic which was wrecked upon this rock in 1837, is located a short distance below Bluff Park. It is a boulder 6 feet long and 4 feet wide and high, firmly embedded in limestone rock which forms the bed of the river at this point, and is only about 20 yards from the Iowa shore. The steamer Illinois was also wrecked upon this rock in 1841 or 42. This rock bears the low water mark of 1864, the lowest water on record, and other marks. The low water mark of 1864 is only 8 inches under water on Mechanic's rock at present. About 32 inches of this rock is now above water.

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KEOKUK CONSTITUTION

KEOKUK, SATURDAY, AUGUST 20.

PUBLISHED BY THE
KEOKUK CONSTITUTION COMPANY.

BORN ON THE BRIGHT LIGHT.

An Interesting Event on a Mississippi Steamer.

The Dubuque Times contains the following interesting account of a birth on the restless waves of the rolling Mississippi: About two o'clock yesterday morning, as the steamer Bright Light, Captain Bess commanding, reached a point just below Bellevue, on her way up the river, Mrs. C. L. Reeves, wife of Dr. C. L. Reeves, of Indianapolis, very unexpectedly gave birth to a handsome and healthy boy baby, weighing nine pounds. Mrs. Reeves retired to her stateroom in the evening, little thinking that she would be a mother before morning. Consequently the arrival of the little stranger was a source of glad surprise to her, and created great consternation on board the boat. Her husband attended her, and in a few hours Mrs. Reeves was in a comfortable condition. The unexpected arrival of the little stranger found Mrs. Reeves wholly unprepared to clothe him. But the kind ladies on board the boat were equal to the emergency. A general collection of odd pieces of cloth was taken, and the nimble fingers of the ladies soon wrought the necessary articles of clothing. For a while the boat presented the appearance of a tailor shop. When the Bright Light reached Dubuque, the happy father could restrain himself no longer, and gave vent to his joy by purchasing several large watermelons to which the passengers were treated. A minister happened to be on board the boat, and the little stranger was christened at the levee in this city. He was named Bess Bright Light Reeves—in honor of the captain and the steamer. He will have a pretty long name to carry with him through life, but the strange and interesting facts connected with his birth will fully recompense him for the length of his name. The infant was the recipient of many gifts from the passengers on the steamer, many of whom as soon as the boat landed in Dubuque, proceeded up town to secure some little token of kindness for the new arrival in their midst. Captain Bess, clerk Woods, and second clerk Calhoon, did all in their power to make the mother and babe comfortable. The steamer was loaded with about 150 excursionists from St. Louis, accompanied by two bands of music, bound for the cool regions of Lake Minnetonka.

KEOKUK CONSTITUTION

KEOKUK, WEDNESDAY, JULY 6. (1851)

LOST OFF THE PLOUGH BOY.

Death by Drowning of a Little Son of
Wm. Dull.

The steamer Plough Boy, which left this city at eleven o'clock this morning for Warsaw and Alexandria, carried among others a small pleasure party consisting of Wm. Dull, who lives on Seventh and Palen streets this city, his wife and little son, the latter aged six years. At about a quarter to twelve o'clock, as the boat was nearing her destination, a splash was heard at the side of the boat, and the agonized parents rushed to the railing just in time to catch a last glimpse of their child as he disappeared beneath the waves. He was seen no more. The river at that particular locality is not deep, and has been dragged, but refuses to give up its dead. The father of the unfortunate boy is an employe of the Comstock Stove Works of this city.

daughter, J. E. Baker, wife and three children, L. E. Newman and Lieut. Smith S. Leach.

A large number of people from this city and vicinity took passage for St. Paul and other northern summer resorts. Twenty-five or thirty harvest hands took deck passage, where the grain is just beginning to ripen. Concerning the recent criticisms of the press and people which have a tendency to detract from the excellent record the Gem City made on her initial trip, the St. Louis Republican says:

A great deal is being said in the papers of other cities in their efforts to belittle and detract from the record made by the Gem City on her initial trip to St. Paul. A favorite was with them all is to contrast her run with other boats, particularly the Sucker State. This is by no means a fair test, since the Sucker State made but five landings between St. Louis and St. Paul, whilst the Gem City made fully fifty landings, at nearly all of which much unnecessary detention was occasioned by the people crowding aboard the boat to examine not only her cabin but her engine room, and even the Texas and pilot house. Those who have seen the Gem City put to her mettle, and have held the watch on her from known points, do not hesitate to say that she is the fastest boat that ever went above the bridge, and that if Commodore Davidson would only start her out to run against time from St. Louis to St. Paul she would make the run in not less than ten hours quicker time than has ever yet been accomplished. On a regular business trip whilst running between St. Louis and Keokuk she has made the run from St. Louis to Alton in one hour and forty-four minutes by actual count, but seven minutes more than the famous time of the Altona and the latter's run was made when the distance from St. Louis to Alton was not as great by nearly five miles as it is now.

KEOKUK CONSTITUTION

KEOKUK, WEDNESDAY, JULY 12. (1851)

A WONDERFUL WHISTLE.

The Arrival of the Gem City this Morning.

The elegant steamer Gem City arrived this morning at 9 o'clock from St. Louis with Capt. A. M. Hutchinson, of this city, in command. The captain in his new regalia presented a splendid appearance, and commands in his customary dignified manner. The new brass whistle which was manufactured by Sutton & Co., several weeks ago has been placed on the Gem City and works in splendid style, and is an elegant improvement. Pole Hatcher, the first clerk, informed us that there were two hundred and twenty-five passengers on board, comprising some of the best families residing in St. Louis and intermediate points between that city and this. Among the passengers from the former city who have friends in Keokuk were:

H. M. Pollard and wife, Miss Edwards, Mrs. Dr. Quigley and daughter, J. R. Edwards and wife, R. H. Flagg and wife, Harry L. Dousman, W. R. Dean and wife, George E. Wetzel, Mrs. J. A. Maher, Mrs. Temm, Miss Temm: General Agent W. D. Sanborn, of the C. B. & Q. railway; Henry Davis and Asa Kellogg, of the Kansas & St. Louis railway: Gov. T. C. Fletcher, Mrs. E. P. Wade, T. W. Cooper, Mrs. Dr. Thos. O'Reilly, D. Branconier, John Gentry, James D. Lucas and wife, T. W. Farnsworth and wife, Mrs. T. P. Black, Charles Sutter, Miss Kulage, Mrs. C. Stolle, Miss A. Knight, Mrs. Delia Judah, H. K. White and son, L. S. Metcalf and wife, C. B. Gibson, E. Livermore, N. J. Powers and wife, Mrs. McCune and Mrs. Flood, Warren Switzler, S. Obermeyer, Mrs. Dr. Penney, Dr. Duncan and G. W. Dulany, Louis Lang, Wm. H. Towey, Casper Tolie, Mrs. G. W. Hurley, John Kenner and wife, James D. Lucas and son, Wm. H. Jnyder, A. Branconier, John S. Weshot, Wm. R. Prickett, Dr. A. D. Penney, G. W. Hurley, Miss Florence Cave, J. and Mrs. A. Waterman, Charles Morris and wife, Mrs. H. C. Withers and

KEOKUK CONSTITUTION

KEOKUK, TUESDAY, AUGUST 9. (1851)

PUBLISHED BY THE
KEOKUK CONSTITUTION COMPANY.

—On board the War Eagle which arrived Sunday evening, there was party of Polish immigrants, a regular bill of lading being taken for the party. The St. Louis Republican says: There arrived yesterday on the steamer Phil E. Chappell a party of Polish immigrants consisting of eight persons. They were shipped by Mr. H. Weilenkamp, steamboat agent at Washington, Mo., consigned to the St. Louis and St. Paul packet company, through their agents, Jenkins & Sass, with instructions to ship them to St. Paul. There was a regular bill of lading taken for the party, and upon their arrival here were turned over to the consignees. Mr. Hunter Ben Jenkins personally attended to their reshipment on the War Eagle for St. Paul. The following note was made on their bill of lading: "The St. Paul packet company is requested to instruct

clerk of boat carrying these people to introduce them to agent at St. Paul, who is to charge them for his trouble, and take them to railroad depot, buy them their tickets, with their money, for their destination, some ten or fifteen miles, but not let them fall into the hands of railroad immigrant sharks."

EXCURSIONS, 1885. Rescue and Barge Quickstep

Will be used for Church and Sunday School Picnics.

For rates and other information apply to

A. M. HUTCHINSON, Manager, - Keokuk, Iowa.

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Steamer Golden Eagle Due In Keokuk This Afternoon

JUNE 21, 1939

Recalling memories of the far away days when packet steamers traversed the Mississippi river from St. Louis to St. Paul, the Steamer Golden Eagle left St. Louis yesterday afternoon at 3:00 o'clock enroute to St. Paul with 100 aboard on the first passenger trip attempted since 1923.

Every stateroom on the craft, which recently defeated two California river steamers in a widely-publicized race, has been reserved, one of them for two women who will board the steamer when she reaches Keokuk this afternoon. They are Miss Ruth Smith of Keokuk and Miss Valentine Dadant of Hamilton.

Many Authors.

Among the passengers were a number of authors of river and steamboat life, including Ben Lucian Burman, author of "Steamboat 'Round the Bend," "Mississippi," and the prize winning "Blow for Landing"; Ruth Ferris and Donald T. Wright, contributor to the New York Times and Christian Science Monitor.

When the steamer left St. Louis there was a heavy downpour of rain and it headed up-river into black storm clouds which covered the northeastern sky.

The Golden Eagle is scheduled to arrive in St. Paul Saturday, lay over for a day and a half and then return to St. Louis the following Friday. Keokuk lockmen said today that if the weather is at all favorable the boat should arrive in Keokuk within approximately 24 hours after leaving St. Louis and thus was expected at about 3 o'clock.

Leyhe's Co. Captains.

The Co-Captains of the steamer, Henry and W. H. (Buck) Leyhe, former Warsaw, Ill., residents, said that they hoped to establish a regular passenger run if everything went smoothly this trip. They are uncles of Harry Grams of this city.

The last time a packet attempted the trip from St. Louis to St. Paul occurred in June of 1923 when the Harry G. Drees ran aground at Boulanger Island, a few miles above Hastings, and the trip was abandoned. If it had been successful the Mississippi and Ohio

DAILY GATE CITY

Steamboat Co. planned to inaugurate regular passenger service between St. Louis and St. Paul at nine-day intervals.

Not since 1917 when the Helen Blair was withdrawn from the St. Paul-Davenport run has there been regular service on the upper river.

The Harry G. Drees was a triple-deck, side-wheel steamer with a steel hull. She was equipped with 76 staterooms and could accommodate 200 passengers. Eventually the boat was taken to Tampa, Fla., where it was used as a floating hotel.



The Palatial Side Wheel Steamer

GEM CITY

Leaves Keokuk for St. Louis every Monday, 7 a.m.

Steamers leave Keokuk for St. Paul every Wednesday and Saturday at 10 p.m., and steamers leave Keokuk for St. Louis every Sunday, Monday and Thursday at 7 a.m.

Steamers will leave St. Louis for St. Paul as follows:

Str. Pittsburgh, Tuesday, July 2	at 4:00 p.m.
" Sidney, Friday,	" 5, at 4:00 p.m.
" St. Paul, Tuesday,	" 9, at 4:00 p.m.
" Pittsburgh, Friday,	" 12, at 4:00 p.m.
" Sidney, Tuesday,	" 16, at 4:00 p.m.
" St. Paul, Friday,	" 19, at 4:00 p.m.
" Pittsburgh, Tuesday,	" 23, at 4:00 p.m.

For information, apply to

JNO. McNAMARA,
Agent at Keokuk.

Or, ISAAC P. LUSK, Gen. Pass. Agt.,
1895 St. Louis, Mo.

New-Type Steamer is Expected Here Saturday

JUNE 9, 1939

The Alexander MacKenzie, a new-type river steamer, which is now on its maiden voyage from Point Pleasant, W. Va., to Minneapolis, is expected to arrive in Keokuk Saturday. It passed St. Louis earlier in the week. A novel feature of the MacKenzie is that it is a coal burner, but has a rig which enables one man to dump 40 tons of coal into its fire-doors in two hours.

That is an important item, coal handling, on a river boat. Under the old system, four men would have to work 24 hours a day with wheel barrows, to put the same amount in the bins. Not only that, but rivermen have a distaste for wheeling coal which may assert itself at some lonely point where it is hard to obtain replacements.

Capt. A. C. Ingersoll, Jr., marine superintendent for the Central Barge Company, Chicago, who designed the rig, estimated it cost a boat \$40 an hour when it was tied up during a search for deckhands. He estimated the MacKenzie's rig would save from \$600 to \$800 a month in salaries.

Big Saving on Coal.

Coal burners, he said, have given way to oil burners in many instances because of the difficulties of coal handling. At some points it is difficult to load the coal on the boat. But the MacKenzie steams along the rivers, a half-ton claw dipping into the coal laden barges it tows whenever the bins need replenishing. Capt. Ingersoll estimated the boat could be oper-

DAILY GATE CITY

ated for at least 50 per cent less than its oil burning sisters.

He said the rig resembled those on seagoing vessels, which he studied closely during his six years on salt water. To make certain there would be no hitch in the use of the rig, he imported Bruce Freeburg, a second mate, to operate the shovel. Both he and Freeburg agree work on the rivers is more exciting than going to sea, although the river bottom is much closer to the craft. It is real exciting, said Capt. Ingersoll, when the bottom is too close to the craft.

The Alexander MacKenzie, named after the late District Engineer of the U. S. Engineers, famed among rivermen for his work in developing the Upper Mississippi, will leave tomorrow with a tow of 14 barges. Capt. Ingersoll said it was the largest tow taken on the Upper Mississippi in recent years. The cargo will consist of steel, coal, coke and gasoline.

The Daily Gate City.

SUNDAY MORNING, FEBRUARY 10, 1871.

DEATH OF CAPTAIN BARTLETT.—Mr. Geo. Fuller received a dispatch from Mr. D. A. Kerr yesterday, conveying the sad intelligence of the death of Captain R. F. Bartlett, who died at Cleveland, Ohio, yesterday morning at 10 o'clock. Captain Bartlett has been an invalid for sometime past and was receiving treatment at the Cleveland Water Cure. He was among our most highly esteemed citizens and his loss will be deeply felt by all who knew him.

The remains of the deceased will arrive to-morrow evening. The funeral will be announced hereafter.

The Daily Gate City.

TUESDAY MORNING, FEBRUARY 21, 1871.

OBITUARY.

Died, at Cleveland Water Cure, Cleveland, Ohio, February 18th, Captain Rufus F. Bartlett. And in his death another old citizen has passed away. Like the autumn leaves they are falling one by one, and soon will rise in their stead another generation.

A marked feature in the early settlement of our city was the young and vigorous men who immigrated here, filled with the ardor and ambition of youth, and for many years in our public assemblies the silvery locks of age were seldom seen.

Captain Bartlett emigrated from Nottingham, New Hampshire, his native State, in the year 1844, and settled in Marion City, Missouri, finding his first employment with our lamented late fellow citizen, John R. Copelin, after which he was for several years an officer of one of the Keokuk packets, first as Clerk, and afterwards as Captain, where his urbane and pleasant manner gained for him a host of friends. Leaving the river in 1850, he opened on the levee a large boat store, pursuing that business successfully for several years. He next took a store on what was then called the hill—now our Main street—and engaged in the wholesale and retail grocery business, which branch of business he pursued for several years, since which time he has filled many clerical positions of trust to his own credit, and to the full satisfaction of those for whom he was engaged. And we are happy to state he was not so wholly absorbed with the things of this life, which perish with their using, as to neglect the more enduring things of the life to come, but was hopefully converted during a state of religious interest in our city

in the year 1858, when he connected himself with the late First Presbyterian Church of this city; and, as in temporal life, he was an earnest worker in the Church, for Christ; was soon chosen by the church as one of its ruling Elders. He was a man of great simplicity and great humility, and in the Church was a bright and shining light; and in his last illness, during which he was a great sufferer, a large tumor forming on his right side, which gradually sapped his life away, he spoke calmly and beautifully of death; and while suffering so with pain, prayed to be taken away, that his sufferings might end here upon earth and his joys commence in Heaven. Thus we shall all pass away; and as we live in perilous times, should all heed the injunction, "Be ye also ready." **

The Daily Gate City.

THURSDAY MORNING, JANUARY 5, 1871.

FIVE STEAMBOATS BURNED AT NEW ORLEANS.

The Thompson Dean, Magenta, Julia A. Rudolph, Grand Era and John Howard.

LOSS OVER HALF A MILLION.

Special dispatch to the Missouri Democrat.

NEW ORLEANS, Jan. 1.—The New Year opens with terrible disasters to river and ocean steamers.

BURNING OF THE STEAMER MAGENTA.

About half past five o'clock this morning the Magenta, advertised to take the place of the R. E. Lee for Vicksburg on Tuesday was almost instantly ablaze. She speedily burned to the water's edge, and sank at the landing.

This disaster caused the destruction of four other steamers.

It is reported that the burning of the Magenta was caused by the explosion of a coal oil lamp which a boy was filling. The Magenta was valued at \$30,000, and insured for \$20,000. She was owned by Capt. Neal, Capt. Hicks and others. She had no cargo on board.

THE THOMPSON DEAN,

Advertised to leave on Tuesday for Cairo, caught fire, and the flames soon illuminated the levee. Notwithstanding the rapidity with which she was burning, a tug hauled her out, and she floated down and sank a mile below the new stock landing. She had on board between four and five hundred tons of freight, including sixteen hundred sacks of coffee, and sugar, molasses, steel and hardware. A thousand boxes of coal on the Dean took fire, and that hastened the conflagration. Nothing whatever was saved. The Dean was valued at one hundred and fifty thousand dollars, and was insured for about one hundred and twenty thousand. She was owned (one-third each) by Stillwell, Powell & Co., of

St. Louis, Thompson Dean and Captain Pepper.

THE JULIA A. RUDOLPH,

Another boat destroyed, was eighteen months old and in the Red river trade. She floated down the river and was a total loss. There was no cargo on board. She was owned by Captain H. G. McComas and others.

THE JOHN HOWARD,

Up for Arkansas river, a new, large stern-wheeler, arrived here last evening from the Ohio river, with produce and twelve hundred bales of cotton. She burned to the deck, and was towed down this evening below the Battle Ground to scuttle and sink her, there being three hundred bales of hay in her hold which the firemen could not extinguish. She was valued at fifty thousand dollars, and owned by Captain Berry and others.

THE GRAND ERA,

Built year before last, has been in the Vicksburg trade, but was laid up a short time. She came to the landing on Friday to take on freight, was burned to the decks, and now lies at the landing. She was valued at \$80,000, and insured for \$25,000. She was owned by Kountz & Bros.

CLOSE SHAVE.

The Mollie Able, lying alongside the Grand Era, was in imminent danger, but escaped with slight scorching, her stern having been fortunately swung round by the crew.

COTTON SAVED.

A portion of the cotton from the Howard was picked up in the river badly damaged

ESTIMATED LOSS.

The loss of the steamer and cargo is estimated at five to seven hundred thousand dollars.

ANOTHER MARINE DISASTER.

The steamer DeSoto, for New York, with nine hundred and eighty-eight bales of cotton and twenty-one bales of wool, six-hundred hides, nine hundred and seventy-five barrels of molasses two-hundred hogsheads of sugar, fifteen hundred sacks of cotton-seed, sailed a week since, but collided with a vessel and knocked out her stern. She returned, repaired and sailed again last evening. She took fire twenty miles below the city and was totally destroyed, together with her cargo. The crew were saved and returned to the city this morning.

CARGO OF THE JOHN KYLE.

The John Kyle had five hundred and seventy-two hogsheads of sugar and one hundred and six barrels of molasses. Three hundred and forty-three hogsheads of sugar consigned to St. Louis; the balance to Chicago, Vicksburg, Memphis, Nashville, Dubuque, Cairo and Farmington.

THE GATE CITY:

THURSDAY MORNING, NOV. 10.

—The Clarksville ferryboat, owned by William McIntosh & Co., will leave that city for Keokuk Friday morning, and will run between Keokuk and Hamilton until the bridge is repaired. A permit must be secured from the government inspector at St. Louis, and this has occasioned the delay.

THE CONSTITUTION.

By S. H. CLAGETT.

KEOKUK, THURSDAY, APRIL 20, 1876.

ANOTHER.

The Steamer Le Claire Afoul of the Bridge--One of Her Barges Sunk.

The steamers lately passing the bridge, seem to have had some fatality attached, and in the last few days, there has been more accidents occurring than have been chronicled since the bridge was built. First the McDonald struck and sunk, then a raft went to pieces. Yesterday morning, about three o'clock, the Dubuque struck twice in attempting to pass the draw, but escaped without much injury. A few hours later the B. F. Weaver had a narrow escape from total demolition, and this morning the steamer Le Claire, owned by Geo. Williams, Esq., of this city, struck on the breakwater and one of her barges was sunk.

It was about six o'clock, and the Le Claire was coming down stream. The draw opened in response to her signal, and the boat was headed straight for the channel. As she approached the breakwater above the draw, a sudden gust of wind sprung up, swinging the Le Claire around with her stern to the Illinois shore.

The pilot could not manage her, and despite all efforts to prevent it, the boat drifted down and struck broadside on the breakwater, knocking a hole in the barge she had in tow, and tearing off a portion of the steamer's guards. The Le Claire, after striking, turned around and swung in on the shore side. The barge was leaking badly as the boat passed through the draw, and when a point below the elevator, over the sand-bar, about five hundred yards from shore, was reached, it was cut loose, and sunk. There is about six feet of water over it.

The barge was loaded in the bottom with bridge timbers, on top of these railroad iron, then 50 or 60 dirt cars and on top of these a lot of derricks. The derricks floated off when the barge sank, but were all recovered by the Le Claire. The rest of the load is safe, and will not be damaged much.

The actual damages are not much, as the barge was an old one. The accident will inconvenience Mr. Williams a little, as the boat started for the Muscle Shoals to-day, and these supplies were needed there.

The barge lies in such a position that it can be easily raised, and steps will be taken to recover the property as soon as possible.

THE CONSTITUTION.

By S. H. CLAGETT.

KEOKUK, SATURDAY, MAY 20, 1876.

River Rollings.

Dubuque Herald: "Capt. McCarty, of the ill-fated Enterprise, was in the city yesterday en-route for LaCrosse. He informs us that at the time of the fatal collision with the Colossal, a man was seen standing at the lime kiln on the shore near where the accident took place, and saw the lights of the Enterprise coming up, but did not see the Colossal. He also stated that he was running in the channel and according to marine rules laid down by the war department, on a clear, beautiful night, as he had done hundreds of times before. He left a man in charge of the wreck and safe, which contained considerable money. Captain McCarty feels very much dejected on account of the accident, and laments the loss of the poor fellows who were drowned."

The raft iron tow boat, just completed at Carondelet for Knapp, Stout & Company, called the Phil Scheckle, was taken out on a trial trip Wednesday at St. Louis. She is 122 feet long, 24 foot beam, 3½ foot hold, and draws 12 inches of water. Engines, 12 inch cylinders, 3½ foot stroke.

St. Paul Press: "Daniel McKay reached this place on Thursday night of last week, on his return from the west branch drives in Elk river. He reports having made the cleanest and quickest drive ever made on that river. He estimates the west branch production this year at 10,000,000 feet and thinks there are not one hundred and fifty logs left back. The east branch and its tributaries are all clear, too, this year, and the drivers will soon be at Princeton."

The Eagle sailed out for Quincy this morning at 6 o'clock, and will sail in again this evening.

The Little Eagle arrived and departed on time to-day.

The Jennie Brown plied between this city, Alexandria and Warsaw to-day, making good time and doing a fair business.

About 11 o'clock last night the distress signals sounded from switch engines on the levee, and from the bridge. People rushed down to see what was the matter and found that the raft boat Tiber, with a large log raft belonging to Messrs. Baldwin & Company, of this city, was in a bad fix. She had been up to Rickey's Point after the raft, but in landing, she ran into and cut the line. The raft floated off down stream and the Tiber gave chase. In passing the canal it grazed the rip-rap wall and some

of the logs were torn loose, one of which caught in the wheel of the Tiber and disabled her. The raft broke to pieces against the abutments of the bridge, and the boat became entangled in the mass of logs. She swung around and passed through the bridge, between the pivot pier and abutment stern foremost, and floating into the eddy below the bridge turned again, and was headed with bows down stream. The situation was critical for awhile about this time, but by working her nigger engine, the boat managed to reach shore when the log was taken from her wheel. Telegrams were sent down the river this morning to different points, requesting parties to stop the logs. The Tiber is also off in a chase after them. The damage will be considerable as many logs will be lost.

It is said of Captain Sencerbox, of the Alex. Mitchell, that he is the great showman, and a celebrated panorama man, having traveled in former years with the panorama of the Overland Route, and discoursed and pointed out the beauties of the paintings to the audience, in glowing and thrilling language. This accounts for his taste in the repainting of his boat. It is also said that on an urgent request the captain will deliver his lecture to the passengers for their amusement, but we don't vouch for this. Old Bill Haight, of the Red Wing, and Sencerbox once formed a copartnership in a bear show. Haight sold the bear to Sencerbox, and the latter traveled around the country exhibiting it, paying Haight out of the proceeds. The show busted, and Sencerbox took to steamboating for a living, and carried the bear on his boat for a long time. We hear it whispered there is a balance due Haight on the animal, which he swears he will have yet. Captain Sencerbox has traveled much, and is a man that can accommodate himself to any circumstances or company. When he was a showman, he was a showman all over, and when he owned a bear, he had no slouch; so it is in his steamboat experience. If he is in the company of roughs or gamblers, he knows just how to treat them, and in polite society, he is equally at home. He is quite a favorite with all of the ladies who have traveled with him.

The Red Wing, with Captain Bill Haight, one of the oldest pilots on the river in command, was due up this morning.

The Andy Johnson will arrive this evening and leave for St. Louis on Monday morning at 7 o'clock.

The Dubuque was due from above to-day.

We are glad Captain Bill Haight won't have time to call at this office to-day, for we ain't so certain sure about that bear story we told on him.

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"THE GREAT DUST HEAP CALLED HISTORY"
R. J. BICKEL KEOKUK, IOWA

THE DAILY GATE CITY.

Entered in Keokuk postoffice as second class matter.

DECEMBER 11. 1858
A MEMORABLE TRIP.

The Voyage of Charles Rodgers from Keokuk to Ft. Dodge—A Merchant Vessel and Its Eventful Experience—An Old Fashioned Dance and Its Managers.

Judge C. F. Davis has written the following account of the trip on the first and only steamboat that ever sailed from Keokuk to Ft. Dodge and return:

BEFORE THE DRUMMERS.

"In those days—1859—there were no drummers; country merchants came to Keokuk twice a year—in the spring and fall—to make their purchases, and in the meantime they sent their orders by the teamsters. The trade of Keokuk extended over the greater part of the south half of the state and as far north as Fort Dodge. The rate of freight to Des Moines was \$2 per hundred, by ox team, and \$2.50 to Fort Dodge.

"Occasionally during the summer months small steamers navigated the Des Moines river, going as far as Raccoon Forks (now the city of Des Moines), charging for freight to that point fifty to seventy-five cents per hundred pounds. At such times merchants in the interior took advantage of low freights and bought largely.

"In May, 1859, our firm, McGarric, Chittenden & Co., chartered the steamboat Charles Rodgers, of about fifty tons burden, we agreeing to load her to her full capacity for her destination, Fort Dodge. The rate of freight through was fifty cents per one hundred pounds. We loaded the boat with sugar, coffee, molasses, tobacco, salt, flour, etc., and I went aboard as supercargo.

THE START.

"We left the landing at Keokuk, Wednesday, May 18th, 1859, at 6 o'clock p. m. The boat had no cabin, only the pilot house on the hurricane deck. We ate and slept on the lower deck just back of the engine and boilers. The boat was laid up at the bank whenever night overtook us, only running by daylight, warping through the locks at Bonaparte and Beutonsport. One of the pilots was a violinist, and at several places where we tied up to shore for the night, with the assistance of the neighboring belles and beaux, we had

GLORIOUS OLD FASHIONED DANCES.

"From many miles around the young fellows brought their girls, and for once at least had the luxury of a dance on a steamboat. Our cargo being billed through to Fort Dodge, we made no stop for any business, and arrived at Raccoon Forks (Des Moines) Friday evening, where we remained all night. That was pretty rapid transit—only two days out; it would have taken the ox team or horses over four days to have gone that far. Saturday morning, May 21, we left Des Moines, the boat being light draught, and the river at a good stage of water. We steamed over the dam at the Forks, and arrived Satur-

day evening at Boonsboro landing, several miles from the town of that name. Here we remained for the night, some parties coming from the town, and we had a dance in a building on shore. We went on business, but we didn't neglect any opportunity to take all the enjoyment there was in it, and to contribute to the pleasure of the settlers who were then living on the outskirts of civilization. It was a good time for them and for our boat's crew.

"Between Boonsboro and Ft. Dodge our boat exhausted its supply of fuel. We landed several times, and all hands—captain, mate, clerk, supercargo—we went into the woods and gathered dead timber and other material to keep up steam. If we did chance to cut down a few trees and gather them into our boat, the great world is none the poorer.

FRIGHTENED THE COUNTRYMEN.

"The shrill whistle of our boat as it passed up the river brought people from miles around to see what was the matter. Many of them had never seen a steamboat. They may have thought the whistle was the fierce cry of some unknown animal, but they came, saw a steamboat, and went away greatly pleased with this added element to their education.

THE FIRST SALE OF THE TRIP.

"On Sunday evening, May 22, we made a landing at a farm owned by L. Mericle—a short distance below Fort Dodge. I made the first sale to him, groceries amounting to \$100.60, which he paid in gold. This was a little quiet Sunday transaction, which was excused by the necessities of the times. Besides we didn't dare to linger very long in any one place as we didn't know but that the water might run off and leave our boat high and dry on land. The man was in great need of groceries. He was an elegant man. (It may be that he was related to Judge Miracle, recently deceased, one of the men of Iowa who all love to think of as a man of honor, probity, usefulness and every estimable virtue.)

□ "The next morning, Monday, May 23, 1859, at about noon, we steamed up to the landing at Fort Dodge. And here fades out your tradition and the fact is given with a positively accurate date that a steamboat went from Keokuk and landed at Fort Dodge, on the Des Moines river!

"The town was up on the high ground some distance from the river, but the entire population were at the river to greet and cheer us. It was a great time for Fort Dodge. The people all thought when they saw that boat that they were going to have the future great city of the west.

SOME FORT DODGE MERCHANTS IN 1850.

"I went on shore the next day with my invoice, and by noon the next day the cargo was all sold and paid for in gold, that being the currency of the country at the time. Among those who purchased were M. M. Haire, S. C. Heaton, Gregory & Messmore, J. I. Howe, Charles Roake and F. A. Blackshire. The last named was one of the pilots of the boat, and lived at or near the town.

"There was a dance given in honor of the arrival of the steamboat. I have preserved one of the cards, which is here reproduced as nearly as may be:

AND EVERYBODY DANCED.
SOCIAL SOIREE.
We Dance at Masonic Hall.
THURSDAY EVENING NEXT.

WILL YOU COME.

MANAGERS.

Mas. Wm. Williams, Hon. W. N. Meservey,
J. D. Shaw, Hon. J. M. Stockdale,
Hon. Thos. Sargent, Geo. W. Reeve,
Hon. C. C. Carpenter, Hon. A. M. Dawley,
W. W. White, Hon. L. L. Pease,
Israel Jenkins.

FLOOR MANAGERS.

Jas. B. Williams, A. F. Watkins, H. D. Merritt.
Fort Dodge, May 23, 1859.

"One of the managers, C. C. Carpenter, was afterwards governor of Iowa. Another, W. N. Meservey, was one of the prominent politicians of the state at that time. Another, A. M. Dawley, was also a leading politician, and by a singular coincidence this man who was then celebrating the arrival of the first steamboat and the opening of navigation on the Des Moines river, afterward died at Washington while working there for the river land settlers whose claims have so long been in dispute.

SOME OLD TIME PRICES.

"It will be interesting to compare the prices of goods now with the prices we received then. I have a copy of the bill of goods I sold to Mr. Mericle, the first sale on that trip. Here it is:

1 bag Rio coffee, 164 pounds, 14 ct.	\$2.96
1 keg soda, 112 pounds, 9 ct.	10.08
1 dozen buckets.	3.00
3 boxes tobacco.	24.58
8 pounds Kauka salt, \$5.	40.00

SOME DES MOINES MERCHANTS IN 1857.

I suppose there has been a great change among the business men of Des Moines during the last thirty years. But I have the names of several that appeared on my books then. At that date the principal merchants of Des Moines were W. W. Moore, Laird Bros., John McWilliams, G. W. and A. S. Dunkle, H. Beckman, Harry Stevenson, "Father" Charles Good, R. W. Sypher, W. W. Carpenter. Dr. Baker was the leading druggist. B. F. Allen, Hoyt Sherman were bankers. Col. S. F. Spofford kept the hotel on the river front at the foot of Walnut street.

"We didn't stay very long in Fort Dodge on that trip. We sold our goods very quickly, and after enjoying the festivities of the occasion for a day or two, the "Charles Rodgers" headed down stream and sailed back to Keokuk, having made a very successful voyage. As it turned out that was the first and only trip ever made by steamboat on the upper Des Moines as far as Fort Dodge and return. It was a memorable one for all board, and though in these days it would seem like very slow traveling, yet it was a great event in 1859."

THE DAILY GATE CITY.

Entered in Keokuk postoffice as second class matter.

DECEMBER 11. 1858
THE PILOTS ORGANIZE.

Institution of a Brotherhood for Good Purposes—Officers Elected.

A meeting of pilots was recently held at La Crosse. The object is, by organized effort, to secure the further improvement of the river and the preven-

tion of obstructions, thus making its navigation less difficult and dangerous. They also hope, by association, to improve their efficiency and be thereby better enabled to perform their duties with satisfaction to themselves and their employers.

A permanent organization was effected and the following officers elected for the ensuing year:

President—J. W. Rambo, LeClaire.
Vice President—Joseph Buisson, Wabash a.

Secretary—M. M. Looney, LaCrosse.
Treasurer—Volney A. Bigelow, La Crosse.

Board of Directors—Thomas Dolson, Dubuque; William Kratka and Thomas Withrow, Lansing; Frank Looney and Frank Wetenhall, La Crosse.

The pilots did not meet to take any action prejudicial to the interests of their employers, and no effort was made to fix the rate of wages, but each individual member was left to stand on his own merits as to the compensation which he shall receive, and with the most friendly feelings their employees are invited to assist them in a movement that is intended to benefit all.

The name of the association is "The Brotherhood of Upper Mississippi Pilots." Fifty pilots were present, and became charter members.

They will locate fifteen "Information Boxes" at convenient places along the river, where valuable information as to snags, changes in the channel and other causes of danger will be deposited by members learning of the same. Each member will have a key to these boxes and can keep well posted all the time.

It will be the duty of a brotherhood pilot, in possession of information of special importance, to hail any steamer he meets having association pilots, and deliver such information or give such warning as will be necessary to prevent accident or danger.

They have also employed an assistant secretary, who will have a list of all members desiring employment. Owners and masters can apply to him for information which will enable them to secure pilots, when needed, on short notice. This plan will bring the man and job together in the quickest possible time.

There are several evils that can only be remedied by united effort, and many possible benefits that can only be secured by acting together in harmony.

No class of men work harder or more faithfully than these pilots, and more is expected of them every year. They are doing better work now than has ever been done before; but there is still room for improvement, and if association and mutual friendly help from each to all will contribute to the result "'tis a consummation devoutly to be wished."

The next annual meeting will be held at Stillwater, Minn., on the first Tuesday in December, 1889.

There are about ten pilots residing in Keokuk. Hugh McKenzie, Captain Henry Whitney, Chas. De Lisle, Chas Gillispie, Al. Wempner, Jesse Mefford, Dave Steele, Tom Gilbert and Bart Hutchinson.

THE GATE CITY:

SUNDAY MORNING, JULY 17. 1881

Sale of Steamboats.

The St. Louis Republican says: "The trustee's sale of property belonging to the old Keokuk Northern Line Packet company occurred at noon Thursday from the east end of the court house. The steamboat interest was largely represented, and upon certain boats the bidding was quite lively. Among those present were Commodore W. F. Davidson, Capt. R. E. Gray, of Pittsburg, Peter Conrad, John P. Keiser, Henry Lourey, John H. Griffith, James Ward, Jr., Wm. Thompson, Silas Adkins, John F. Baker, Dan Able, Huse and S. C. Clubb, Col. Geo. C. Wolff, the great spiritual medium; Col. Carpenter of the Fresh

Air mission, Commodore P. P. Manion, Capt. J. H. Dunlap, of Gray's Iron line and Frank L. Johnson, secretary of the St. Louis and St. Paul packet company. Mr. Jos. B. Broslaski, of the firm of Broslaski & Voorhies, acted as auctioneer, and the following property was sold: The steamer War Eagle, to Capt. Henry Lourey, for \$23,700 cash, subject to claims amounting to \$5,486.23; the Northwestern to Frank L. Johnson, for \$50, subject to claims amounting to \$5,098.58; the Belle La Crosse to Frank L. Johnson, for \$60, subject to claims for \$4,568.08; the Alex. Mitchell to Frank L. Johnson, for \$25, subject to claims for \$1,581.88; the Rob Roy to Capt. J. H. Dunlap, for \$3,500, subject to claims for \$1,247.44; the Minneapolis to J. H. Dunlap for \$1,700, subject to claims for \$4,902.72; the Red Wing to Huse, Loomis & Co.; Clinton to J. H. Dunlap for \$6,300, subject to claims for \$5,027.29; the upper wharf boat to Capt. Henry Lourey, for \$5,050, and the barge Frank to Capt. Peter Conrad, for \$1,425. After the sale of the above-mentioned property, Mr. Shepley, one of the trustees, announced that sufficient money had been realized to satisfy the deed of trust and that consequently the balance of the property advertised would not be sold.

THE DAILY GATE CITY. SEPTEMBER 4, 187.

River News.

Steamboat capitalists are not afraid of decadence of trade on the lower

Mississippi. The Anchor Line folks, who are reported to have serious designs of placing a line in the St. Louis, Keokuk and St. Paul trade are building two steamers, the City of Monroe and Crystal City, at Jeffersonville, on the Ohio. A description of one is a picture of both, and will interest steamboat men here:

The dimensions of the City of Monroe are, length, 275 feet; 44 feet beam and 8 feet depth of hold. She will carry a battery of five boilers, each 28 feet long, and two engines, with 26-inch cylinders and 9-foot stroke. The vessel has been built with a view to speed, style and comfort. There will be forty-four large state rooms in the main cabin, which will be furnished in elegant style. The Texas, which is large and roomy, will contain twenty state-rooms for the use of passengers, and will be supplied with comfort equal to the best quarters on many first-class packets. She will be used as both a passenger and freight carrier, and will have a registered carrying capacity of 1,600 tons. The mammoth wheels are 35 feet in diameter and contain twenty-one buckets, each 15 feet in length. Her model is perfect. The steamers cost \$100,000 each.

The steamer Pittsburg is due down Sunday for St. Louis and intermediate points.

CONSTITUTION - DEMOCRAT.

TUESDAY, SEPTEMBER 3, 1889

SUNK A RIVER PACKET.

The Gem City, of the Keokuk Line, sunk in the Mississippi.

The handsome packet, Gem City, which makes tri-weekly trips between this city and St. Louis, sunk at Dickson's, forty miles above St. Louis, Saturday night. She went down in four feet of water at 10 o'clock. Douglas Roberts, the pilot in charge, said the steamer encountered no obstruction, but suddenly sprung a leak and began taking water. Captain G. W. Jenks, her commander, had the boat run to the Illinois shore, where she now lies on her larboard side. The passengers were panic-stricken for a time, but upon being assured that there was no danger quieted down. They were transferred to the steamer Mary Morton and taken to St. Louis.

Agent Hutchinson received a telegram to-day from the captain of the boat, giving briefly details of the accident and stating that the sinking was caused by the boat striking a snag. According to Mr. Hutchinson no damage resulted to the boat's cargo.

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THE GREAT RIVER CALLED HISTORY
R. J. DICKSON
KEOKUK IOWA

THE GATE CITY:

TUESDAY MORNING, OCT. 22, 1878

STEAMER SUNK.

DA
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The J. W. Vansant Strikes a Snag and Goes to the Bottom.

She Manages to Reach Shore Before Going Down.

The raft boat J. W. Vansant is an ill-fated craft. About two years ago she was sunk on the rapids a short distance above the city. It was claimed that the steamer Cricket was to blame for the accident, and suit was instituted to recover damages, but the owners of the boat, we believe, never succeeded in establishing their claim.

On Sunday afternoon the Vansant met with another mishap which sent her to the bottom again, but the disaster was not so serious as in the first instance. About 3 o'clock she came over the rapids with a raft destined for St. Louis. She had dropped one section of the raft through the bridge and was piloting the other in that direction when she struck a snag, which punched a hole in her hull and she commenced filling with water. As soon as it was found that she was going to sink she was cut loose from the raft and put for shore, and succeeded in reaching the embankment of the canal a short distance above the lower lock just as she went down.

She now lies close up against the embankment with her bow up stream, careening to the starboard considerably and about four feet of water over her guard on that side. She is lying flat on the rocks, and although her stern is higher than her bow it is not thought that her timbers are badly wrenched or twisted.

An examination was made yesterday, and a hole about six or eight inches in diameter was found on her larboard side, aft of the engines. If this is the extent of the damage, which doubtless it is, it is thought that she can be pumped out and plugged up so as to proceed on her trip. Arrangements were being made with the Cricket to go up and pump her out.

The Vansant is owned by the Eau Claire Lumber Company, and in command of Capt. Dan. Davidson.

The section of the raft from which she cut loose went on down, struck a pier of the bridge and tore off several cribs, but the pieces were gathered up below town. The snag which sank the boat is supposed to have come out from under the raft.

THE GATE CITY: THE GATE CITY:

WEDNESDAY MORNING, OCT. 23, '78

In its report of the sinking of the J. W. Vansant, the *Constitution* made two guesses as to the cause of the disaster. Last evening it guessed that one of the guesses was right. It says that a log which had become loosened from the raft floated back and was struck by the steamer. As it was a lumber raft the steamer was towing, the *Constitution* will have to guess again.

THE GATE CITY:

SUNDAY MORNING, DEC. 1, 1878.

A Captain Caused.

Thanksgiving day was observed on board the steamer Golden Eagle in a way that will not soon be forgotten. The boat was on her last down trip and was lying at Clarksville when her commander, Captain Dave Asbury, was called into the cabin, where he found the crew assembled and was taken by surprise by being made the recipient of a very handsome gold-headed cane, which was presented to him as an expression of appreciation of the kind and courteous treatment which they had received at his hands during the navigation season.

The great and good Hatcher, the round and jolly clerk of the Golden Eagle, made the presentation speech, and Ed. Buckley, the steward, stood by him, ready to back up everything he said. Captain Asbury expressed his thanks in a suitable manner, after which several toasts to the gallant commander's health were offered. The cane is a beautiful ebony, surmounted with a solid gold head and bears the following inscription:

PRESENTED
CAPTAIN D. R. ASBURY.
by
The Crew of Steamer Golden Eagle,
Nov. 28th, 1878.

The veteran Captain steps unusually high when he treads the hurricane roof of the Golden Eagle now and is justly proud of the testimonial thus worthily bestowed upon him.

—By the accident to the War Eagle in which she was sunk at Saverton she only lost twelve hours. The *Hannibal Courier* says: "This is the quickest time on record of raising a sunken steamer. The accident bade fair at first to be more disastrous than it proved to be and would have done so had she careened over, as it was thought she would, but instead she settled square down on her 'haunches' and was repaired and pumped out without much difficulty. We understand that the facilities for raising her were very poor indeed, but the expediency with which the work was done proves that the men who had control of it knew what they were about."

SATURDAY MORNING, NOV. 23, '78.

STEAMBOAT SUNK.SHRIMPED LEAF
ITS

The War Eagle Meets With an Accident at Saverton.

She Strikes a Rock and Goes to the Bottom in Shallow Water.

The steamer War Eagle, of the Keokuk Northern Line, while on her way to this city yesterday met with an accident which resulted in her going to the bottom. The disaster occurred at Saverton, seven miles below Hannibal, about noon. She landed at that place to put off a couple of skiffs, and in backing out she struck a rock, which knocked a hole in her hull.

Particulars of the accident have not been received here as yet, but from the meager information at hand it is thought that when it was found she was sinking she was headed for a sand bar and succeeded in getting into shallow water before she went down. Parties who came up on the passenger train on the Keokuk Route last evening, report that she was lying on the bottom, and that the water was not over her guard. It is believed from this that she is not damaged to any extent, and that the accident will not result in any serious loss or delay. The passengers were brought ashore and the most of them took the train coming North.

Captain Hutchinson received a dispatch requesting him to go down on the evening train with the pump and the diver's armor, but as these are both at Muscatine he was unable to comply. He telegraphed for them as well as an outfit that is at Burlington, and will no doubt receive one of them to-day, so as to be able to start this evening. This is the first accident of any consequence that has happened to either of the Eagles since they have been running.

FAST BOATS!

KEOKUK NORTHERN LINE PACKET CO.

GOLDEN EAGLE.**WAR EAGLE.****LAKE SUPERIOR**

One of the above named boats will leave Keokuk for St. Louis daily, Sunday included, at 9:30 a.m.

Apr. 23d A. M. HUTCHINSON, Agent.

The War Eagle.

The steamer War Eagle which was sunk at Saverton on Friday was pumped out and raised yesterday and arrived here last night. The Hannibal Journal gives the following additional particulars of the accident:

Having landed the skiffs, she backed out, and about fifty yards below, her stern struck some rocks, on an old sunken barge, knocking two holes in the hull of the Eagle, through one of which a flour barrel could have been passed, and quicker than thought she commenced filling with water, and five minutes later had sunk in about six feet of water, at the stern.

There was great consternation on board about this time, the passengers hurrying to and fro, and the mate giving orders to the crew. The pumps were set to work, and kept going steadily, while a large lot of pig-iron which was on the deck aft, was hove forward to enable the carpenter to get at the leak, which he finally did. The hole was filled with comforts and other bedding and then planked over. There was about four feet of water in the hold however, and it was not deemed advisable to attempt to move the boat while she was thus water-logged.

The War Eagle had a heavy freight on board which was stowed on the main deck, and therefore escaped injury. She had an immense quantity of pig-iron in cargo, which was last night transferred to a barge.

WEEKLY CONSTITUTION,
APRIL 14, 1862.**ALMOST A MURDER.**

Fight on the Steamer White Eagle at Fort Madison.

The Hawkeye says that as the steamer White Eagle lay at Fort Madison Sunday, April 6th, an altercation arose between William Moore, a colored man, and a German named Frank Ludwig, both employed as roustabouts. Ludwig became angered, he says, by Moore's persisting in rolling empty barrels upon him while he was "stowing away." When some little distance this side of Ft. Madison, Moore attacked Ludwig with a large hook-bladed knife and struck and stabbed at him several times. Ludwig's clothes being quite heavy, protected him until the seventh stroke, which was made about his trousers and which left a gash about six inches long and inconsequent depth. The men were parted, but Moore armed himself with a sledge and stood off his enraged fellows until the boat reached Burlington. As the steamer neared the land he took his stand at the gang plank evidently intending to jump ashore and fly as soon as possible. A capstan bar, laid upon his uplifted sledge with the firmness characteristic of the steamboat man disarmed him but he jumped off the boat, nevertheless, and started on a run

toward the city. Half a dozen men were on his heels and before he had passed the snubbing post they had him flat on his back and under full control. An excited friend of the wounded man attempted to brain him, as he lay there, with a huge bludgeon, but was prevented. The prisoner was turned over to the police and soon after appeared before Judge Fleming, who placed him under \$500 bond, to meet the grand jury, in default of which he went to jail. He claims that the white deckhands, who were greatly in the majority were making him the victim of a scheme concocted among themselves to get rid of the four colored men on the boat in the same capacity.

THE CONSTITUTION.

THURSDAY MORNING, MAY 15.
1862

(On the last trip of the Jennie Deans to this place, an affair occurred, which for impudence was so refreshingly cool in these warm days, that we feel bound to give our readers the benefit of it. It seems that there came on board the boat at different points down the river, three ladies, two of whom were named Red, and the other Maggreville. They did not attract any particular attention until after being some time on board, they sat down to the piano and commenced singing the rebel song of the "Red white and red." Capt. Sheble who was sitting in the foremost saloon, heard the song and pricked his ears in astonishment, and the next thing he did was to walk back to the saloon and gently tapping the musical performer on the shoulder, informed her that he had heard quite enough of that song, and that she had better stop it and try a more National air. The lady immediately jumped up and said, "Sir you are no gentleman or you would not speak to a lady in that way!" Capt. Sheble replied, "Madam, if you are a lady, or have any regard for the feelings of the passengers on my boat you would not dare to sing that song; and more than that there is now on board, a lady who is conducting to her home, the corpse of her husband killed in battle against your friends, and every note you sing is a death pang to her." One of these feminine rebels then told the Captain again, that he was no gentleman, and that he would have to take the consequences of his conduct at some future day. Capt. Sheble informed her that he was always on hand to meet the consequences, and that it would not astonish him if they all found themselves under arrest before they got home. Upon this hint of an arrest, the girls subsided. We hear that the secession proclivities of these ladies are well known, but we think that their impudence in this case was cool beyond all example.

THE CONSTITUTION.

WEDNESDAY MORNING, JUNE 3.

HORSE STOLEN.

1862

\$50 REWARD!

\$50 reward will be paid for delivery to me, of my Stallion, which was stolen from the stable, on the night of June 2d, 1862.

This Horse is a Fine Jet Black,

About 15 hands high, with ONE HIND FOOT WHITE. He is a MORGAN HORSE of fine carriage, and a FAST SQUARE TROTTER. He has a

Scar on One of His Hind Pastern Joints,

Caused by getting his foot over the halter, which has just healed up. THOS. W. CLAGETT,

June 4th-1862. KEOKUK, IOWA.

For Exchanges please copy.

We, the undersigned, passengers on board the steamboat Canada, on her last trip down the river, desire to warn the traveling public against placing any reliance upon the promises of the officers of that boat, as we have found their most solemn pledges entitled to no credit.

We were representatives to the Grand Chapter and Grand Lodge, and informed the Captain and Clerk of the boat that it was necessary for us to reach Keokuk by Saturday morning at the latest. And we were assured by them that we would arrive there, beyond any contingency, by daylight on Saturday morning, May 31st.

Some of us went to the Captain and told him that if there was any doubt we wished to take the cars. The Captain assured us there was not the least doubt, and even telegraphed to different places ahead announcing his arrival from 12 to 15 hours earlier than he expected to be there.

No accident occurred and there was no difficulty in our arriving at the time agreed upon. But the Captain, in utter disregard of his pledges, delayed along the river and did not arrive at Keokuk until 6 o'clock on Sunday morning.

We warn all persons against taking passage on said boat.

H. S. JENNINGS,
WM. C. GASTON,
J. L. ENOS,
G. W. HOWARD,
S. A. BISHOP,
P. EMBREU,
R. L. PARKER,
H. TUTTLE.

Keokuk, June 2d, 1862.

K. N. LINE PACKET COMP'NY.

THE
FAST
EXPRESS
PACKETS

War Eagle and Golden Eagle

ARE NOW RUNNING REGULARLY.

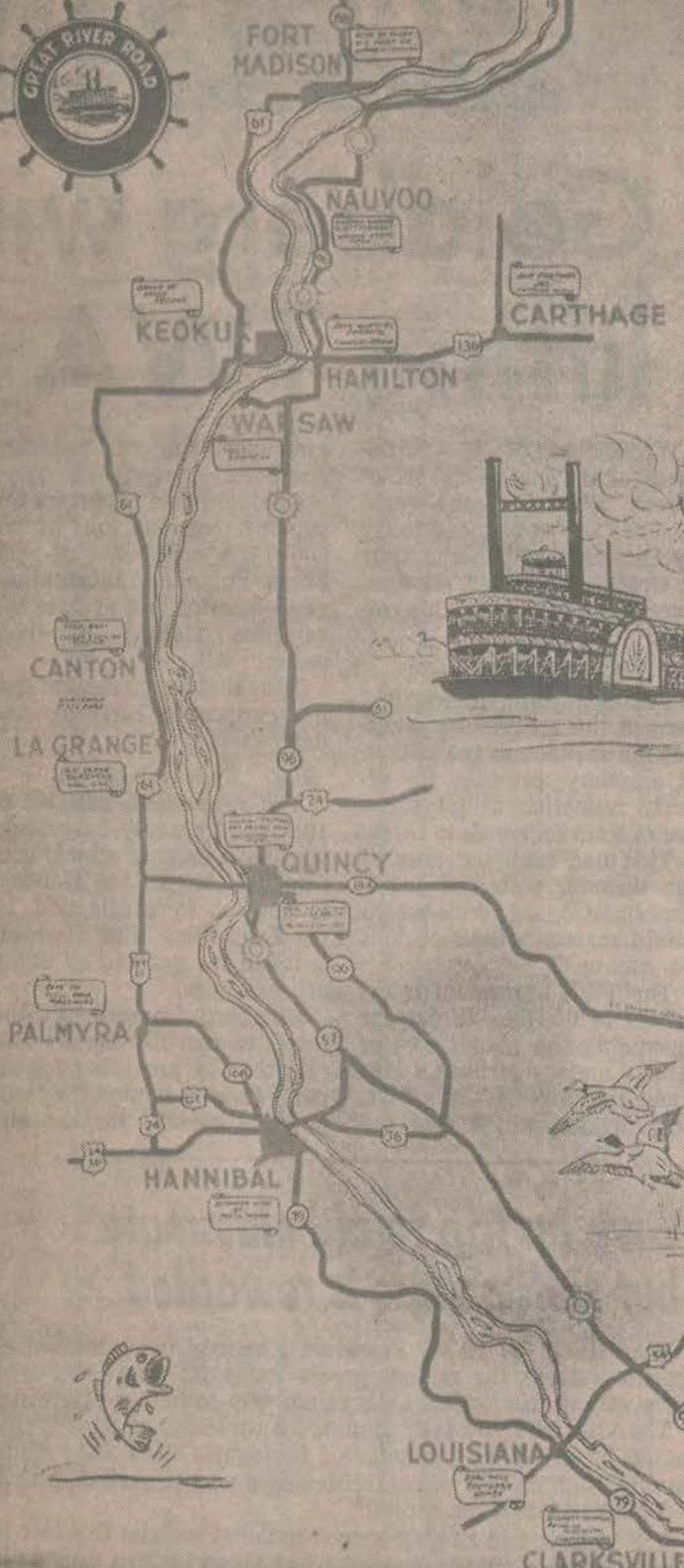
One of these boats leaves daily, Sunday excepted, for St. Louis, at 3 o'clock p.m.

A packet leaves Keokuk daily for St. Paul at noon.

May 2-1862 A. M. HUTCHINSON, Agt.

THE GREAT DUST HEAP CALLED HISTORY
R. J. BICKEL - KEOKUK, IOWA

NAME UPPER MISSISSIPPI RIVER SCENIC PARKWAY



THE GREAT RIVER ROAD, a portion of which is shown in the above photo, will provide even more facilities for travelers to enjoy the pleasures of the Mississippi River. Shown is the Upper Mississippi River Scenic Parkway extending from Ft. Madison to Clarksville, Mo.

NAME

The Gate City.

KEOKUK: 1860

MONDAY MORNING, APRIL 16.

Steamboat Explosion.

A dispatch from Louisville, Ky., dated the 11th, gives the following account of the explosion of one of the boilers of the steamer Sam Gaty, a new boat, built for a Missouri River freight boat: "The Sam Gaty blew up this morning at 6 o'clock, 100 miles below here—supposed to have been caused by lightning striking the chimney. The crew are all safe except Mr. McKnight the engineer, Mr. Brooks the carpenter, and Mr. Johnson clerk, who are slightly scalded." The Cincinnati Commercial says her upper works were blown away, but her hull is not injured.

The Gate City.

SATURDAY MORNING, MAY 12.

JUSTICE'S COURT.—The Grey Eagle, coming down over the Rapids, got aground, and the Captain requested all the passengers to get upon the lighters to lighten the boat, so she could get off. One of the deck passengers refused to go off, saying he had paid his passage on the boat, and he would be d—d if he was going to take passage on a lighter. The captain put him off roughly; and on the boat reaching here, the passenger had the captain brought before Justice Davis on a charge of assault and battery. The captain was let off by paying costs.

St. Louis, St. Paul, Stillwater and St. Anthony
1860. DAILY PACKET LINE 1860.
OF

Northern Line Steamers.

SIDE WHEEL

Northerner, Capt. P. A. Alford.
Canada, Capt. Parker.
Metropolitan, Capt. W. L. B. Jenks.
Sucker State, Capt. T. B. Rhodes.
Pembina, Capt. T. B. Hill.
W. L. Ewing, Capt. Jno. T. Rhodes.
Gray Eagle, Capt. D. S. Harris.
Northern Light, Capt. P. Lodwick.
Itasca, Capt. Whetton.
Key City, Capt. J. Worden.
War Eagle, Capt. J. B. Davis.
Hawkeye State, Capt. R. C. Gray.

THESE magnificent side-wheel steamers were built expressly for the trade, and are managed by careful and experienced officers; are fitted and furnished with all modern improvements, with every accommodation for passengers, and will run as advertised, making connections with the various railroads above, and with the Minnesota River packets at St. Paul. Returning, they will connect at Hannibal with the Hannibal and St. Joseph Railroad.

The Northern Packet Line offer increased facilities, and hope by strict attention to the comfort of passengers and interest of shippers, to receive the liberal patronage heretofore extended to the Line.

JAMES WARD, President.
BROWN & TAYLOR, Agents, Keokuk.
mch29d

ORDINANCE NO. 159. 1860.
AN ORDINANCE Regulating the Ferry between Keokuk, Iowa, and Hamilton, Illinois.

Be it ordained by the City Council of the City of Keokuk:

Section 1. That the Keokuk and Hamilton Ferry and Manufacturing Company, a company chartered under the laws of the States of Iowa and Illinois, and now owning and running the Ferry between Keokuk, Iowa, and Hamilton, Illinois, are hereby authorized to operate and maintain said Ferry, subject to the provisions of this Ordinance and such other provisions and regulations as the City Council shall from time to time make: Provided, that the rates of Ferriage as established by this Ordinance shall not be lowered nor the place of landing changed for three years from the 1st day of April, A. D. 1860, except as herein provided.

Section 2. That said Company shall at all times keep one or more suitable, safe and substantial steam Ferry boat or boats and run the same between the City of Keokuk, Iowa, and Hamilton, Illinois, every day in each year (except Sundays) and except when the river is rendered impassable, by ice or other unavoidable causes, commencing in the morning no later than half an hour after sunrise, and running till one hour after sun-set, and shall depart from their general landing or wharf at each shore every sixty minutes, making as nearly as practicable a crossing each way regularly every thirty minutes, and oftener if required by the demand of business.

Section 3. That the rates of Ferriage shall not exceed the following rates, viz:

For each foot passenger.....	5 cents.
For each head of hogs or sheep, where the lot does not exceed 100.....	5 do
For each head of hogs or sheep over 100, in the same lot,.....	3 do
For each head of cattle.....	10 do
For each led horse, mule or jack.....	15 do
For each horse and rider.....	20 do
For each vehicle with one horse or other animal attached thereto.....	40 do
For each vehicle with two horses or other animals attached thereto.....	60 do
For each vehicle with three horses or other animals thereto attached.....	75 do
For each vehicle with four horses or other animals thereto attached.....	90 do
For each additional horse or other animal over four attached to each vehicle.....	10 do

Section 4. That no charge for ferriage shall be made for the driver, or the loading belonging to each team or drove, and all teams coming to or going from the City of Keokuk, for trade, shall be exempt from Ferriage on their return trip.

Section 5. That the said Company shall have an exclusive use of two hundred feet of landing on the wharf immediately below the lower line of Main street for the use of said Ferry, and the business connected therewith, for the term of three years from the first day of April A. D. 1860: Provided, That the City shall have the right to change said landing, for the purpose of extending, repairing or improving the wharf, but such change shall extend only for a reasonable length of time to effect such repair and improvement.

Section 6. That there shall be posted at all times in a conspicuous place on each of the boats of said Company, a copy of this Ordinance, printed in clear, distinct and large type.

Section 7. That it shall be the duty of the Wharf Master to see that the provisions of this Ordinance are complied with, and to make complaint before the Recorder of any violation thereof.

Section 8. That any violation of the provisions of this Ordinance shall be punished by a fine of not less than five dollars nor more than ten dollars for each and every offense, and said boat or boats, or any other property of said Company or any agent, officer, or other person or persons controlling the same, shall be liable for said fine, and in default of payment the persons shall be punished as provided by law.

Section 9. That this Ordinance shall be in force from and after ten days from its publication, provided said Company shall before the expiration of said ten days file with the Clerk of the Council a written acceptance of the provisions of this Ordinance, and that the said Company will conform to the provisions thereof.

Section 10. That all Ordinances or parts of Ordinances inconsistent or conflicting with the provisions of this Ordinance, are hereby repealed.

Section 11. This Ordinance to remain in force for the term of three years from the 1st day of May, A. D. 1860.

Passed April 17, 1860.

WM. PATTERSON, Mayor.

Attest: B. S. MERRIAM, Clerk.

The Gate City.

KEOKUK: 1860

THURSDAY MORNING, MAY 3.

**Particulars of the Burning of the
A. T. Lacy.**

This boat was burned on the 26th, 125 miles below Cairo. The fire commenced in an open bale of hay about 10 o'clock at night. Attempts were made by the officers to get the crew together to save the passengers, but they refused to do anything except to secure their own safety. The St. Louis News says:

By this time the alarm had spread over the boat, and men, women and children were running in every direction, uttering the most frantic cries. All became confusion, and a general rush was made to the rear of the boat, where parties threw themselves into the river—many of whom were drowned. The cattle became frantic in their endeavors to escape the fire, but being firmly secured were all burnt, with the exception of a few which jumped overboard and were lost.

The Captain, as soon as possible, gave orders for the boat to be run ashore, which was immediately done, the pilot and engineer remaining at their posts until the boat had reached the landing, and with the assistance of those on shore made fast. When this was done, the pilot spoke through the trumpet to the engineer, exclaiming "Done with the engines," the usual remark made by that officer at all landings. The engineer replied "All right;" and then, and not till then, did they leave their posts. If all had behaved as collectedly and bravely as those two men and the captain, there is little doubt that many lives might have been saved.

Not a single dollar in money, or a single article of clothing, save that worn by the parties who were up at the time, was saved, most of the passengers having jumped overboard in their night clothes.

Mr. A. T. Lacy's daughter, four or five years old, was lost; also, one German woman; one Irish woman; the assistant chambermaid; an Irish woman who was sick when she came on board, and was burnt in her berth on deck; a black boy and girl; two Irish children; a deck sweeper; two firemen; a black porter; a mulatto berth maker; a mulatto pantryman; a white cabin boy; an Irish infant.

Mr. J. M. Worley, second clerk, told Mr. Lacy if he would give him his little girl he would try to save her. Mr. Worley sprang into the water with the child clinging to his neck. He was soon assailed by a large German woman, who, in her frantic struggle, pushed him and the child beneath the surface, causing her to strangle, but she still held on. Nearing a drift pile Mr. Worley and the little girl were both sucked under it, and the little girl was lost.

The steamer A. T. Lacy was burnt at the foot of Island 16, on the 26th. Seven children and six of the crew are known to be lost. Boat and cargo total loss. Boat valued at \$60,000, insured for \$40,000. Cargo valued at \$120,000, uninsured.

THE EVENING PRESS.

515 MAIN STREET.

THE EVENING PRESS COMPANY.

TELEPHONES:

Business Office..... 523

Editorial Rooms..... 381

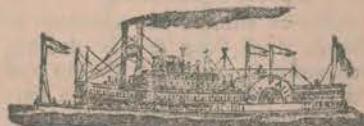
Entered in Keokuk Postoffice as second-class matter.

Rejected communications will not be returned.

JAS. A. EVANS..... SEC. AND MANAGER
ED. S. LOFTON..... VICE PRESIDENT

NOVEMBER 8, 1898

QUINCY-CANTON DAILY PACKET,



STEAMER SILVER CRESCENT.

LEAVES 6:30 A. M.

Arrive Warsaw.....	7:00 am
Fare 25c.....	Round trip 40c
Arrive Alexandria.....	7:10 am
Fare 25c.....	Round trip 40c
Arrive Gregory.....	8:00 am
Fare 25c.....	Round trip 50c
Arrive Canton.....	9:00 am
Fare 40c.....	Round trip 65c
Arrive LaGrange.....	9:45 a.m.
Fare 50c.....	Round trip \$1.00
Arrive Quincy.....	10:30 am
Fare 75c.....	Round trip \$1.00
Picnic and pleasure parties of 10 or more making round trip to Quincy 75c; Canton 40c.	
Church and Society Excursions Solicited.	
S. R. DODDS, MASTER.	
B HUTCHINSON, AGENT, Telephone 0	

THE GATE CITY:

SATURDAY MORNING, OCT. 4.

DIAMOND JO LINE: 1879

St. Louis to St. Paul!
9 Passenger and Freight Boats.
Don't buy tickets North and South, nor bill freight to any point on the River till you see F. S. HINE, Agent.
Depot on Levee, Keokuk. Aug 23rd.

GOING SOUTH.



**Keokuk Northern Line
PACKET COMPANY.**

One of the elegant Passenger Packets Golden Eagle and War Eagle leaves Keokuk daily for St. Louis at 7 a. m., making close connection with Railroads East and West, and with Steamers for all parts of the world.

GOING NORTH.

Eight Elegant Sidewheel Steamers from St. Louis to St. Paul, one of which leaves Keokuk every afternoon at 5 o'clock for St. Paul and intermediate points.

**St. Paul and Return, \$20,
Including Meals and Staterooms.**

Tickets for all parts of the world via this route

North or South, River, Lake or Rail.

For Routes, Guide Books and Maps, Apply to

A. M. HUTCHINSON,

Agent, Keokuk, Iowa.

JAS. A. LYON,
Gen'l Passenger Agent
in 10 dif St. Louis, Mo.

THE GREAT DUST HEAP CALLED HISTORY
R. L. BICKEL
KEOKUK, IOWA

THE GATE CITY:

SUNDAY MORNING, DEC. 15, 1878.

NAVIGATION.

A Carefully Compiled Record of the Season of 1878.

Summary of the Business Through the Des Moines Rapids Canal.

Statement of the Number of Boats and Barges that Have Passed Through the Bridge Draw.

The navigation season of 1878 is at an end. The canal closed on the 10th inst., and all the boats have withdrawn and gone into Winter quarters. We have gathered the facts which go to make up the record of the season and present them below in concise form. We are confident that they will be scanned with much interest.

THE SEASON

has been a remarkable one in many respects. It opened February 19th and closed December 10th, making nearly ten months of uninterrupted navigation. It has, therefore, been one of the longest that has been experienced for many years. It has also been one of unusually low water throughout the entire season. Add to this the fact that this year of grace has been the climax of hard times, and that the yellow fever scourge in the South put an embargo upon steamboat business on the lower river for several months during the busiest part of the year, and you would naturally suppose that the season had been an unprofitable one. But such singularly enough is not the case. Captain Hutchinson informs us that despite all these drawbacks the year has been a much better one for the K. N. Line Packet Company than last, and that except for the yellow fever the season would have been a very successful one. This he attributes to the operation of the Des Moines rapids canal, by which they have avoided the heavy expense heretofore incurred in transferring around the rapids. Just how much the saving in this direction has been is not known yet, but it will amount to a very large sum. It was fortunate too that the canal was completed in time for this season's business, for owing to the continued low water the expense would otherwise have been larger than ever before.

THE BRIDGE.

From the records of Mr. Leffler, engineer on the bridge, we obtain the following statement of the number of boats and barges that have passed through the draw.

	STEAMBOATS.	BARGES.
February.....	7	8
March.....	117	93
April.....	131	93
May.....	116	60
June.....	219	77
July.....	260	135
August.....	223	125
September.....	188	56
October.....	144	40
November.....	109	83
December.....	4	6
Total.....	1,518	781

In 1874 the number of boats was 1,848, barges 815; 1875—boats, 1,347, barges, 704; 1876—boats, 1,590, barges, 944; 1877—boats, 1,287, barges, 562. It will be seen, therefore, that the number of boats this year was considerably in excess of last, and with one exception the largest for several years.

The Dan Hine was the first boat through the draw, on February 19th, and the Annie the last, December 7th. The sinking of the J. W. Vansant a short distance above the bridge, October 20th, by striking a snag, has been the only disaster on this part of the river during the season. The bridge has been operated successfully and satisfactorily without delay or accident. The following are the boats that have been engaged in the trade this year:

Steamers—Rob Roy, Northwestern, Clinton, Red Wing, Belle of La Crosse, War Eagle, Golden Eagle, U. S. Alice, Dubuque, Minnesota, Alex. Mitchell, Keokuk, Montana, Jennie Hawkins, Plough Boy.

Freighters and Tow Boats—Dan Hine, Victory, Cricket, Arkansas, Annie, Charlie Cheever, Wild Boy, Peerless, W. D. Smith, G. H. Wilson, War-saw, Despatch, Tidal Wave, Savannah, Alice, Florence No. 2, A. J. Baker, J. Fleming, Beaver, Hercules, Dolphin, Little Eagle No. 2, Imperial, Eagle, Iron Mountain, Louisville, Robert Semple, Sam Roberts, Alvira, Innovator, Gate City.

Rafters—Little Eagle, Le Claire, Jim Wilson, Le Claire Belle, Helen Mars, D. A. McDonald, Dexter, St. Anthony's Falls, Petrel, H. Schulenburg, Minnesota, Lumberman, Golden Gate, J. W. Vansant, Tiber, Annie Girdon, J. G. Chapman, Nellie Thomas, Mountain Belle, Champion, Nations, Silas Wright, Viola, Clyde, L. W. Barden, M. Whitmore, Iowa, Hiram Price, Last Chance, Ida Faiton, Silver Wave, Pauline, Mollie Mohler, Abner Gile, Pete Wilson, St. Croix, Albany.

THE CANAL.

Major Stickney, in charge of the canal has, at our solicitation, kindly furnished us with the following statement of its operations:

U. S. ENGINEER'S OFFICE,
KEOKUK, IOWA, Dec. 12, 1878.
Editor GATE CITY:

In accordance with your request I submit the following summary of the business through the Des Moines Rapids Canal during the past season of navigation.

The canal was opened on the 15th of March, 1878, and closed on account of stoppage of navigation, December, 10th, 1878.

March—50 steamers, 55 barges and flats, carrying 6,105 tons general merchandise, 96,547 bushels of grain.

April—104 steamboats, 100 barges and flats, carrying 16,913 tons of general merchandise, 201,509 bushels of grain.

May—82 steamboats, 67 barges and flats, carrying 18,641 tons general merchandise, 273,837 bushels of grain, 2,700,000 shingles.

June—124 steamboats, 58 barges and flats, carrying 11,687 tons of general merchandise and 166,022 bushels of grain.

July—320 steamboats, 238 barges and flats, 3 rafts, carrying 7,184 tons of gen-

eral merchandise, 169,957 bushels of grain, 150,000 feet of lumber, 1,000,000 feet of logs, and 225,000 shingles.

August—154 steamboats, 67 barges and flats, 3 rafts, carrying 165,328 bushels of grain, 6,756 tons of general merchandise, 2,280,000 feet of lumber, 300,000 shingles and 70,000 lath.

September—146 steamboats, 54 barges and flats and 16 rafts, carrying 4,191 tons general merchandise, 78,790 bushels of grain, 15,940,785 feet of lumber, 2,485,000 feet of logs, 5,396,000 shingles, 4,702,146 lath.

October—137 steamboats, 45 barges and flats and 5 rafts, carrying 5,092 tons general merchandise, 194,290 bushels grain, 3,425,178 feet of lumber, 300,000 feet of logs, 710,000 shingles, 622,000 lath.

November—90 steamboats, 75 barges and flats and 2 rafts, carrying 5,705 tons general merchandise, 170,441 bushels of grain, 1,400,000 feet of logs, 1,183,000 shingles.

December—17 steamboats, 6 barges and flats, carrying 12,205 bushels of grain and 100 tons of general merchandise.

The work on the improvement of the rapids between Montrose and the head of the canal has consisted of dredging rock from the river channel, and removing the remains of old coffer dams, etc.

The work on the canal has consisted mainly of laying stone on the embankment, grading and macadamizing lock grounds, erecting shops and buildings, preparing hydraulic machinery for operating the guard lock gates, dredging the canal, and a variety of miscellaneous finishing work.

Very respectfully, your ob't servant,
AMOS STICKNEY,
Capt. of Engineers, Brev. Maj., U. S. A.,
in charge.

From the above we compile the following statement of the aggregate of business:

Number of steamers.....	1,224
Number of barges and flats.....	765
Number of rafts.....	29
Tons of general merchandise.....	82,374
Bushels of grain.....	1,528,426
Feet of lumber.....	21,745,963
Feet of logs.....	5,185,000
Lath.....	5,394,146
Shingles.....	10,514,000

These figures will convey something of an idea of the immense business done through the canal and of the important part the improvement is to take in developing the navigation of the Mississippi river by removing the most serious obstruction, and thus cheapening the rates of transportation. The first season has, as we have shown elsewhere, demonstrated the value of the improvement.

The canal was open from March 15th to December 10th, almost nine months. It has been operated during that time without a single accident or delay worth mentioning, everything working smoothly and with perfect system. The machinery with which the lock gates are moved is, as our readers are aware, of Maj. Stickney's own invention. Its success thus far is satisfactory evidence of the engineering skill and ability employed in planning it, and of its practical utility and value.

The grounds about the lower lock have

been handsomely improved, having been graded off and ornamented with shade trees and shrubbery. The unfinished portions of the improvement are well protected, the finished portions are well cared for, and everything connected with the canal is moving along systematically and in order.

THE DAILY GATE CITY JULY 20, 1887.

River News.

Steamer Libbie Conger is due up at 8 o'clock this evening for St. Paul.

Steamer Pittsburg is on the docks at Dubuque for repairs and will miss a trip.

The St. Paul was due up at 9 o'clock last evening and the Josie was expected down.

The Robert Dodds, three weeks out from Stillwater, arrived in with 2,500,000 feet of rafted lumber for Schulenburg & Boeckeler Lumber company.

Lower water on the upper Mississippi has forced seventy-five raftboats to the bank and thrown 1,700 raftsmen out of employment until there is a rise in the river.

The river is beginning to give an example of its low water troubles. The larger boats will begin to have trouble with the bars between St. Louis and Cairo in the next ten days.

The Quincy Whig makes the following rather severe criticism:

Much complaint has been made by steamboat men of the manner in which the government officials having the work in charge have neglected to take adequate measures to lessen the dangers and difficulties of river navigation at the present low stage of water. In conversation with Capt. George Davis, of the steamer Gem City, yesterday, that officer made statements which would indicate a culpable lack of attention to duty by Captain Durham, of the Gen. Barnard, and Captain Ruffner, the officer having charge of the river improvement in this district. The commander of the Gem City produced a letter which he had written to Captain Durham while the Gen. Barnard was some distance down the river, calling attention to several snags and obstructions in the channel, notable one at a point known as Whitney's bend, between Hannibal and Marion City, where a big stump has for some time been a menace to pilots and a source of considerable danger. The War Eagle on her down trip last week struck this snag, damaging her timbers to such an extent that she is now on the way undergoing repairs. Captain Davis also produced the reply of Captain Durham, stating that the request had been received too late to enable him to do anything looking to a removal of the obstruction complained of. In view of the fact that Captain Durham received this letter at a point some distance below, and that he afterwards passed Whitney's bend without making an effort to remove this snag, it is somewhat difficult to imagine how he is justified in refusing to comply with the request,

not only of Captain Davis, but of every steamboat man on the upper river. Captain Durham's attention had also been called to several other snags, especially one at Squaw Island, just above Grafton, and another at Thomas' shoot, near Hamburg, but no measures were taken to clear the channel.

Another fact of which steamboat men complain, and justly, too, is that the dredge boat and entire government fleet is allowed to lie idle in the harbor here while the bars are encroaching upon the channel to such an extent that it is almost impossible to get over them. The most conspicuous instance of this kind is at a point between here and Hannibal, where there is a bar about 300 feet long, over which there is only four feet of water, with deep water above and below it, and which, it is claimed, the dredge could, with twelve hours' work, so open that the current would soon cut a channel through it. A similar place exists just below La Grange. The last appropriation for river improvements has not yet been exhausted, and steamboat men blame Captains Ruffner and Durham for allowing the dredge and snag boats to lie in harbor while these obstructions exist, but it may be that the responsibility rests upon higher shoulders.

It is to be regretted that the name of this accountant cannot be found in this record. The Fannie Harris was built in Pittsburg in 1856 and started on its first trip on April 4, 1856, for Dubuque, arriving there April 18. It was loaded in Pittsburg with nails, iron and hardware, and Farley, Christman & company paid in on freight \$5,000 as only part of what the steamer brought. The receipts, as shown for this first trip, were: Merchandise freight, \$5,974.63; passenger receipts, \$895.83; two mules, 80 cents; total, \$6,871.26. After coming to Dubuque the boat made thirty trips to St. Paul and return, clearing \$29,003.76 by the close of navigation, November 25, 1856. This was in the palmy days of steamboating on the great Father of Waters; but times have changed, the slow going Mississippi steamers will no longer serve the needs of the hurrying, pushing, bustling Americans. At the date the Fannie Harris was navigating between Dubuque and St. Paul, Dubuque was at the end of the railway and everything merchandise and people had to go north by steamer. How happy must have been the captains and owners of these crafts when their pockets were so well filled with gold. The record also shows potatoes to have been on July 5, 1856, one dollar per bushel, and 62½ pounds of venison is charged up at \$11.25.

Diamond Jo Line Steamers

The Popular Packet Line between St. Louis and St. Paul.
IS NOW RUNNING ITS

Elegant Passenger Packets

REGULARLY BETWEEN—

St. Louis and St. Paul.

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Consult your own interest by getting our rates before purchasing tickets by any other route.

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GENERAL OFFICE, CUEQUE, IOWA.

C. A. HUTCHINSON, Agent, Keokuk, Iowa.

DAILY CONSTITUTION

SEPTEMBER 4, 1891
STEAMBOATING IN EARLY DAYS

Some Interesting Facts Concerning the Early Days of Steamboating When Rivermen Made Fortunes In One Season—
General River News.

Messrs. Christman & Healey, hardware merchants in Dubuque, says the Des Moines Argonaut, have in their possession a very interesting cash book. It is a record of the steamer Fannie Harris for one year, or for one summer's work. Through the courtesy of Mr. Healey we were permitted to make a careful examination of this book. The record is written in a beautiful hand and is a model of neatness that might well be followed by the modern bookkeeper. It is

CRIMPED LEAF
EDITS

THE GREAT DUST HEAP CALLED HISTORY
R. J. BICKEL KEOKUK, IOWA

Constitution-Democrat.
MARCH 1, 1899
THE VAN METER
GOES UP IN SMOKE

Steamer Is Burned to the Water's Edge Early This Morning.

She Had Been Overhauled and Repaired and Was Ready to Go Into the Keokuk-Burlington Trade.

This morning at 2 o'clock the steamer Van Meter, commanded by Captain Walter Wisherd, so popular here, and which has been in the Keokuk trade for some years, was burned to the water's edge at Quincy. Her barge also was consumed and several houseboats near by were burned, several steamers having a narrow escape. The steamer was worth about \$7,000.

The boat was moored across the Quincy bay from the foot of Spring street. About 2 o'clock this morning Dave Vagen and a couple of other railroad switchmen discovered the boat on fire. The flames were just abeam of the boilers and were spreading rapidly.

There was a watchman, Charles Hackburn, on the boat, and he and a boy, George Moeps, who was sleeping with him, were badly burned in escaping from the burning vessel. They slept in the kitchen, and everything was all right when they went to bed last night.

The cry of fire was raised, but Hackburn and Moeps slept soundly, and when they were finally aroused by the noise the whole forward half of the steamer was in flames. They jumped out of their berths to find flames all around them. The forward companion way was cut off, and they were forced to look aft for a way of escape.

Hackburn jumped over the wheel upon the ice to escape, but the boy seemed to lose his head for a moment and ran into a mass of flames before he reached the wheel and fell over. Moeps was badly burned about the feet and hands, and while his injuries are painful they are not serious. Both men were conveyed to a cabin boat on the east side of the bay, where a doctor was summoned, and their injuries were dressed.

In the meantime, the steamer burned fiercely, and in half an hour all her upper works were gone, the stacks had toppled over, and even the hog chains were wobbling.

She was completely destroyed, and her hull sank at 3 o'clock this morning.

The fire department was called, but it could do nothing, although a line of hose was laid across the pontoon bridge.

The barge Little Gate was moored

just west of the steamer, and it was also completely destroyed along with several cabin boats which were moored near by. The bay is covered with ice, and it was impossible to move any of them.

The steamer Golden Eagle was moored just north of the Van Meter, with her wheel almost touching the bow of the ill-fated steamer, but fortunately for her what little breeze there was came from the north. The steamer Lotus is moored one hundred feet to the south, but was not touched. Eph. Kimmel's launch was moored near by, and it was scorched, but not much damaged.

The Van Meter had been thoroughly overhauled and repaired during the winter, and was all ready to go into commission at the opening of navigation. She ran in the Keokuk-Burlington trade, and her captain is extremely popular in Keokuk, where he is as well known as at his home in Quincy. Business men here will extend him hearty sympathy as soon as his misfortune is known.

did not learn of the fire until he went to breakfast. He and Warren Bain, of Montrose, were the joint owners of the craft. The latter served as engineer of the boat and Mr. Wisherd as master during the navigation seasons. Captain Wisherd was visibly affected by the intelligence and hurried at once to the bay. The sight that greeted him dumbfounded him. Nothing but the hog chains, charred braces and half of the wheel remain in view. The boat had even burned below the proverbial water's edge, and what was left of it had gone down into the water as the ice melted and permitted the hull to sink. The spectacle reminded one of the pictures of the ill-fated Maine.

The Van Meter was ten years old. It was purchased by Captain Wisherd at Madison, Ind., five years ago. The boat was built for packet trade and for some time was in commission on the Ohio river, out of Marietta. It was brought here and entered in the Keokuk and Hannibal trade the first year against the City of Quincy, the latter being under the command of Captain Laycock. The spirit of competition between the rival craft was so keen that the officers finally gave free transportation to passengers for a time and reduced the cost of freight transportation to a mere nothing. It was a losing season for both companies, but each was indomitable in the resolution not to be outdone. One season was enough for Laycock and he withdrew the "City" to Tennessee. Then the Crescent followed the next year as the competitor of the "Van." The competition continued keen, but not to such a losing degree as the year before.

Captain Wisherd finally saw a good chance to put his boat in commission between Keokuk and Burlington, and for the past three years had been driving a paying business in that run. He had just finished a thorough course of repairs on his boat preparatory to re-entering it in the old run as soon as the season opened. He paid originally \$5,000 for the craft and expended over \$1,800 the first year in making repairs, including a new hull and other improvements. Last season he converted the barge into a veritable floating palace by adding an upper deck and supplying it with appointments calculated to enhance the pleasure of patrons. It was formerly the Little Gate, but in its new dress was christened Daisy W., in honor of Mrs. Wisherd. The captain claims to have averaged \$500 to \$1,000 a year in keeping up the improvements on his fleet and it was considered one of the most complete excursion equipments on the upper river. The Van was 120 feet in length, 20 in width, and had a four-foot hull. Its carrying capacity was 175 passengers and 100 tons of freight. It was valued at \$6,000 or \$7,000 and insured in the Milwaukee Mechanics for \$3,500. Captain Wisherd attributes the fire to a combustion of coal.

It is the only solution of the seeming problem. He says that he will re-

Constitution-Democrat.

**SOME MORE ON
THE VAN METER**

MAR 2, 1899

The Cause of the Fire Is a Mystery

Still Unsolved By Owners.

The Insurance Covers About Half the Value of the Boat and Captain Wisherd Will Get Another Boat.

The account of the burning of the steamer Van Meter in the last issue of the Constitution-Democrat was very interesting to Keokuk merchants among whom the boat and Captain Wisherd are very popular. The Quincy Herald gives the following additional information about the fire and the boat:

As to the cause of the fire, no one seems to know anything about it. Letwiler, the man who made the discovery, says the flames were first seen on the bow of the boat. The blaze burst up so suddenly that by the time he gave the alarm the entire craft seemed enveloped. He never saw anything consumed so quickly. The watchman claims to have made the regular rounds with his customary carefulness and says there was no fire on the boat save the little in the kitchen stove where he and his companion were sleeping. He was mystified and overwhelmed by the loss.

Captain Walter Wisherd, who rooms with his wife at 418 Jersey street and takes his meals at Ellis' restaurant,

engage in the packet business this season if he is able to secure a boat, in time and upon terms that are satisfactory to him.

There will be but little, if any, salvage from the hull of the burned steamer. It was charred so badly on the inside as to be practically worthless for further use. Rivermen say it is hardly worth raising. The cabin on one of Tom Adams' wood boats was burned off, which, with the damage to his Flying Eagle, will amount to about \$100. The steamer is insured, but the wood boat is an entire loss. The bay is full of launches, sloops, houseboats and small steamers. If a high wind had prevailed at the time of the fire the entire fleet would have been wiped out of existence. And this seems an irony of fate, too, that there should have been so much destruction where there was water in abundance. The craft were all frozen in and could not have been moved under any circumstances. Had it not been for the ice, the barge and some of the house-boats might have been saved.

Constitution-Democrat.

RIVER TOPICS OF INTEREST

Sep. 20, 1899

The New Government Tow Boats

Pass Keokuk En Route South.

Additional Description of These Magnificent Steel Vessels Designed for Work on the Mississippi—Dubuque on Her Last Trip.

Last night the Sachem and Choctaw, two of the fine new towboats constructed for use on the Mississippi river, passed southward en route to St. Louis in charge of Captain E. M. Dickey, who is connected with the Iowa Iron Works at Dubuque, where the boats were constructed. They left Dubuque Friday and laid over Sunday at Clinton. A few days ago the Constitution-Democrat published an extended description of these magnificent vessels, which are 17½ feet in length, but there were some points of construction that were left unnoticed. Everything about them seems to have been designed to combine the maximum of strength with the minimum of weight.

The frame work, or what a landlubber might prefer to call the skeleton, is of ribs of angle bars set 18 inches apart, in four of the boats and 24 inches apart in the fifth. These bars in form, are something like two sides of a square hollow column of steel sheets, about a half inch thick and from 2½ to 3 inches wide, presenting the greatest amount of strength to the lightest weight known to scientific skill. These are riveted like armament to the steel keel, and when in place remind one of

the monster whale skeletons on exhibition at the world's fair. When the frame work is complete, the half 5 inch steel sheets, ordinarily 18 feet long unless at finishing points, are fastened to the ribs by half-inch rivets passed red hot from a forge through the sheet and rib and hammered flat and water tight by the riveters, who appreciate the force of striking while the iron is hot. Within the hull there are on each side four water-tight compartments occupying all the side space and one running through the center the whole length. These are of the same kind of steel as the coating of the hull and serve the double purpose of giving it strength and security against accidents, making the hull proof against sinking. Additional strength is secured by plain steel and angle bar bracing lengthwise, and laterally in such a way that when all is done the hull seems like a solid piece of metal prepared to meet with any amount of resistance from any source or direction.

The plates that form the greater part of these hulls weigh from 7½ to 12½ pounds to the foot and have a tensile resistance of from 52,000 to 60,000 pounds to the square inch. Stubborn as it is, the big punch that does the perforating for the red hot stocky rivets slides through the half-inch plate about as easily as a shoemaker would punch a hole through a piece of leather, leaving a smooth side for the rivet to hug. The deck is formed of the same kind of plate, not a particle of wood entering into the hull construction anywhere.

The length of the hull from bow to stern proper is 176 feet, width 34 feet, and its weight without engines or boilers 240 tons. It will at all times be master of the unreliable stage of water in the river anywhere, drawing less than 2 feet when unloaded. The engines are constructed with a view to power and lightness combined. They have 22-inch cylinders, with 8-feet stroke and a power equal to a pressure of 200 pounds to the square inch. They are little dandies. Each boat is furnished with two batteries of boilers, 30 feet long, 38 inches in diameter, with two 14 inch flues in each. Each battery has its boilers of 200 pounds pressure to the square inch. For ordinary use they can muster 600 horse power, which can be increased if emergency requires.

Constitution-Democrat.

NOVEMBER 1, 1899

LAST FAREWELL TO THE RIVER

The Good, Old General Bernard to Be Abandoned.

Has Seen Twenty-One Years of Service and Has Seen Her Best and Only Days — New Boat to Be Built in Her Place.

The U. S. snagboat General Barnard was at the wharf at Burlington yesterday on her way to Keokuk to be abandoned and a new, smaller and more serviceable boat is to be built this winter to take her place in the government service, says the Burlington Hawk-Eye.

The Barnard arrived at Burlington yesterday afternoon from St. Paul, having completed sounding of the Mississippi river channel from St. Louis north to Lape Pepin. Major Durham of Rock Island, engineer in charge of the government work on the upper river, was on the boat and stated that no where did they find the channel less than four feet in depth. From St. Paul to Lake Pepin the Mississippi is in better condition than further south where much work still needs to be done. All along the river, however, the channel is sufficient for navigation.

Major Durham told a reporter that the General Barnard was on her last trip down the river. It is possible that the boat may be put into service for a few weeks next summer, until the new boat to replace it is completed, but otherwise she will be broken up for the scrap iron and fire wood that may still be utilized.

The General Barnard was built in 1878 at Jeffersonville, Mo. Her boilers were old and the total cost was only \$25,000. Since that period she has made thousands of trips up and down the Mississippi river in her capacity of snag-puller. Now the boat is old and leaky, and for the past few months the crew has been in daily fear that the rickety old craft would strike a log or some other light obstruction which would send her to the bottom. The machinery is old and hardly serviceable, having been previously in use in two other boats, so that it will not be utilized again. Plans have already been prepared for a new boat to take the place of the Barnard. It is to be built this winter and will be of lighter draught and smaller and patterned after the U. S. light-house boat Lily. The new boat is to be built on contract, the specifications being furnished by the government engineers. It is possible that the G. W. Parks may take the place of the snag-boat for a few months next summer.

DAILY GATE CITY.

WEDNESDAY MORNING, AUGUST 18, 1875

SIGNAL BOAT.—The Government signal boat "Lily" arrived from below yesterday afternoon. After remaining here about two hours she cut loose and went down below Warsaw on a fishing cruise. The object of her trip is to look after the signal lights which were recently placed at dangerous points along the river and to replace those that are missing. She started for St. Paul, but, owing to the low water on the Rapids, it is doubtful about her being able to get over. She will return this morning, when the matter will be determined. The Lily is a side wheel boat, draws but two feet of water and is a handsome little craft.

DAILY GATE CITY.

THURSDAY MORNING, MAY 18, 1876

STEAMBOAT COLLISION.

The Enterprise Sunk Near Savanna.

The officers of the Colossal and Red Wing, both of which arrived from above yesterday, brought intelligence of a disaster which befel the tow boat Enterprise, a short distance above Savanna, Iowa, on Monday night. She passed this city on Sunday, on her way up the river, and met the Colossal at the point in question. It seems that she started past the Colossal on one side and afterwards determined to take the other. In making the change she got turned diagonally across the current directly in front of the Colossal and seemed to be unable to get out of the way. When the officers of the Colossal discovered the situation they reversed her wheels, but it was too late to avert the disaster. Her bow struck the Enterprise about midships and crushed her in badly. She went to the bottom immediately, the whole affair transpiring in less than five minutes. She was working her engines when the collision occurred and continued to do so until she went down. The Captain of the Colossal says that the Enterprise blew no whistle and had no signal lights out, and that it was all unexpected to him until a moment before the collision came. The officers of the Red Wing who witnessed the disaster corroborate this statement. We were unable to learn whether or not any lives were lost.

P. S.—Since writing the above we learn, from the Dubuque *Times*, that two men, named Chas. Parker, of Minnesota, and Owen Gordon, of Chicago, are missing. It is supposed they were in their berths asleep and went down with the ill-fated boat. Of the remainder of the crew five floated off on doors and planks and fifteen hung to the hurricane deck. All were subsequently rescued. The boat sunk in eighteen feet of water. The Enterprise was owned by J. Weston, of Fort Madison, to whom she was recently sold.

INTO THE RIVER.—Last evening a boy named Charley Chute, who is employed by Geo. B. Smyth, drove that gentleman's horse and buggy into the river just below the Eagle Packet depot, for the purpose of watering. He says that he stopped in time but that the horse became uneasy and worked its way out into deep water. When it commenced to go down out of sight the boy climbed out on top of the rockaway and swam ashore. The animal headed up stream and swam and floundered about until it got nearly to the bridge. Jos. Helden put out with a skiff and managed to get hold of her head. Others went

to his assistance and they succeeded in keeping her head out of water, working her and immediately commenced backing the Enterprise, but the two vessels were too near to prevent a collision, and the steamer Colossal, with an apparently full head of steam, came on and struck the Enterprise; that at the time when the danger of a collision was first perceived from the Enterprise it was impossible for her to get out of the way of the Colossal, nor were there any means by which those in charge could have saved the wreck and ruin of said vessel after she was struck; that the Enterprise, at the time of the loss, was of the value of \$10,000, and that the petitioner has been damaged to that amount.

THE GATE CITY

TUESDAY MORNING, MAY 23, 1876

TIED UP.

THE OWNER OF THE SUNKEN STEAMER ENTERPRISE BRINGS SUIT AGAINST THE COLOSSAL FOR \$10,000.

The Boat Attached--Points of the Petition--What the Defense Will Endeavor to Prove.

On Saturday last John H. Weston, of La Crosse, owner of the steamer Enterprise, which was sunk near Savanna, on the night of the 15th, commenced suit in the U. S. District Court against the steamer Colossal, claiming damages in the sum of \$10,000. The petition recites that about 10 o'clock on the night in question, which was very dark and cloudy, the steamer Enterprise was struck on the starboard side a little back of the forecastle, by the steamer Colossal, and by force of the collision was so injured that within two or three minutes she sank in twenty feet of water, causing the drowning of two of the employees of said boat, and greatly endangering the lives of twenty others; that the collision of said vessel was occasioned by the fault and negligence of the officers and persons in command of the Colossal; that the Enterprise at the time of the collision, was proceeding up stream in the usual and ordinary channel of navigation in the Mississippi river, carrying signal lights on the smoke stacks, as required by law, and the steamer Colossal was coming down stream, but not carrying lights as required by law, or if carrying lights they were not such as to be visible; that the steamer Enterprise was, by means of said lights upon her visible to the officers of the Colossal who should have seen her and blown their whistle but did not, but that the Colossal was not visible to the officers of the Enterprise, and that they did not know of the presence of the Colossal until she was too near the Enterprise for the officers in charge of her (the Enterprise) to avoid the collision; that owing to the noise on the Enterprise the pilot did not hear the Colossal, but the furnace doors of the Enterprise being open threw a light upon the Colossal when within twenty or thirty feet, when the pilot of the Enterprise called out aloud "stop that boat,"

On the arrival of the Colossal from St. Louis yesterday morning, officer Andy Brown served the necessary papers on Capt. Mose Hall, and tied the boat up. Capt. Hall at once employed counsel and took steps to give bond and have the Colossal released. Ten thousand dollars was the amount of bond fixed by agreement and an order was received by telegraph from Judge Love last evening, to accept that amount. At dark the Colossal was still here, but Capt. Hall expected to find bondsmen, have the boat released, and get away during the night.

No answer has been made to the petition of Weston, as yet, but we are informed by Capt. Hall's attorneys that his defense will be that he complied with the law both as to lights and signal; that he waited for the Enterprise to give the signal, but failing to do so he reversed the wheels of the Colossal and was backing her when the collision occurred. He claims that the collision was wholly the fault of the officers of the Enterprise and that he was in no way responsible for it.

D. F. Miller & Sons are attorneys for Weston, and Gillmore & Anderson for Hall.

DAILY GATE CITY.

WEDNESDAY MORNING, MAY 24, 1876

THE STEAMBOAT SUIT.

The Colossal Still Tied Up--Captain Hall's Defense.

The steamer Colossal, which was attached on Monday, on the petition of John H. Weston, owner of the sunken steamer Enterprise, is still in command of Capt. Andy Brown, and is tied up below the packet depot, Capt. Hall not having given bond as yet. He telegraphed to St. Louis for the money to put up yesterday, but subsequently left for Quincy, and it is thought that he will arrange for security there.

The owners of the Colossal and the parties defendant to the suit are Aaron B. Hall, Isaac Walker, Wm. Osborn, Wm.

Blakesley and Willis Blakesley. Their attorneys, Messrs. Gillmore and Anderson, have prepared an answer to the petition of Weston. In this answer the defense admit that on the night in question the Enterprise collided with the Colossal, and that she struck on her starboard side forward or about abreast of her fire doors, and that by said collision was sunk in ten or twelve feet of water; admit that at the time of said collision the Enterprise was proceeding up stream, but deny that she was in the usual or ordinary channel of the river. They allege that the Enterprise did not blow her whistle or give any signal as in duty bound to do; that the Colossal was carrying lights as required by law to do, and that said lights were visible, and deny that she had on a full head of steam when the boats struck, or that the collision was caused by the fault or negligence of the officers in command. They also deny that the value of the Enterprise was over \$4,000, and allege further that the collision between the two steamboats was caused solely and alone by the neglect and careless management of the Enterprise.

They quote the rules and regulations for the government of pilots of steamboats; claim that at the time they were fully complying with the law as to lights and signals and that they did all in their power to avoid the collision. They allege, on the other hand, that the Enterprise failed to whistle, as provided by said rules; that she, in violation of rule 4, was attempting to cross the river under a bridge, when a descending vessel was so near that it was possible for a collision; that she was out of the regular channel for navigating and was headed across the channel, instead of up stream. They say the Colossal awaited a signal from the ascending boat, but none being given, she (the Colossal) reversed her engines and was backed until her heading was checked, and that same was checked before the collision occurred.

In addition to the above the defense will put in a claim for damages from detention.

ENTERTAINING, BUT NOT TRUE.—The upper river papers are publishing a story to the effect that as the McDonald neared the bridge at this place, on the morning that she was sunk, Capt. Vansant went to his wife, who was asleep in her berth, awoke her and asked her to get up, as the boat was approaching the bridge, and if anything should occur she would be safer on deck; that she promised to get up, but instead of so doing returned to the arms of Morpheus, and that no visions of bridges, colliding boats, nor anything else of a horrible nature disturbed her until she found herself in the arms of a brave, stout deck hand, who tossed her, without ceremony, apology or asking her leave, into a barge loaded with ice.

This is related in a touching manner as a warning to ladies, who accompany their husbands on the river, to be obedient to their lords when they are told to get up in the morning. Now, this would be all very nice if it were true. But it isn't. The truth of the matter is that Capt. Vansant, like the cautious steamboat officer that he is, awoke all the ladies and children in the manner stated, and that they all, his wife included, got up and dressed themselves and were in the cabin when the disaster occurred. Mrs. Vansant was so badly frightened that she had to be taken out and placed on the barge by main force, and that's probably how the story in question originated. But that portion of it about her having been asleep in her berth may as well be dropped, for it cannot consistently be used to point a moral or adorn the tale of a woman's disobedience.

THE GATE CITY:

FRIDAY MORNING, APRIL 28, 1876

TEMPEST TOSSED.

THE NELLIE THOMAS PITCHED ABOUT ON THE WAVES

An Excited Crowd Congregates on the Levee.

There was another exciting time down on the levee yesterday afternoon, occasioned by a contest which the Nellie Thomas, of the Keokuk and Nauvoo trade had with the elements. The first difficulty which the boat experienced was in getting away. The Captain gave the command to let go the line, and the Nellie swung out from the landing, but the man at the ring lock had tied the head line in a hard knot, and was unable to loosen it. The boat backed out until the line was stretched tight at both ends, and it was evident that something would have to yield, when C. S. Durfee, the union switchman, who was standing nearby, took out his knife and cut the line. It parted with a snap, and flew out into the river for a distance of fifty feet or more. The wind was blowing a perfect gale at the time, and the waves were running very high, in fact the old Father of Waters was in about as boisterous a mood as he ever gets. After the Nellie got out into the stream were the current was the swiftest and the breakers the highest, her rudder got foul of a log or something and she became completely disabled. Left at the mercy of the wind and waves, she was tossed about like a feather. She plunged and whirled about in a fearful manner and careened first to one side and then to the other until the water ran over her guards into her boiler rooms, and

it looked very much as if she would have to succumb and go under. She gave five whistles as the signal of distress which was promptly answered by the Dan Hine. She was busy locating her barges down near the elevator, but Capt. Bob Ferris sang out to his men to loose the lines and she proceeded at once to the assistance of the Nellie. Before reaching her, however, she succeeded in getting her rudder loose so that she could handle herself, righted up, whistled for the draw to open and proceeded on her way. The Little Eagle and Jeanie Brown were moored at the wharf at the time and both had steam up, but neither one volunteered to go to the rescue of the tempest tossed steamer, in response to her signal of distress.

It soon became known up town that the Nellie was in danger and the report was circulated that she was sinking. There was a rush for the levee, and we presume that not less than five hundred people assembled there. At first they stood along on the railroad tracks, but as the danger increased they crowded down toward the river and stood as near the edge of the water as they could with safety. They all held their breath in suspense, expecting momentarily to see the disabled steamer go down out of sight, and a sigh of relief went around when she straightened up and started off on her way.

DAILY GATE CITY:

SUNDAY MORNING, MAY 21 1876

The Dubuque Times says:

Capt. McCarty, of the Enterprise, which was sunk by collision with the Colossal a few days ago, passed up to LaCrosse yesterday. He says that the statement in the St. Louis Times, that the Enterprise came from behind and met the Colossal so suddenly that she could not avoid her, and further, that the lights of the Enterprise were not visible is not true. He says he was in the main channel and was running carefully, and just as he has run for years, that his lights were visible, but that those of the Colossal were not to be seen. He says he will be borne out in this statement by a man who was engaged in burning lime at a kiln on the shore near where the catastrophe occurred. This man says he distinctly saw the Enterprise coming up, but did not see the Colossal, which he could have done if her lights were burning. The Captain feels badly over the loss of his boat, but also feels that no responsibility for it attaches to him.

The Silas Wright and Abner Gile passed down with a lumber raft each.

UNITED STATES MAIL AND EXPRESS LINE PACKETS.

JENNIE WHIPPLE, Chas. S. Morrison, Master, and KATE CASSEL, B. W. Davis, Master, [REDACTED] are now making regular daily trips (Sunday excepted) between Rock Island and Davenport and Keokuk, leaving each end of the route at 7 o'clock A.M., making sure connections with Keokuk and St. Louis Packets for St. Louis, and the steamers Add. Hine and Bill Henderson for Galena and Dubuque.
May 14, 1862.—1

THE GATE CITY:

TUESDAY MORNING, JULY 18, 1876.

MADE BY BAKER & WATKINS

DATE
18

BOTH TO BLAME.

SUCH IS THE DECISION OF JUDGE LOVE IN THE CASE OF WESTON VS. THE COLOSSAL.

Hence the Damages are Divided Equally Between the Two Parties.

Yesterday was the time fixed by Judge Love for announcing his decision in the case of J. H. Weston vs. the steamer Colossal, for \$10,000 damages, for the sinking of the Enterprise, which was concluded in the U. S. District Court on Saturday last. The case is an important one and its result has been eagerly looked forward to, particularly by river men, as it involved several points of interest to navigation. The trial lasted just a week, and the case was warmly contested throughout, D. F. Miller & Sons and Gibson Browne appearing for libellant, and Gillmore & Anderson for defendants. In addition to the attorneys on both sides quite a number of other lawyers were present to hear the ruling of the Court.

The decision was quite an elaborate one, and about an hour and a half was occupied in its delivery.

Judge Love went into the details of the case, illustrated each point ruled upon and quoted numerous authorities in support of his decision.

After a few general remarks upon men's natural disposition to tell the truth, and the causes which lead to an observation of the truth, he said that all the men who were present when the collision occurred are concerned in the result of the case, and hence these disturbing causes were necessarily at work. Their surroundings at the time were such as to create confusion and render their testimony conflicting. In this case he said there was mutual fault—fault on both sides of a grave character—a disregard on the part of the pilots of rules prescribed by the Government of the United States, and certain rules governing navigation. The fact that the Colossal did not expose her signal lights as the law prescribes at the top of the chimneys makes a *prima facie* case against her. Her lights were exposed on the hurricane deck, but not at the proper place. It is true that the machinery by which these lights were elevated was out of order, but this was no excuse, as ample opportunity had been had to repair it. This failure to comply with the law was the cause of the disaster *prima facie*.

It was evident to his mind from the testimony, he said, that the officers of

SUNDAY ACCOUNTS.

The Enterprise did not see these lights. If this should be met by showing that they did see them, it would destroy the *prima facie* case, but this had not been shown. It is incumbent upon the defendant to show that this disaster would have occurred had the lights of the Colossal been in their proper place.

The rule of navigation is that the ascending boat shall keep next to the shore and the descending boat in the middle of the channel. It is proven by the defendant that the Enterprise left her regular position in the channel and crossed the track of the Colossal. This renders the Enterprise guilty of contributory negligence. The presumption is that she did not see the Colossal, or she would not have done this.

Another rule of navigation requires that the ascending boat shall give the first signal. The Enterprise did not give this signal. Still another rule requires boats that are likely to pass near each other to stop at a distance of 800 yards. Had the Colossal stopped her engines within that distance of the Enterprise, the disaster would not in all probability have occurred. The officers of the Colossal were not justifiable in assuming that the ascending boat would keep the channel next to the Illinois shore. The pilot of the Colossal testified that when he was within 500 yards of the Enterprise, he reversed the engines and tried to stop, but other testimony is to the effect that not more than a minute elapsed between the time of the whistle of the Colossal to reverse her engines and the actual collision. It was the duty of the pilot of the Colossal after failing to comply with the eight hundred yard rule to have sounded the alarm whistle. When he saw at a distance of 500 yards that the collision was imminent, he should have resorted to other means for preventing it. He said there is a clear case of negligence against the Colossal, but a still clearer case of negligence on the part of the Enterprise. Her officers didn't give the signal as required by rule, and their excuse was that they did not see the vessel. They were guilty of grave negligence in not exercising due vigilance. If they had been on the alert they would have seen the descending boat. Testimony of men on shore who did see the lights has been produced. The greatest distance at which the officers of the Enterprise testify they saw the Colossal was 150 feet. This is a clear case of negligence. Another neglect of the Enterprise was that she had no look-out. It is fair to presume that if she had had one he would have seen the descending boat.

He therefore decided that both parties were negligent, and that the damages shall be divided between them.

As to the damages he said that the ev-

idence is not complete as to the value of the Enterprise, and he did not feel called upon to rule as to the amount. Thirty days were therefore granted for both sides to take additional testimony as to the value of the boat at the time of the collision and the present value of her machinery.

The following order was then issued: In the District Court of the United States, District of Iowa; in the matter of J. H. Weston, Libellant, vs. Steamer Colossal:

This day this cause coming on for hearing, and the Court being advised in the premises, doth find and adjudge that both those in charge of the Enterprise and of the Colossal were, at the time of the accident, guilty of negligence; that the seizure of the Colossal was lawful and the damages are to be divided between the parties; that to ascertain the value of the steamer Enterprise, further evidence as to value is to be submitted to this Court within thirty days of this date, when final decree in this matter will be made.

It is further ordered that the boat may be released to claimants upon their filing a stipulation in the sum of six thousand dollars, to take place of the boat, and to pay the Marshal's fees for taking care of the boat, such fees to abide the final decision as to costs.

The owners of the Colossal expect to give the required bond and have the boat released. They are allowed no damages for the time she has been tied up.

The Gate City.

THURSDAY MORNING, JULY 1.

ACCIDENT TO THE PACKET TISHOMINGO.—The packet steamer Tishomingo knocked out the head of her cylinder, and otherwise disabled her machinery, on her downward trip on Tuesday, just above Muscatine. In consequence of this accident her freight and passengers were transferred to the Ben Campbell, which arrived here about seven o'clock yesterday morning.

UP RIVER PACKETS.—We are under many obligations to the gentlemanly officers of the Ben Campbell and the Tishomingo for kind attentions to ourself and family during our trips up the river the present season. And in making our grateful acknowledgements to Capt. Myers and our long-time friend A. L. Miller, of the steamer Ben Campbell, and our more recent acquaintances, Capt. Keach and A. H. Corwine, Clerk, of the Tishomingo, we take occasion to commend their line and their boats as reliable, up to time, and in every respect arranged and provided to promote the comfort of passengers, and render the trip both speedy and agreeable. JULY 1, 1870.

THURSDAY MORNING, JULY 14, 1870.

"THE LAKE SUPERIOR," of the Northern Line, the largest, handsomest craft that floats in these upper waters, is unable to make through trips now. It runs between Keokuk and St. Louis.

That was at the top of the fine list of steamers put afloat this year by the Consolidated Line. Capt. Worden of long-time river fame is Master. A splendid Master too, a man of good heart, and sterling worth, companionable and jolly, mighty pleasant to travel with, popular with all his guests, because he is always in good humor, and is always careful of their comfort. A mighty good business man, withal, popular all along shore, and making many a neat and gainful trip for his boat by reason of his popularity. But it wasn't of him we purposed writing when we began.

There is Spence Grinnell in the office. Dweller when at home in our own river neighbor, Alexandria. A quiet unobtrusive man is Spence. There is many an one that can talk more, and make more parade of doing. That is well for them, but 'tis hard to match Grinnell in sterling qualities of good manhood. A man of thorough integrity, prompt and accurate in business, with a fine sense of justice, uniformly courteous and very accommodating, he is in good repute with all the traveling public, but 'tis only those who know him best, that know his real large worth. Yet it was not at him we purposed writing at the start.

But rather of that good Keokukian and genial friend of ours, Mr. Albert Wempner. He presides in the Pilot House—that Sanctum of his volition, never to our knowledge arbitrarily closed. The pleasantest part of a boat—desirable always for comfort and observation. Delightful when the sun has kindled his fires afresh in the glow of the Dog Star, and the boat's furnace supplements the heat. When the sluggish breeze along with the boat, becomes a laboratory of caloric and makes the cabins stifling. 'Tis pleasant then in practice, as there comes to us now in reminiscence, to invade Wempner's high and airy quarters, always gracefully and graciously surrendered. Quarters where the hot air never creams and mantles like a standing pool, nor anything of that sort, but is dispelled always by delicious breeziness. To sit cosily there—Ah! as we sit uncosily here, there comes to us visions of hours of inspiring out-look from Wempner's observatory. Minnesota's charming little capital, with its enclosing back ground, its picture-que surroundings, its clear surfaced river, its bridges of queer incline, its boating clubs, *en costume* and the regulation craft, in amateur rivalry, throwing the flashing water from quick oars, and

all falling into long shadows, as the sun goes down away up the Minnesota valley, and the twilight settles dreamily down. Miles and miles of the Mississippi by moonlight—long sweeps of golden water, sudden curves, rows of green sentinel trees reaching upward and downward to dip their heads in two heavens, cliffs in perspectives of alternating light and shade, and the boat panting on and on in effort that is no labor. A picture of Lake Pepin in a June afternoon, water and shore restful, an illusion of vibratory heat, the brown faces of iron-rusted rock pillars looking out from the green trees up there 400 feet, cliffs with clear sides as of mown grass, cliffs covered with trees, cliffs standing shoulder to shoulder, crags to crown in almost indistinguishable identity in their companionable unity, isolated cliffs, oval, rectangular and quadrangular cliffs, cliffs that started out as though going away alone, cliffs that went back into cool, cosy deep retreats of woods as though perfectly content to stay, cliffs of all forms and shapes and covering, only unanimous in the one point of sending their images away down bathing as far as possible in the cool murmuring waters of the lake. Picture of Winona burning in its sand, and its Sugar Loaf bluff cooling itself in the river. Of Trempealean hanging desperately to the foot of its overowering mountain, like some unmetropolitan Prometheus, without the Eagle, chained to its rock. Pictures in panorama, or kaleidoscope, of delicious forenoon, or afternoon, or evening succession, so charming in each new scene that you are perpetually confident that *this* is the prettiest view on the whole river, an opinion that you stick to until you round the next bend and then throw reluctantly away. Sometimes the book learning of the genial Wempner comes to your timely service. As there where a little stream comes straggling through thick woods, between high bluffs, with this bold bluff in the foreground, with its little shrubbed plateau in the front, and its cluster of houses scarce old enough because scarce big enough to have a memory. But 'tis historic ground, nevertheless: You know that, when W. tells you that this is Bad Axe, field of the battle of that name. He points you there where came the martial Pale Faces, and there where were the screeching, whooping aboriginal Uglies, and over there the place where the battle waged hottest. You languidly bristle up and are interested, asking discreet questions, and trying your best to think when and what the battle of Bad Axe was. Whether it was in 1832 or 1882. Whether it came off during the French and Indian war, or the Revolutionary war, or that of 1812, or the Black Hawk war. Who it was that fought there. Whether it was De Soto with the Indians, or Father Marquette, or Daniel Boone, or if it was the British and Indians, or the Americans and Indians, or any or all of them. Who the plague it was, in short, and what they fought there for. But you

keep your perplexity to yourself, and make notes of the battle ground, and look wise. And Wempner, all unconscious of having stunned you in any way, gives his mind to running the next bar, and is genial.

So remembrance after remembrance comes to us of miles of travel and hours of Wempner's pleasant companionship, from his sanctorial outlook. And we are glad of the memories and grateful to him. 'Tis off that highway now for the nonce, but wherever it runs the Superior is good to travel upon; its officers are agreeable, and Wempner never goes back on his friends or any decently constituted part of the traveling public.

The Daily Gate City.

SUNDAY MORNING, SEPTEMBER 25, 1870.

THE NEW PACKET DEPOT.

The new depot building of that old and reliable institution, the Keokuk Packet Company, is completed, and is in the highest degree a creditable structure. It is located at the foot of Johnson street. In erecting this building, the object seems to have been to put up a depot that will be permanent and substantial and of sufficient capacity to accommodate the extensive business done by the company at this place. It is one hundred feet long by fifty wide. The timbers are all heavy and well braced. The interior of the building is admirably arranged. At the North end up stairs are the several apartments. The first room which you enter on going up is the office which is sixteen by twenty feet and where the business of the Company is transacted. To the left of this room as you enter is the passenger room, which is the same size. This is to be fitted up in good style, with ample accommodations for passengers who may have occasion to wait for boats. There is also on the same floor a baggage room.

The building is situated on an embankment built by the Company. It extends 180 feet into the river from the track of the Valley Road, and is 150 feet in length, and contains about 20,000 cubic yards of earth. The building and filling, when completed will cost somewhere near \$9,500.

The work has all been done under the supervision of Col. S. M. Archer, the efficient Agent of the Company at this place. The Company is to be congratulated not only upon his ability as the successful manager of its affairs at this end of the line, but also upon the special care and pains which he has taken in putting up the new depot.

THE GREAT DUST HEAP CALLED HISTORY
R. J. BICKEL, KEOKUK, IOWA

THE ST. PAUL.

JUNE 29, 1883

The New Steamer of the St. Louis and St. Paul Packet Company—The Building and Successful Launch of this Floating Palace—The First Trip.

The new steamer St. Paul left St. Louis on Wednesday afternoon at 4 o'clock, with 125 passengers and 450 tons of freight on her first trip. She was billed to arrive at Keokuk at 2 o'clock p. m. yesterday, but owing to detention by fog for many hours Wednesday night, was not due at the wharf until a late hour last night. There is something about a new boat fascinating to the entire public, and the first trip attracts throngs of people to the river banks at each landing place, who desire to gratify their curiosity created by the advance announcements of the palace moving on the bosom of the waters as a thing of life. The passage of the St. Paul so far has been one of continued ovations where daylight landings were made and when she arrives at St. Paul from which city she takes her name the gates of hospitality will be thrown wide open. Parties who have seen the St. Paul declare that she is of exquisite model, slender and well proportioned and fitted up in a magnificent manner. Her description as forwarded by the packet company is as follows: The hull is 300 feet long; breadth of beam, 38 feet; depth of hull, 6 feet 4 inches; water draught, 28 inches; size of water wheels, 28 feet, working 14 feet bucket; the Texas is 90 feet long, and has thirty rooms; the cabin 250 feet long, and has 55 most elegantly fitted up state rooms, rich and finished as any to be found in the best hotels; indeed the state rooms are among the largest and most spacious to be found in any boats on the river, and are furnished completely through out.

The boilers are three in number and are made of the finest quality of Otis steel. They are each twenty-eight feet long, forty-four inches in diameter and six flues each. The cylinders are set in a heavy bed of timbers, which are firmly laid in the flooring, so that there is no perceptible jar; hitherto the cylinders have been attached to the deck frame, and this is accordingly one of the most notable improvements made in boat machinery and building for many years. The St. Paul is furnished with the Brush electric light, which is magnificently efficient in connection with steamboat travel, and gives a weird and peculiar effect to the scenery in passing of nights.

The decks are perfect in their arrangement, consisting of the main deck, the boiler and hurricane decks and the Texas, on which is placed the pilot house. The promenade is on the boiler deck, and is more spacious and pleasant than any to be found on any of the steamers on the river. The grand saloon opens from the promenade, and is 220 feet long, and in it is located the dining hall, and the state-rooms surround it. In the rear is the

nursery—a peculiar and special feature of these side-wheel steamers.

The saloon finish is of the most elegant description, being in walnut and ash, a happy and artistic combination which gives an air of grandeur and luxury to the apartment. The scroll work at the top of the saloon is elaborately beautiful, and evinces exquisite taste and skill in the handiwork. The carpets are of the most elegant velvet tapestry, and are rich in colors and of the most brilliant and elegant designs. The state-rooms are also similarly carpeted, and the outlay and expense in these apartments has been lavish and unstinted.

The St. Paul is intended to be swift and of light draft and was especially built for passenger travel.

THE GATE CITY:

SUNDAY MORNING, JULY 16, 1876.

CLOSE CALL.

The Minneapolis Narrowly Escapes Colliding With the Bridge.

There was a narrow escape from a serious disaster at the bridge yesterday morning. The steamer Minneapolis arrived from above at 10 o'clock, and whistled for the draw, but it failed to swing round.

Mr. Lefler, the engineer, had come up town for something, and left the draw in charge of Mr. Bremer, the fireman. The latter could not work the draw, but he had the presence of mind to signal the boat to stop, which he did four separate times. The steamer was coming at a good speed, and it was with much difficulty that she was checked up. Carson, the pilot noticing that the draw had not been opened, and realizing the danger of a collision, reversed the engines, and by dint of hard work succeeded in stopping her just in time to avert the threatened disaster. He says it was a close call, and that had not everything been in good working order he could not have stopped her in time. Had a collision occurred, she would have struck just above the boiler deck, and the result would have been fearful to contemplate.

The services of Bob Haines, of the Jennie Brown, who was engineer on the bridge for four years, were secured, the draw was swung open, and the Minneapolis came through all right.

The affair was the subject of considerable comment during the day, and the universal sentiment was that the position of engineer on the bridge is one of too much responsibility to be trifled with in that way.

THE GATE CITY:

TUESDAY MORNING, JULY 18, 1876.

THE THREATENED DISASTER.—There are two sides to nearly every case, and the narrow escape of the steamer Minneapolis from a collision with the bridge last Friday, is no exception. Heretofore the blame has rested on Mr. Lefler, the engineer, but Mr. A. L. Griffin, Superintendent of the bridge, has investigated the matter and fully exonerates Mr. L. from all responsibility in the matter. The engineer was up town, but his absence was on important business. One of the pump valves broke and it became necessary for him to go to the shop to show them how to fix it. He left the fireman in charge, with instructions to give the danger signal if a boat approached, which he did.

Mr. Griffin says that the rule governing steamboats and bridges is, that no boat shall approach a draw until it receives the signal to come. This the Minneapolis did not have. On the contrary, she was warned by the danger signal not to come, and it is claimed that had a collision occurred, the pilot alone would have been responsible for it.

Mr. Griffin also says that the statements of steamboat men are to the effect that fewer delays occur at the Keokuk bridge than at any other on the river.

THE GATE CITY:

1883
TUESDAY MORNING, FEB. 27.

NAVIGATION NOTES.

Preparations by the St. Louis and St. Paul Packet Company for the Season of 1883
The Boats—Assignment of Officers.

The officials of the St. Louis and St. Paul Packet Company anticipate a good business for 1883 and are now getting things in readiness to start out boats as soon as the ice is out of the river. A meeting of the general officers was held at St. Louis last Saturday but Commodore Davidsone was unable to attend. From Captain A. M. Hutchinson who has just returned from St. Louis we learn the following concerning the line. The new boat which is being built at St. Louis will probably be finished by June 1st. She will be used in the St. Louis and St. Paul trade and is expected to make the round trip each week. This steamer has not been named yet. Her dimensions are length, 300 feet; floor, thirty-seven feet; and beam forty feet and will cost \$80,000. She is built on the model of the War Eagle but is twenty-five feet longer and has more floor and beam and capacity than the

SUNDRY ACCOUNTS

MADE BY B
DATE 19
Gem City but is the same length. It is expected that she will be as fast as the Gem City. The idea of the officers in giving the order for the construction of this steamer was to secure the best through boat ever run regularly on the upper river. The running arrangements decided upon for the season will give Keokuk a boat each way six days every week south. The Gem City will continue in the Keokuk and St. Louis trade making three trips per week. The through boats will leave and arrive at St. Louis on alternate days with the Gem City. The boats to be operated are the Gem City, War Eagle, Minneapolis, Alex. Mitchell, Keokuk, Grand Pacific, White Eagle and the Alex Kendall. All these steamers have been overhauled and are in splendid condition.

The officers of the company are: President, W. F. Davidson; secretary and vice president, Frank L. Johnson; general superintendent, A. M. Hutchinson.

The assignment of officers for the different steamers has only been partially made, and some changes may take place in those already assigned before the season opens. The appointments thus far are as follows:

Gem City, W. Burke, master; John Glenn, mate; N. B. Hatcher, first clerk; J. R. Robinson, second clerk; C. Baird and J. Montgomery, pilots, and George Brennan, engineer.

War Eagle, D. R. Asbury, master; P. Halkin, mate; Ceph. Gregg, first clerk; E. Young, second clerk; May Root, engineer.

Minneapolis, Jerry Wood, master; Alex. Hanlin, first clerk; Eugene Robinson, second clerk; J. R. Henderson, engineer.

Alex. Mitchell, R. Bixler, master; Spencer Grinnell, first clerk; Thomas Calhoun, secoud clerk.

Keokuk, James Best, master; Dodge, first clerk.

Grand Pacific, W. Thompson, master; N. G. Rhodes, first clerk.

White Eagle; no appointments made. Alex. Kendall; no appointments made.

and the Addie returned to St. Louis.

The Minnesota leaves Montrose for St. Paul to-day at noon.

The Andy Johnson arrived last night, and will leave for St. Louis this morning at 7.

The B. F. Weaver brought over the rapids a barge of lumber from the old coffer dam at Montrose.

The Belle of La Crosse is due at Montrose to-day and will leave that place for St. Paul to-morrow at noon.

The Rob Roy comes to-night and will be the down river packet to-morrow morning.

The Eagle leaves for Quincy this morning at 6, and the Jennie Brown for Warsaw and Alexandria at 6.30.

The running qualities of the new boats are occasioning considerable interest among river men at St. Louis: The Republican has the following in relation to the matter:

We are told that the Spread Eagle's best time to Alton was 1 hour and 59 $\frac{1}{2}$ minutes, and some of her admirers will bet that the War Eagle or the Golden Eagle won't pass her under way. The Alton's time was 1 hour and 37 minutes. We don't want to promote a war of the Eagles, but it would be safe to bet ten cents against the value of Bowen's deck sweepings that Commodore Davidson's two Eagles are the fastest boats that ever flew above St. Louis. The famous Belle of Alton's fastest time to Alton was 2 hours.

STAGE OF WATER.—The river at this point is 3 ft. 10 ins. above low water mark; has fallen 1 inch in 24 hours ending at 3 o'clock p. m. yesterday.

The Daily Gate City.

THURSDAY MORNING, JULY 1, 1870.

STEAMBOAT IN A STORM.

Terrible Panic Among Passengers.

On Tuesday, as the Minneapolis was on her way down to St. Louis, she was overtaken by a violent storm a short distance above LaGrange and drove upon the rocks in the river at that point. The waves rolled very high and the passengers were all in a state of the wildest excitement and confusion. The smoke stacks of the boat were blown overboard and lost. To add to the frightened condition of those on board the alarm of fire was given, and it was with the greatest difficulty that the officers of the boat and the few that were calm, could restrain them from leaping overboard, to meet a watery grave.

The storm, fortunately, was of short duration and the boat was rescued from its dangerous situation by the Red Wing, which came up about eight o'clock and spent about three hours in towing it off. The Minneapolis continued its course down the river.

THE GATE CITY:

WEDNESDAY MORNING, AUG. 16, '76.

River Ripples.

Brother Jonathan passed down yesterday with a large raft of lumber. It may be proper to remark that Bro. Jonathan is a raft boat.

The D. A. McDonald left for the upper river early yesterday morning.

The Addie Johnson arrived from St. Louis at noon yesterday with three barges of railroad ties for the upper river. The Dan Hine towed them over the rapids,

JANUARY 28, 1885.

The White Eagle.

The telegraph chronicled the burning of the steamer White Eagle at St. Louis, Thursday night of last week. The St. Louis Globe-Democrat gives the following history of the boat:

The White Eagle, although comparatively speaking, an insignificant boat, proved a powerful weapon in the hands of Commodore Wm. F. Davidson, her constructor and owner, who manipulated this craft in the famous fight he had on hand at that time. She was probably the highest draught boat on the Mississippi, with one exception, the Flying Eagle, known also as the Annie, after the reorganization of Davidson's forces under the auspices of the St. Louis and St. Paul Packet Company. She is a sternwheeler, 240 feet long and 28 feet wide. Her capacity for speed was always inferior, only two boilers being used to make steam for the engines which propelled the wheel. Her cylinders were but 15 inches in diameter and 52 inches stroke. The lack of speed rendered the White Eagle of but little use to her present owners as a St. Paul boat, but in low water she could take 400 tons and run on four feet of water, and with five and a half feet in the channel she could handle a barge and 600 tons on the boat. For two or three seasons past, during high water she has been used as a Clarksville packet, making semi and tri-weekly trips between this city and that point. It is probable that her owners will convert the wreck into a barge, and thus what has always proved an eyesore to competitors and owners of boats more expensive to run, will be wiped out. The White Eagle was uninsured and was probably worth \$6,500.

THE GATE CITY:

SATURDAY MORNING, SEPT. 14, '78.

The Tidal Wave.

The Tidal Wave of the K. N. Line, which has just been rebuilt at La Crosse and remodeled into one of the long low water boats which Commodore Davidson is putting on the upper river, passed down yesterday on her trial trip. She was carrying two hundred tons of freight and drawing but twenty-six inches of water.

She is 300 feet in length, including the wheel, 40 feet in width, and has a carrying capacity of one thousand tons. She is roomy between the decks, and has a hold like a coal mine. It is claimed that she will carry five hundred tons of freight with ease in three feet of water, the stage required to float one of the large steamers. She has a neat and comfortable cabin, is fitted up in good shape and is pronounced just the thing for the upper river trade. She is commanded by Capt. Burk, with Capt. Spencer Grinnell and T. C. Calhoun in the office, and Levi Williams pilot.

THE GREAT DUST HEAP CALLED HISTORY
R. J. BICKEL KEOKUK, IOWA

The Daily Gate City.

THURSDAY MORNING, AUGUST 8, 1872.

STEAMBOAT WAR.

The First Race.

The steamboat war resulting from the dissolution of the contract between the Northern and Northwestern Union Packet Companies was inaugurated at St. Louis on Monday last. Two rival boats, viz: the Merrill of the N. W. U. Line and the Clinton of the Northern Line, left that place at about the same time with all the freight they wanted, and each having from thirty to forty passengers in her cabin. They are both crack steamers with good power, the cylinders of each being the same—24 inches in diameter. As a natural consequence there was a bit of a race coming up. The Merrill reached this place about ten o'clock Tuesday night, and the Clinton about two o'clock yesterday morning. Both re-shipped their cargoes and passengers to boats of their respective lines here and returned to St. Louis yesterday. The rival lines have gone into the contest in earnest, and a lively competition may be looked for during the balance of the season.

Since the dissolution of the contract between the Northern and N. W. U. Lines, the Northern Line and the Keokuk Line have entered into a combination, and hereafter the Keokuk Line of steamers will run between St. Louis and Keokuk, connecting at this place with the Northern Line Packets for St. Paul. No Northern Line boats will be run below this place. The Northwestern Union has adopted the old name, White Collar, and will run boats from St. Louis to this point, connecting with boats of the same line for St. Paul.

The St. Louis *Democrat*, of Monday, says:

White collars will be put around the chimneys of all the steamers controlled by W. F. Davidson, thus realizing what was considered a vain prediction years ago, that he would run the white collars from St. Paul to New Orleans. The White Collar Line to St. Paul will be insugurated to-day by the S. S. Merrill, and Capt. Wm. F. Davidson assumes the command himself. He is cheerful and confident; looks for a severe and protracted fight, but will feel quite at home while the elements of strife are surging round him. Capt. J. S. McCune is no less confident of success, and his is a master mind in the art of steamboat war. His association with the Northern Line forms a formidable alliance. The forces are being marshaled; to-day the battle of giants begins, and if it turns out that each side is not prepared to cast out upon the waters one hundred or two hundred thousand dollars, this reporter will admit that he is mistaken—which he sometimes is. It is supposed that a reduction in freight and passage rates to St. Paul and all way points will be made this week.

The Daily Gate City.

WEDNESDAY MORNING, AUGUST 7, 1872.

THE PROSPECTS OF ANOTHER STEAMBOAT WAR.—We noticed in yesterday morning's paper the dissolution of the contract between the Northern and Northwestern Union Packet Companies. It is understood that the dissolution will be followed by a bitter fight between the rival lines similar to that of 1868. The *St. Louis Democrat* of Saturday has this to say of the situation:

In March, 1869, the Northwestern Union Packet Company and the Northern Line Packet Company entered into a compact to run their boats five years in the St. Louis and St. Paul trade in amity and on equal terms, and a large sum was named in the articles of agreement, to be forfeited by the party failing to carry out the agreement in good faith. At various times it has been observed that unfriendly feelings have existed, and a rupture was considered certain sooner or later. Latterly appearances were materially deceptive, for while matters were going on with apparent quietness between the members of the association there was a spirited contest existing, to which publicity was not afforded by the press. The grievances which existed, or were supposed to exist, are of little consequence to our readers, and they are therefore passed over. On the 30th of last month the President of the Northern Line addressed a note to the President of the Northwestern Union Packet Company, informing him that from that date the steamers Belle of La Crosse, Northwestern, Alex Mitchell and City of Quincy, (recently transferred to newly formed companies incorporated under the laws of Missouri,) would no longer be considered as entitled to the benefits of the 1869 compact. Previous to this President Davidson had received intimations of the contemplated action, and expressed himself not loth to a separation. Procuring an interview with the opposition, the two sides met, and the instrument of agreement was codiciled with a full and unequivocal annulment, in formal and legal language, of the entire agreement, bonds, &c., leaving both parties as they stood previous to March, 1869. The annulment is dated July 31st, and is witnessed by Thos. Rhodes and T. H. Griffith on the part of the Northern Line Packet Company, and for the other side Wm. F. Davidson and John Shethar, these being the Presidents and Secretaries of the respective corporations. We interviewed both parties yesterday, but did not trouble them with many questions. We learned these pregnant facts, namely: The Northern Line Company will send out a boat every day for St. Paul; the Northwestern Union Packet Company will not lay up all its boats. The situation denotes a fight—a fight which seemed imminent on several occasions before, and has been indulged in; a fight that promises to be lively in the extreme all along the line of 800 miles between St. Louis and St. Paul. We take no pleasure in such contests, where the sinews of war are wasted, generally to no purpose, and which amuse only the rabble, the vicious and the heartless. Captain Davidson—a war-horse in steamboat fighting—may let his programme as to what boats he will run be known to-day. There is no likelihood of peace negotiations being entertained this week, nor next, nor the week after that.

The Mississippi river and its tributaries is navigated by 1,017 steamers having a capacity of 372,798 tons, and valued at \$10,000,000.

The Daily Gate City.

WEDNESDAY MORNING, SEPTEMBER 4, 1872.

THE STEAMBOAT WAR.—The war between the two competing lines of steamboats is becoming decidedly interesting, particularly to those contemplating a trip on the river, either for business or pleasure. Both lines now advertise to carry passengers from St. Louis to Keokuk for twenty-five cents, and from St. Louis to St. Paul for \$1. This, however, does not include meals and staterooms. The Rob Roy of the Keokuk line, came in last evening with sixty passengers which she brought up *for nothing*—that is, she charged them nothing for passage, meals only being paid for.

The Daily Gate City.

TUESDAY MORNING, AUGUST 27, 1872.

THE FIGHT WAXETH HOT.—We clip the following concerning the steamboat war from the *St. Louis Democrat* of Saturday:

It is plainly to be seen that the fight for the river trade of the Upper Mississippi will be serious. Up to Thursday the rates of passage were sufficient, with the crowds traveling, to realize profit to each boat. It was competition only. Now it is a struggle in earnest. On Thursday cheaper rates were inaugurated. To St. Paul the McCune boat asked, on Thursday, \$10 for the round trip, meals included. Both steamers were crowded and in out yesterday, as usual. The McCune boat's price to Keokuk was fifty cents, half of Davidson's previous rate, and, to St. Paul three dollars—one dollar less. Davidson's passenger agent went alongside the Bertram and shouted to travelers, "Come along, gentlemen, I'll ticket you to St. Paul for two dollars, or one dollar, or to Keokuk for two bits. Go on the White Collar boat and be happy." Capt. Hardy, agent for the McCune boat, was up at the White Collar boat betimes, and proffered seductive terms to those who wished to travel cheap. From this out the fight will be hot and bitter, and rates of freight, as well as passage, will probably be anything you choose, or nothing. It is apparent that Davidson is making a gallant fight against the combined Northern and Keokuk packet companies. We observe that there is, in our Upper Mississippi exchanges, a vast amount of sympathy expressed for him, and that many shippers have expressed a determination to stand by him in every way they can. But his opponents are firm, wary and active men, and the two companies represent sixteen millions of wealth against his possessions, whatever they may be. Captain Davidson's warmest admirers do not claim that his wealth at all proximates to the amount specified above. As it looks now McCune has adopted the plan of going into close quarters with his opponent, to force him to the wall or to discover how well or ill he is "heeled." Doubtless they would like to ascertain that little fact before winter; but intelligent spectators believe that the fight will be renewed in the spring, with neither party crippled appreciably by this season's violence and neither entertaining any desire to sue for terms. However, other pha-

ses of the fight will be developed as it progresses. It was rumored yesterday that McCune's Rob Roy and Andy Johnson would be placed in the New Orleans trade, pitted against Davidson's New Orleans boats, reducing the rates to a heavy losing basis. In that event, the entire steamboat trade to New Orleans would be demoralized. We give this rumor for what it is worth, without indorsement. Of course, if the Keokuk Company's boats are withdrawn, the Northern Line boats would run through from St. Louis to St. Paul. We wait for developments. They are better than surmises.

The Daily Gate City.

SUNDAY MORNING, SEPTEMBER 8 1872.

The Steamboat Race.

EDITOR OF THE GATE CITY:—Your reporter having been misinformed in regard to the race Thursday night between the Northwestern and Lucy Bertram, I take the liberty of submitting a plain and truthful statement.

We left St. Louis an hour or so in advance of our rival and saw nothing of her until we reached Quincy, where she effected a landing shortly before we had finished discharging and receiving a large amount of freight.

Twenty minutes elapsed after leaving Quincy before the Northwestern followed us, and our more frequent landings enabled her to overtake us at Warsaw, from which point we shoved off simultaneously, our rival taking the upper side. The close proximity of the vessels effected a "lock," and for nearly a quarter of an hour the steamers seemed apparently fastened together, the Northwestern endeavoring to crowd the Lucy ashore.

At length the Northwestern sheered to the right and the Lucy shot ahead nearly twice her own length. The distanced steamer straining every nerve, again overhauled us and the pilot, determined to gain advantage by foul as he failed by fair means, run her stern abaft our wheel house with the intention of hinging us about. But the skillful management of our veteran pilot, H. G. Lane, who was on watch at the time, thwarted his designs, and when the Lucy was under full headway again in her direct course, the Northwestern was left in the rear.

A second time the same maneuver was attempted with a like result, and not until

the Lucy Bertram came abreast of her landing, where she ceased to revolve her wheels, was the Northwestern permitted to pass on in order to reach her own landing a short distance above. The injury sustained by the Lucy was trivial, while the Northwestern was compelled to set a force of carpenters immediately to work to repair injuries done through the instrumentality of her own officers.

Respectfully,
GEO. O. WALTON, clerk.

The Daily Gate City.

THURSDAY MORNING, AUGUST 15, 1872.

RIVER NEWS.

The Andy Johnson was the regular Keokuk packet for St. Louis this morning. The Rob Roy will be up this evening and will leave to-morrow morning at 5 o'clock. The

Savanna leaves Montrose for St. Paul this morning at 5 and the Rock Island to-morrow morning at that hour. The Northwestern of the White Collar line left for St. Louis yesterday morning. The S. S. Merrill of the same line will arrive this evening and will leave for St. Louis to-morrow morning at six.

The following statistics of the capital and strength of the two packet companies which are going for each on the upper river just now, will be of interest:

The officers of the Northwestern Union Company are: Commodore W. F. Davidson, President; Wm. Rhodes, Secretary and Treasurer, and P. S. Davidson, Superintendent, and their headquarters are in St. Louis, Mo. They own nineteen steamers, registered mostly in Galena, and the stock of the company is owned in different States. The steamers run between New Orleans and St. Paul. The following is a list of the boats owned by the company: Sidewheel passenger steamers—S. S. Merrill, Alex. Mitchell, Belle of La Crosse, Phil Sheridan, Milwaukee, City of St. Paul, Keokuk and Northwestern. Sternwheel steamers—Victory, Addie Johnson, Annie Johnson, Damsel, Dexter, G. H. Wilson, Molie Hohler, Flora Mankato, Hudson and Jennie Baldwin. These steamers are probably worth \$290,000. They also own sixty-one barges, carrying 12 tons and worth probably \$150,000. Their combined capacity is about 9,000 tons.

The officers of the Northern Line are: T. B. Rhodes, President; T. H. Griffith, Secretary; T. C. Buford, Superintendent. They own twelve passenger steamers. The following is a list of the boats: Clinton, Savanna, Red Wing, Pembina, Muscatine, Minneapolis, Lake Superior, Davenport, Rock Island, New Boston, Dubuque, Minnesota, Bill Henderson and Dan Hine. These boats are worth \$190,000. They have forty barges and lighters, with a capacity of 9,000, and value of \$100,000. Their wharf boats at the foot of Locust street, St. Louis, and at Dubuque are worth \$35,000. The freight capacity of their steamers is about 6,000 tons.

THE river has fallen one inch during the past 24 hours.

THE GATE CITY:

THURSDAY MORNING, NOV. 29, '77.

U. S. Marshal's Proclamation.

United States of America, District of Iowa,

WHEREAS, A libel suit hath been filed in the District Court of the United States for the District of Iowa, on the 15th day of November, A. D. 1877, by Charles Norman, against the steamer Frank Burnett her engines, machinery, tackle, apparel and furniture; and

WHEREAS, The substance of said libel is that the said libellant claims of said steamboat the sum of three hundred and eighteen dollars (\$318), as mariner's wages,

Now, therefore, in pursuance of the monition under the seal of said Court, to me directed and delivered, I do hereby give public notice to all persons claiming the said steamboat, her engine, machinery, tackle, apparel, furniture, or in any way interested therein, that they be and appear before said District Court at a rule day term thereof, to be held at the City of Keokuk in and for the District of Iowa, on the 4th day December, 1877, at 10 o'clock in the forenoon, then and there to interpose their claims and to make their allegations in that behalf.

JOHN W. CHAPMAN,
U. S. Marshal.

R. Root, Deputy.

Gillmors & Anderson, Proctors. nov 24-1877

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THE GREAT DUST HEAP CALLED HISTORY
R. J. BICKEL, KEOKUK, IOWA

The Daily Gate City.

THURSDAY MORNING, SEPTEMBER 12 1872.

RIVER NEWS.

The S. S. Merrill, of the White Collar line, will be due from below to-night, and will leave for St. Louis to-morrow morning. The Belle of LaCrosse, of the same line, leaves Montrose for St. Paul to-morrow morning. The Rob Roy, of the Keokuk line, arrived last night, and will leave for St. Louis to-night at ten. The Savanna, of the Northern line, leaves Montrose for St. Paul to-night.

The Dubuque *Times* has the following notice of a race between the Alex Mitchell of the White Collar Line, and the Rock Island of the Northern Line:

Yesterday afternoon came along the Mitchell and Rock Island on the keen run. They left St. Paul together, and kept within sight of each other nearly all the way down. Friday night they ran neck and neck, bunting frequently. Neither of them made much of a stay here. The fresh meat men and the belated passengers came hurrying down to go aboard, but the anxious Captains waited for neither. Backing out the Mitchell was nearly forced on the bar by her ambitious little rival that was just steaming her way in.

From the following, which we find in the Burlington *Gazette*, it will be seen that the race was a spirited one and lasted all the way down to Montrose. It says:

The Rock Island, of the Northern Line, in command of Capt. Bradford, and the Alex Mitchell, of the White Collar Line, commanded by Capt. Holcombe, started from Rock Island at half-past seven o'clock yesterday morning. Some reports state that they both left at the same time; other reports state that the Rock Island left some time in advance of the Mitchell. There were a number of passengers at the rapids awaiting passage up the river, and there was a race between the two boats to see which could get to Montrose first, and get the passengers. At Muscatine the Rock Island was ahead and the Mitchell passed her while discharging freight at that point. At Keithsburg the boats were together. The two boats arrived at this place at two o'clock yesterday afternoon, the Mitchell about four hundred yards in advance. The Rock Island stopped to discharge freight and passengers while the Mitchell passed on and got the passengers at the rapids. The Mitchell took several passengers on past this place and brought them back this morning. This is all very well for fun, but supposing one of the boats had blown up, then what?

The Daily Gate City.

THURSDAY MORNING, SEPTEMBER 13 1872.

The incident related in yesterday morning's paper, as having occurred on the steamer S. S. Merrill, of the White Collar Line, was an outrage that deserves the severest censure. The colored woman referred to is genteel, respectable, lady-like and well

behaved. She is an educated lady, and is employed as a school teacher in Quincy. She had paid her fare, purchased a first-class meal ticket and was entitled to all the rights, privileges and immunities of a first-class passenger. She had a perfect right to take her seat at the first table. But she didn't. She waited for the second table. Some one at the table protested and the lady was told to leave, which she very properly refused to do. The captain then seized her and pushed her out on the guards where he struck her.

The woman has entered suit against the company, and will, without doubt, recover damages for the unwarranted outrage.

Messrs. McCrary, Miller & McCrary of this city are her attorneys.

The Daily Gate City.

WEDNESDAY MORNING, NOVEMBER 20, 1872.

THE RIVER.—The recent cold snap has put a quietus on steamboating for the present at least. Navigation on the upper river has entirely suspended, and the steamboats have been compelled to hastily seek winter quarters as best they could. Some of them had partial cargoes which they had to re-ship by rail. Between here and St. Louis the side wheelers have all been withdrawn owing to the heavy body of running ice in the river, and none but the stern wheelers undertake to do anything. The Lucy Bertram came up as far as Quincy on Monday but was obliged to turn back.

The St. Johns, of the Keokuk Line, and the Victory, of the White Collar Lines, are somewhere between here and St. Louis, but whether they will be able to reach this point or not remains to be seen.

If the weather should moderate sufficiently, and the ice run out, boats will resume their trips between here and St. Louis. About sixty passengers, en route for St. Louis, came down on the C. B. & Q. train yesterday morning, and continued their journey by rail. There has been no boat here since Sunday.

The Winona *Republican*, of the 18th, says:

"The steamer Alex. Mitchell, of the White Collar Line, went down last night and will go into winter quarters. The Milwaukee and Belle of LaCrosse are already there, engaged in 'choking a stump' until next spring. This makes all of the large packets of this line that are above the rapids. The Jennie Baldwin and Damsel continue to agitate the waters, and it is reported that the Addie Johnson will be brought from retirement and take a hand in the closing game of the season. The Addie has frequently been 'in at the death' of navigation between Winona and LaCrosse. Tuesday night witnessed the arrival of the last boat of the Northern Line from below for the present season. It was the Minneapolis. After discharging her passengers and freight she went on up. The Red Wing and Dubuque are also above, but are expected down

on Wednesday and Thursday respectively, and the Minneapolis on Friday. The Henderson and Cheever, stern-wheelers, have been engaged in the light draught business for some time past, the Henderson running from Winona to St. Paul, and the Cheever from Red Wing to St. Paul. They will go below this week, the Henderson, probably, on Saturday. We have it directly from Capt. Diamond Jo Reynolds himself that his boats will stick to business so long as water and wheat will permit. The Arkansas, Tiber and Ida Fulton will run just as long as they can. The Tidal Wave left here to-day, Wednesday, and will go over the rapids if there is water enough. The Arkansas left here on Thursday night for Fulton. She will return again for more freight. Capt. Asa Forsyth informs us that the steamer Julia has tied up for the winter. Horace Greeley, whose figure, artistically cut in wood, occupied a conspicuous position on the bowsprit, is also retired to winter quarters. The cold snap that nipped the boats here last fall, came on the night of the 22 of November, catching the Dubuque, Ida Fulton, Diamond Jo and one or two other boats in this port.

The Daily Gate City.

THURSDAY MORNING, DECEMBER 4, 1872.

SINKING OF THE STEAMER KEITHSBURG.—The steamer Keithsburg, belonging to the Keokuk Packet Company, was sunk about ten miles above St. Louis on Monday last. She left that place on Sunday to relieve the St. Johns. After proceeding to that boat and taking off her freight and stock, she started on her return to St. Louis. While on her voyage down she struck an obstruction on the larboard side, which caused her to sink in a few minutes. She was run on a bar, and now lies with her bow in three feet water, and her stern about three feet over the decks. From the position in which she lies, no doubt is entertained but that she will prove a total loss. She had the freight and stock of the St. Johns on board, all of which is more or less damaged. Of the stock a few hogs only were drowned, on the after-guards. There was no insurance on the boat. The New Boston left St. Louis Monday evening and will take down all her freight, etc., that is in immediate danger.

THE GATE CITY:

1872
SATURDAY MORNING, JULY 28.

NOTICE TO SHIPPERS!

THE KEOKUK NORTHERN LINE
PACKET STEAMERS

War Eagle and Golden Eagle

Leave WARSAW and ALEXANDRIA every day except Sunday, at 2:30 p. m.

For the convenience of shippers the Company has procured stock yards on each side of the river, where stock can be taken care of free of charge. A reduction of

15 PER CENT!

From regular tariff will be made on all shipments from either of the above points.

A. M. HUTCHINSON, Agent.

FRIDAY MORNING, APRIL 12, 1872.

TELEGRAPHIC

Steamboat Blown to Atoms--
Eighty Lives Lost.

CASUALTIES.

ST. LOUIS, April 11.—Dispatches from Cairo state that the steamer Oceanus, when near Brooks' Point, twenty miles above Cairo, at 4 o'clock this evening, exploded her boilers, tearing the boat fore and aft, making a complete wreck of her. All the officers of the boat are reported killed and many passengers scalded to death or drowned. No names are received. There were 65 passengers on board.

CAIRO, Ills., April 11.—The steamer Oceanus, from Red River to St. Louis, when near Brooks' Point, thirty miles above here, at 4 o'clock this morning, exploded her boilers, blowing her upper works almost entirely away, immediately after which the wreck took fire, burning to the water's edge. Pilot Thompson, of the steamer John Lumsden, lying a few miles below, on seeing the light from the burning wreck, manned a yawl and proceeded up the river to ascertain the cause. He found a small party of survivors on the head of the Island, but passed on to relieve those on the wreck. Ten or twelve were hanging to the wheel, but it dropped before he reached them, and all but four were lost. He found a deck passenger, name unknown, near the shore, badly scalded. He died before they arrived at Cairo.

The steamer Belle of St. Louis, bound up, took nearly all the survivors. Harris, the rescued pilot, who subsequently went on the St. Louis for Marble City, states that Wiggins, their Red River pilot, was drowned. Harry Tripp, the pilot on watch, also Capt. Reeder were buried in the debris and were heard calling despairingly for help, but the fire had gained such headway that they could not be reached, and were burned. Fisher, the carpenter of the Oceanus, arrived here on the Shreve; he is not seriously hurt; he states that the second engineer, Alex. Kennedy, was terribly scalded, helpless and blind; Fisher put him on a stage plank with others; the stage soon capsized, drowning several, including Kennedy. Geo. Kently, first engineer, is supposed to be lost.

Henry Worstmen, first clerk, was seen after the explosion. He expected to go through from Cairo by rail, but was seen on the boat after leaving here. Charles Worsham, second clerk, Jules Dempewal, steward and Charles Mivaly, a cabin boy, were found dead floating in the river, all with life preservers on, and were brought here by the steamer Shreve. It is supposed they were chilled to death. There were five lady passengers supposed lost. The bodies of four ladies were seen floating past Wastons Landing to-day. They were not recovered.

CAIRO, April 11.—Fisher thinks that Pilot Harris and himself the only employees of the boat saved, though the Belle of St. Louis may have picked up some.

The officers of the Shreve state that there were about forty cabin and thirty-five deck passengers, making, with the crew, about one hundred persons on board, eighty of whom are supposed to be lost. The greater portion of the survivors being on the Belle of St. Louis, no names of the passengers or entirely reliable estimate of the number lost can be obtained except from her.

Fisher describes the effects of the explosion as terrific beyond comprehension, the whole works being lifted bodily and falling on the boat and in the water, completely shattered. He saved himself by securing a plank and floating until rescued by the yawl of the Lumsden. He was in bed at the time, and, though covered by the debris, was only slightly bruised.

LATER.—The steamer Grand Tower has just arrived, and reports the first engineer and mate saved, and also thirty-two other persons, on the Belle of St. Louis. The second engineer was saved, but died of his injuries.

The Daily Gate City.

SATURDAY MORNING, APRIL 13, 1872.

1872. Presidential Campaign. 1872.

TELEGRAPHIC

The Oceanus Disaster--Further Details—Statements of Survivors.

The Dead and Missing—Shock ing Waste of Human Life.

FROM ST. LOUIS.

ST. LOUIS, April 13.—The steamer Belle of St. Louis arrived here this morning with 28 survivors of the Oceanus disaster, and the bodies of seven who died on the way up. The books and papers of the steamer were lost, and a complete list of the passengers and crew cannot therefore be given.

The following is a list of the dead, missing and saved, so far as known:

Passengers dead—C. B. Hall, Covington, Ky.; J. H. Timberman, New York; Charles Blacksmith, Chicago.

Crew dead—Alex Connelly, second engineer; John Reddy, deck hand; Morgan Nalley, roustabout; J. B. Stewart, fireman.

Passengers Missing—F. M. Slight, Girard, Pa.; George Boren, Lyons, Iowa; George Constable and wife, of Noyes' Circus; Peter Wagoner, Mt. Pleasant, Texas; Albert Johnson, Bloomington, Ill.

Crew Missing—Albert Reeder, captain; H. W. Worsham, first clerk; Chas. Worsham, second clerk; Harry Tripp, pilot; John Harris, pilot; Geo. Wiggins, pilot; Charles Wiggins, pilot; Geo. Demerewolf, steward; Wm. Owens, barkeeper; Mrs. Wallace, chambermaid; Jim Johnson, fireman; Allen Cook, fireman; Henry Mogustaky, cook; Billy Kellmer, second cook; Wm. Wise, porter; Charles Benket, second steward; Ben Buck, cabin boy; Gus Clark, Texas tender; Billy Hart, deck sweeper; Mat Ashe, deck hand.

George Keightly, first engineer, who was on watch when the explosion occurred, says the boat had just struck a bar; the engines had been stopped and Keightly had just glanced at his watch to note the time, when the explosion occurred, and with terrible force; one of the boilers were blown back to the cylinders, and the whole forward part of the boat, including the pilot house, Texas, and forward state rooms were scattered right and left. The boat took fire instantly and the startled and half-nude passengers that were not killed awoke to the terrible reality. But one boat was left and that was badly broken; the officers did all they could to assist the passengers; Capt. Reeder and the Clerk, Worsham, gathered together the life preservers that were left in the back part of the cabin and distributed them to the half-distracted passengers. There were but two females on board, Mrs. Constable, and the chambermaid, named Wallace.

Among the passengers saved were O. Bloomer, of Bloomington, Ill.; Chris. Zellsdorf, Rochester, Minn.; and Robert Chew, one of the proprietors of the Atlantic and Pacific Circus Company; he saved himself by means of a plank; he thinks George Constable and wife, Frank Slate and Frank Williams, circus performers, were drowned.

The bodies of Charles Worsham, second clerk, and Charles Demerewolf, steward, arrived on the Cairo Short Line this morning in charge of S. B. Fisher, carpenter.

The dead on the boat presented a horrible appearance, the features being swollen, and many of the bodies were of the color of raw beef, the skin having been entirely scalded off. It is stated that it was the middle boiler that exploded. The engineer said he went on watch but a few moments before the explosion; tried five guages, in all of which he found plenty of water; he then walked back to get a cup of coffee, and in five minutes the explosion occurred.

ST. LOUIS, April 13.—Various statements have been made during the day by the survivors of the Oceanus disaster, but they relate almost entirely to personal experiences and throw little or no light on the cause of the explosion. The bodies brought up by the steamer Belle of St. Louis, will be held for inquest. Those of the wounded not able to take care of themselves have been taken charge of by the city and sent to the hospitals. Most of the passengers remain here. One of the pilots state that it would have been impossible for the steamer to ground at the point the explosion took place, as asserted by Geo. Keightly, the first engineer.

ST. LOUIS, April 13.—The western bound express train on the Missouri Pacific Railroad, leaving here last evening, collided with the accommodation train coming east, eight miles from this city. The engine of the express train was badly smashed, and the boiler almost immediately exploded with tremendous force, scattering fragments of the engine and boiler in all directions. The engine of the accommodation train was also badly smashed. The express car was thrown down an embankment twenty feet high.

A few minutes after the explosion an extra train from St. Louis ran into the rear of the express train, but done little damage, as the speed had been slackened.

Notwithstanding these three accidents, occurring almost simultaneously, nobody was seriously hurt, and only a few even bruised.

THE GREAT WESTERN RAILROAD HISTORY
W. H. SLEETON, IOWA

The Gate City.

MARCH 2, 1899.
THE GATE CITY COMPANY,
KEOKUK, IOWA.

GONE UP IN SMOKE.

Steamer Van Metre Burns in
Quincy Bay Wednesday.

THE BOAT WAS A TOTAL LOSS

Captain Walter Wisherd's Fine
Steamer Destroyed by Fire.

The steamer Van Metre and barge Daisy W. were burned to the water's edge in the Quincy bay at an early hour yesterday morning and with them two houseboats went up in smoke. The fire started at 1:30 o'clock and within two hours only a few smoldering timbers above the surface of the ice marked the site where the fleet had stood.

The Herald says: The blaze illuminated the entire bay district and attracted many persons to the scene. It was bitterly cold, and with the limited facilities at hand for fighting the flames, but little could be done to retard their progress. An alarm was turned in, but the department could do nothing but lay one line of hose across the pontoon bridge and turn on a stream from the island side. It was a puny opposition to such a raging element. The Van was harbored about half way between the bay and pontoon bridges and around it were numerous little boats occupied by the families of fishermen. The Flying Eagle, owned by Captain Adams, was anchored twenty feet north of the Van, its wheel resting almost against the latter's bow. At one time it seemed doomed. A cry went up:

"There goes the Eagle!"

Simultaneously a great sheet of flame leaped over the big, red wheel and for an instant the handsome excursion craft was in imminent danger of destruction. But it was for only a second. The darting shafts of fire recoiled and were caught by the easterly breeze which bore them safely away from the original object of attack. Then the spectators drew a sigh of relief, but the Van was burning like a tinder box. In less than a half hour after the fire was discovered all of the upper part of the boat was a seething furnace. The tall stacks stood amid the lurid glare like silent sentinels. Finally they trembled and went down with a crash. This was followed by the falling of the decks and cabins. The big bell dropped with a metallic thud, as though sounding a funeral knell. The solid sheet of ice on the bay reflected the flames and intensified the picture of destruction.

The wildest excitement prevailed among the houseboat people. There was a hurrying and scrambling for points of safety. Furniture and personal effects were pitched out into the night as though they were of no value. Some of the inhabitants seemed to lose their heads entirely, but one woman stood faithfully at her little hut and dashed buckets of water against its burning sides for fully an hour, until finally some man with more consideration than others went to her rescue and took her place.

The houseboat of a man named Letwilder, which stood not more than twenty-five feet from the doomed steamer, was saved by his heroic efforts, but the flames frequently darted through the boards and left them in a badly charred condition. Ed. Neighbors, another houseboat man, lost his home and all his effects but a bed. The family fled into the night, attired only in scanty garments, but were housed by a family on the island.

The watchman of the Van was Charles Hagberg, who had been employed in that capacity for two years, and was considered a reliable, trustworthy man. He retired at an early hour with George Moeps, a fourteen-year-old boy, who stayed with him for company's sake. They were awakened about 1:30 o'clock by cries of "Fire!" The kitchen, where they slept, was filled with smoke and the flames were piercing the board partitions. There was no time for them to put on their clothes. Moeps was wild with fright and made a lunge from the hurricane deck to the ice below, a distance of fifteen feet. He had run through the hottest flames and blistered his feet and arms severely. In falling he was also badly injured. Hagberg was more cautious, but did not escape unscathed entirely. His face was burned and hair singed. Both of the occupants were bare-footed and destitute of clothes save for their underwear. They were removed to a neighboring houseboat, where they were supplied with apparel and stimulants. Moeps afterwards being taken to his home. They consider their escape a most lucky one. Hagberg is confident that he would never have been awakened by the fire until it was too late.

As to the cause of the fire, no one seems to know anything about it. Letwilder, the man who made the discovery, says the flames were first seen on the bow of the boat. The blaze burst up so suddenly that by the time he gave the alarm the entire craft seemed enveloped. He never saw anything consumed so quickly. The watchman claims to have made the regular rounds with his customary carefulness and says there was no fire on the boat save the little in the kitchen stove where he and his companion were sleeping. He was mystified and overwhelmed by the loss.

Captain Walter Wisherd, who rooms with his wife at 418 Jersey street and takes his meals at Ellis' restaurant, had not learned of the fire until he

went to breakfast this morning. He and Warren Bain, of Montrose, were the joint owners of the craft. The latter served as engineer of the boat and Mr. Wisherd as master, during the navigation seasons. Captain Wisherd was visibly affected by the intelligence and hurried at once to the bay. The sight that greeted him dumbfounded him. Nothing but the hog chains, charred braces and half of the wheel remain in view. The boat had even burned below the proverbial water's edge, and what was left of it had gone down into the water as the ice melted and permitted the hull to sink. The spectacle reminded one of the pictures of the ill-fated Maine.

The Van Metre was ten years old. It was purchased by Captain Wisherd at Madison, Ind., five years ago. The boat was built for packet trade and for some time was in commission on the Ohio river, out of Marietta. It was brought here and entered in the Keokuk and Hannibal trade the first year against the City of Quincy, the latter being under the command of Captain Laycock. The spirit of competition between the rival craft was so keen that the officers finally gave free transportation to passengers for a time and reduced the cost of freight transportation to a mere nothing. It was a losing season for both companies, but each was indomitable in the resolution not to be outdone. One season was enough for Laycock and he withdrew the "City" to Tennessee. Then the Crescent followed the next year as a competitor of the "Van." The competition continued keen, but not to such a losing degree as the year before. Captain Wisherd finally saw a good chance to put his boat in commission between Keokuk and Burlington, and for the past three years had been driving a paying business in that run. He had just finished a thorough course of repairs on his boat preparatory to re-entering it in the old run as soon as the season opened. He paid, originally, \$5,000 for the craft and expended over \$1,800 the first year in making repairs, including a new hull and other improvements. Last season he converted the barge into a veritable floating palace by adding an upper deck and supplying it with appointments calculated to enhance the pleasure of patrons. It was formerly the Little Gate, but in its new dress was christened Daisy W., in honor of Mrs. Wisherd. The captain claims to have averaged \$500 to \$1,000 a year in keeping up the improvements on his fleet and it was considered one of the most complete excursion equipments on the upper river. The Van was 120 feet in length, twenty in width, and had a four-foot hull. Its carrying capacity was 175 passengers and 100 tons of freight. It was valued at \$6,000 or \$7,000 and insured in the Milwaukee Mechanics for \$3,500. Captain Wisherd attributes the fire to a combustion of coal.

It is the only solution of the seeming problem. He says that he will re-

engage in the packet business this season if he is able to secure a boat in time and upon terms that are satisfactory to him.

There will be but little, if any, salvage from the hull of the burned steamer. It was charred so badly on the inside as to be practically worthless for future use. Rivermen say it is hardly worth raising. The cabin on one of Tom Adams' wood boats was burned off, which, with the damage to his Flying Eagle, will amount to about \$100. The steamer is insured, but the wood boat is an entire loss. The bay is full of launches, sloops, houseboats and small steamers. If a high wind had prevailed at the time of the fire the entire fleet would have been wiped out of existence. And this seems an irony of fate, too, that there should have been so much destruction where there was water in abundance. The craft were all frozen in and could not have been moved under any circumstances. Had it not been for the ice, the barge and some of the houseboats might have been saved.

Levee loungers recall a memorable race made by the fated steamer and City of Quincy five years ago. It was the hottest nautical event ever pulled off since the historic speed test between the Natchez and Robert E. Lee. The decks of both boats were packed with passengers. It was a midsummer day when the good people of Canton, La Grange and Keokuk had come to Quincy ostensibly to buy goods, but in reality to attend a circus. The patronage was about evenly divided and a brass band spied patriotic melodies from the upper deck of each boat. They both pulled out at the same moment. The cheering from the Quincy levee was deafening and the salutes from boat to boat loud and spirited. The Quincy passed through the bridge first, but the "Van" was a red-hot second. It was so close that the waves of the leader dashed over its bow. The sky was black from the great volumes of smoke that were pouring out of their stacks. The engines heaved, throbbed and groaned, and both steamers swayed and trembled under the immense amount of power that was constantly being increased. Each was determined that the other should not win. For five miles they were nose to nose, but by adroit piloting the Quincy got the lead on a chute through a sandbar and its competitor had to take another course, which threw it considerably behind. It will never be known how much steam was indicated on those boilers that day, but it was so great that passengers remonstrated with the captains and begged them to desist, for they momentarily expected to be blown into eternity. From that day on there was never much friendship between the managers of the two boats. A remarkable fate seems to have controlled the two craft. The City was destroyed by the St. Louis cyclone and now the "Van" is in ashes.

The Daily Gate City.

THURSDAY MORNING, MAY 9 1872

THE NEW STEAMER CLINTON.—This elegant new steamer which passed here the other day, has made its municipal up-river namesake happy by its first appearance there. There was a big celebration. The Clinton is undoubtedly a beautiful craft; a floating palace. As we did not get to describe it when we announced it as being at our wharf, we refer to it here, using the *Herald's* description largely.

The Clinton is the latest addition to the Northern Line Company. This is her trial trip. Her colors were presented to her at Clinton last Saturday. She is constructed somewhat after the pattern of the Minneapolis and the Northwestern, though she is larger and made to carry a greater amount of freight with a less draft of water. The boat is 245 feet long, 38 feet breadth of beam, and 63 in width over all. Her capacity is 902 tons burthen, and when loaded to her utmost will draw four and a half feet of water. Her depth of hold is six feet, giving a large amount of storage room. She has four boilers 26 feet

in length and 40 inches in diameter. Her two immense engines are the largest now employed on steamboats above the Keokuk rapids. The cylinders are 24 inches in diameter, giving seven feet stroke of piston. Her wheels are 28 feet 8 inches long. Her cabins are modeled after the style of the lower river boats, and present an appearance of magnificence and grandeur, the paneling, scroll work, and brackets of filagree being of the most tasty and costly pattern. The cabin is painted white with gilt and flesh colored trimmings. The floor is covered with a Brussels carpet of the finest make, its bright and harmonious shades and tints being cheerful and pleasing to the eye.

The office is handsomely designed and fitted up. The colors were made for the occasion, in St. Louis, at a cost of about \$250, and comprise a United States flag, side colors and streamers. The piano is a fine one, costing in the neighborhood of \$700, at the factory of McPhail, Boston. Captain Benton A. Congar is master, and Alex. Havelin and George Dodge are in the office.

Colonel Milo Smith presented the colors, on behalf of the City of Clinton, and made a neat little speech in the doing of it.

NEW ARRANGEMENTS FOR 1862.

THE Keokuk, Alexandria and Warsaw steamer YOUNG EAGLE, Amerson, Master, will make three trips daily (Sundays excepted), between the above ports; leaving Keokuk at 7 o'clock, A. M. For freight or passage apply on board or to J. J. BISHOP & CO., Agents.

mar 20-dtf 1862

The Daily Gate City.

SUNDAY MORNING, AUGUST 25, 1872

Excursion from St. Louis on the Steamer Clinton.

The fine steamer Clinton, of the Northern Line, which arrived here Friday evening, brought an excursion party of ladies and gentlemen from the city of St. Louis. As the Clinton laid at this port all day yesterday, the excursionists had an opportunity of taking a look at our city. They hired carriages and drove about the city and to points of interest in the immediate vicinity. They expressed themselves as very favorably impressed with Keokuk and its surroundings.

The following is a partial list of the company:

Ladies—Miss Lucy Gilda, Louisville, Ky.; Miss Kate A. Beaky, Miss Kate G. West, Miss Myra Robbins, Miss Clara and Miss Zoe Decloge, Miss Ella Robideaux, Miss Clara Desloge, Miss Nannie Lynch, Miss Fannie Watson, Miss Mollie Ivory, Miss Annie Sullivan, Miss Mattie Cowan, Mrs. Joseph Tatum, Mrs. Pullis, Mrs. Conway, Mrs. Geo. Kerr, Miss Annie Nelson, Miss Hannah Sweeney, Miss Cora Collins, St. Louis.

Gents—Captain W. W. Ivory, Hon. W. H. Russell, Hon. Nicholas Mortell, City Attorney, Messrs. George Sale, Joseph Beaky, J. F. Gould, W. A. Morris, Joseph Tatum, G. H. Jorden, W. H. Owen, Tom. Reid, James Sweeney, Geo. Kerr, Emil Rozier, Buggs, Cowan, and many others, comprising a select party of about twenty-seven couples.

The excursionists gave a dress ball last evening on the Clinton, to which a number of our citizens received and accepted invitations. It was a pleasant affair and heartily enjoyed by all who participated.

The music was furnished by an excellent band which accompanied the excursion.

THE GATE CITY.

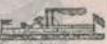
KEOKUK, IOWA 1862

SUNDAY MORNING, JUNE 17.

NEW ADVERTISEMENTS.

Fare Reduced to \$5.

REGULAR KEOKUK AND ST. LOUIS PACKET,
MOLLIE MCPIKE Frank Burnett, Master

Leaves for St. Louis and all intermediate landings on SUNDAY afternoon, 17th inst. 
Ticket and freight office, Stafford's Building, levee.
jul 17-18 J. E. McCANE, Agent.

Ho! For St. Paul.

THE LIGHT DRAUGHT STEAMER,

BANNOCK CITY,

Leaves our Wharf for St. Paul and all intermediate landings, without barges, on MONDAY, 18th inst., at 5 o'clock a.m.

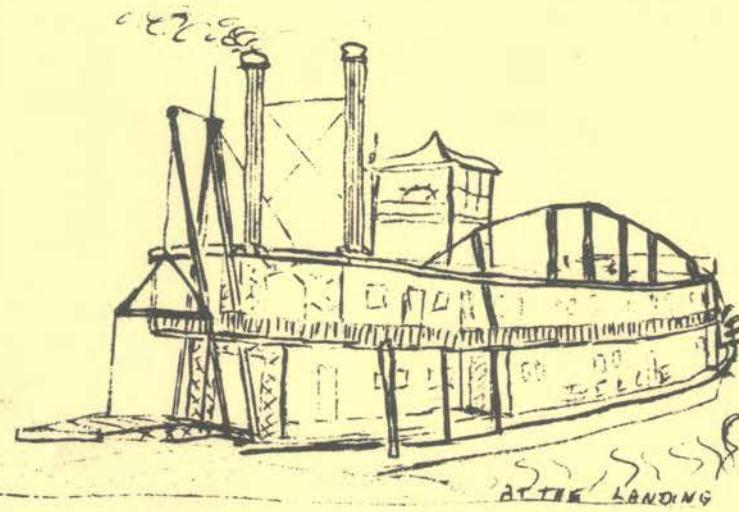
For freight or passage apply to J. E. McCANE, Agent,
Stafford's Building.

THE GREAT RIVER HAS CHANGED ITS HISTORY.
R. J. BICKEL, PUBLISHER, KEOKUK, IOWA

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* not indexed *

Your ancestor a river captain?



by
Herman Radloff - Alexander Coyle
members, St Louis Genealogical Society

St. Louis Genealogical Society

TE 268, 1617 SO. BRENTWOOD, ST. LOUIS, MO. 63144



HENRY M. SHREVE

This worthy citizen----
to whom belongs the honor
of demonstrating the practi-
cality of navigating the
Mississippi with steamboats.
He commanded the first steam
boat that ever ascended that
river.

St. Louis Republican
March 7, 1851

Compiled by Herman Radloff
Member StLouis Genealogical Society
May 1973

Dedicated to the Public
who are to be reminded
now and again that our
past lives

St. Louis, Missouri

YOUR ANCESTOR A RIVER CAPTAIN ?

The frequency with which you encounter reference to "river captains" in queries by genealogical searchers has brought a considerable information to the notice of the writers. The object of this pamphlet is to share the sources for material on this subject.

Historically the first steamboat to land at St Louis was the "Zebulon M. Pike" on Aug. 2, 1817 commanded by Capt. Jacob Read. The second such vessel the "Constitution" Capt. Guzard on Oct. 2, 1817. Commerce and development supported this enterprise which became subject to necessary rules and regulation.

Licensing of steamboats and officers may be credited to Act of Congress in 1839. One of the qualifications for engineers and pilots was 2 years of service, with testimonials as to sober and industrious habits a requirement. It is this licensing which gives genealogists their one positive clue to recorded identity.

The Steamboat Inspection Service of the Department of Commerce administered this Act by dividing the national territory into districts. For this short pamphlet only the inland rivers will be considered.

First Supervising District

Local port: St. Michael, Alaska

Second

Local port: Albany, New York

Fourth

Local port: St. Louis, Missouri
Dubuque, Iowa

Sixth

Local port: Louisville, Kentucky
Evansville, Indiana
Nashville, Tennessee
Memphis, Tennessee

Seventh

Local port: Pittsburgh, Penna.
Cincinnati, Ohio
Point Pleasant, W. Va.

Eighth

Local port: Chicago, Illinois

Tenth

Local port: New Orleans, Louisiana
Mobile, Alabama

Licensing was in the following capacities.

Masters

Masters and pilots

Pilots

Engineers, Chief

Engineers, First Assistant

Engineers, Second Assistant

Engineers, Third Assistant

Mates

Mates and pilots

Operators of Motor Vessels

Such licensing was severely restricted to the examined qualifications of licensees, as to inland, coastwise, and ocean vessels. Passenger or cargo, and tonnage and horse-power. Lakes, bays, and sounds differed from inland rivers, and a pilot must be examined for every mile of the licensed distance that ensured his employment. The Master is senior and responsible for safety of life and property, the Mate second in command. This applies to sail, steam, and motor. A single person could hold more than one license and there are recorded instances of a pilot also holding engineers license, in effect being qualified to run both ends of the business. But not at the same time! 13 hours was the limit per day of duty. To operate 24 hours required a double crew. Officer licenses were posted, under glass, in the cabin spaces for inspection and a proof of compliance. License could be withheld or revoked or suspended for cause.

After this lengthy review you will already notice there is no license to "captain". This is the chief stumbling block to a rewarding search for that revered person with the fabled past. Captain is honorary as recognition of responsibility and trust. It is applied in many instances when more properly it should read "river man" but it is a useful term and served the roustabout equally well to respectfully address the employing Mate as "Cap'n" to land a job.

Now, how do you find out about that river captain? It is elemental, which took me a long time to learn too. As an agency of the Department of Commerce, (Authority: Section 4411, Rev. Statutes of the U.S.) the Steamboat Inspection Service annually had reports published entitled "List of Officers of Merchant Steam, Motor, and Sail Vessels Licensed during the year for a period of Five Years" by the Government Printing Office. What you need may be hard to find but libraries and museums of the supervising port towns, opposite, should produce something of interest.

It will be interesting to learn what may be divulged after the inspired legions who will use these pointers make known their results.

The early St.Louis directories contain valuable licensed Officer listing in the commercial index. From an 1857 work held by the Missouri Historical Society we see service offered by packet boats, with named Masters.

Alton Packets

Reindeer, Adama, master
Winchester, Owings, master

Galena Packets

G.W.Sparhawk, Green, master
Golden Era, Bersie, master
New St.Paul, Bissell, master
Prairie State, Haight, master

Illinois Packets

Garden City, Price, master
Ben Campbell, Watson, master
Sam. Gaty, Watkins, master
Cataract, Hubbard, master
Messenger No.2, Rider, master

Missouri River Packets

F.X.Aubrey, Reeder, master
New Lucy, Conley, master
Honduras, Welton, master
Elvira, Dozier, master
Kate Swinney, Goddin, master
Saranak No.2, Smith, master
Martha Jewett, Jewett, master
Polar Star, Brierley, master
Banner State, Holland, master
Edinburgh, Bowman, master
Isabel, Chouteau, master
Sam Cloon, M'Cloy, master
Sonora, LaBarge, master
Wenona, Barclay, master
Genoa, Throckmorton, master
Jas.H.Lucas, Wineland, master

Louisville Packets

Telegraph No.2, Erwin, master
Crystal Palace, Kountz, master
Fashion, Church, master
Lady Pike, Catterlin, master
Hoosier State, Lampton, master
Southerner, Jones, master
J. G. Kline, Hite, master

Memphis Packets

I.S.Chenowette, Johnson, master

Nashville Packets

Sallie West, Throop, master
Aleonia, Miller, master

Keokuk Packets

Jeanie Deans, Johnson, master
Westerner, Able, master
Die Vernon, Ford, master

Cairo Packets

Alton, Harbison, master
Walk-in-the-Water, Williams, master

This same commercial directory offers the following list of licensed Pilots & Engineers all presumable resident or near St.Louis.

Thos. B. Amos	Jacob Fisher
D. B. Asbury	Andrew Fleming
Alexander Badger	W. T. Fuller
Robt. B. Bailey	Cephall Goll
Robert Baller	T. B. Goll
Robt. P. Barton	Wm. A. Goll
H. C. Bell	Jas. Gonzoles
David Berry	Wm. P. Gordon
Wm. T. Berry	J. J. Grammar
H. Bersie	B. W. Gregg
Willis Blakeley	Wm. A. Griffy
W. Blakesley	Geo. H. Hagerty
Thomas H. Brierly	Wm. P. Hall
Uriah Brock	P. E. Hannan
Joseph Brown	Wm. Hanwood
Henry Bruner	Wm. Holiday
John A. Bruner	Alfred Hopkins
Joseph W. Bryan	Thomas Hunter
Wm. Bryant	Hull R. Jackson
F. W. Burk	Wiley James
C. Cable	W. C. Jamison
Edwd. Calahan	Wm. W. Keating
James Campbell	John Keiers
John Carlisle	Sam'l L Kirkham
W. H. Carter	Wm. J. Kobber
M. R. Campbell	John King
Abner Clements	Joseph LaBarge
G. T. Cormack	John Lawery
Chas. Cornoyer	H. L. Lee
Alex Criddle	John W. Leech
Sam. C. Curtis	Wm. J. Libey
Henry Delwider	Peter Lindell
K. D. Devinney	Wm. B. Mapie
Wm. T. Dewitt	Waldo Marsh
Jas. J. Dickson	John Maloney
Joseph Dickson	John McGennis
Phineas B. Dickson	J. H. McKee
Charles R. Dix	Madison McQuiggle
LeRoy Dodge	Alpheus Merrick
James M. Douglass	John Merrill
John Dozier	Charles Miner
F. M. Dozier	Wm. Mmes
James Dr-yden	James Montgomery

pilots

Enos B. Moore
 Jas. M. Morrison
 Chas. Mulford
 Wm. O'Hara
 L. Ohlman
 Michael Ohlman
 N. W. Parker
 Thos. F. Parker
 Thos. M. Parker
 Jonathon Penrod
 J. M. Petit
 Joseph Pheeto
 Reed Phillips
 W. C. Postal
 Calvin H. Pratt
 Jackson Quick
 James B. Reid
 Jacob Rembre
 Thomas T. Rugby
 Alexander Rule
 James E. Russel
 Thadeus Saberger
 Isaac R. Sansley
 Jas. T. Sargent
 Kasper Schmelter
 John Scott
 John W. Scott
 W. C. Simpson
 J. C. Sitton
 Chas. Smith
 R. M. Smith
 Robert H. Smith
 Edw'd Stephens
 John W. Stephens
 Richard Stephens
 Ben Stewart
 C. P. Stewart
 Edward M. Stillwell
 Thos. H. Taylor
 Edwd. Teabeau
 B. T. Thornburgh
 James H. Townsend
 L. Vallangham
 Luke Veits
 Geo. Vicks
 T. E. Weaver
 Daniel White
 Henry White
 H. L. White
 D. L. Williams
 Chas. V. Willman
 J. H. Yore
 Patrick Yore

Joseph B. Taylor
Engineers List
 John Wilson
 William Wilson

Engineers List

John Ackley
 James Armstrong
 William A. Blasdale
 John L. Bonnar
 William Brandon
 Geo. W. Buchanan
 Charles T. Cory
 William C. Coy
 Joseph C. Coyle
 Charles C. Dewitt
 James R. Donahoe
 William Dovener
 Francis Deris
 William H. Evans
 Robert Ferguson
 Frederick Finch
 Charles W. Fisher
 George Fulton
 Thos. C. Fulton
 George S. Goble
 William C. Griffey
 Thomas Hanfield
 Nathan C. Harrison
 George Hawdon
 William M. Hicks
 Thos. B. Hill
 William Hill
 Wallace C. Hovey
 Jacobs Jenks
 Thomas H. Jones
 Amos Keich
 Geo. W. Kimber
 Austin Leely
 George M. Lewis
 James H. Lewis
 Samuel Mackall
 Samuel McDonald
 Alfred C. McClean
 William McNeal
 William H. More
 James Norris
 Napoleon W. Pavay
 William C. Pitt
 Larkin Pyatte
 John H. Reed
 John S. Reed
 Alhambra Reeder
 Dewitt C. Riter
 Oby Robirds
 James Rose
 William W. Sherman
 Simon Shuttice
 William H. Stackhouse
 George W. Stigall
 Joseph B. Taylor
 Warren Tenney
 Alfred Thomas
 Oliver Troxell

Another St.Louis commercial directory for year 1859, also in the holdings of the Missouri Historical Society, is indicative of a greatly expanded professional membership. Again it is assumed that these people were in or near St.Louis as their home port.

Licensed Pilots

<u>Upper Mississippi</u>	
Jno. M. Little	C. D. Mulford
John Manly	Edward Calahan
John N. Thrasher	Washington Hight
Absalom Grimes	Isaac G. Gellon
Thomas Douglass	Wm. A. Goll
Jas. H. Parker	John McGennis
Elias A. Owens	James B. Goll
W. Blakely	Wm. Owens
Thos. H. Taylor	Oscar M. Ruby
Lewis Claymore	Jno. P. Clark
Ephraim F. Owens	Egbert Williams
Jas. Coleman	Jas. W. Mullen
Isaac N. Wagoner	Jno. G. Jackson
Cornelius Faulkner	Jefferson Brown
Wm. Allen	S. A. McPheeters
Geo. W. Lenox	Richard McGinnis
Leonard Jones	William Wood
Louis Moran	Thos. B. Amos
Wm. O. Hall	Jas. C. McGinnis
H. B. West	Peter Lindell
Wm. H. Briggs	John H. Burk
Horatio Blaksley	John Maloney
Wm. B. Humphries	Wm. F. Parker
Chas. Davis	Wm. Holiday
Thos. T. Rubey	Phineas B. Dickson
John A. Williams	Edmund Gray
Levi R. Williams	Wm. Massie
F. D. Parkinson	Thos. F. Parker
Wm. Robbins	Alfred Monicah
E. P. Parker	Wm. Lindell
Stephen Martel	James Wilson
G. R. Hughart	Calvin H. Pratt
Wm. B. Richardson	S. S. Mattison
Chas. J. Stanton	Thos. G. Boon
Loyd F. Felt	Wm. Schoolfield
Wm. P. Hight	Albert Wempner
Wm. D. Daughe	John L. Thornton
Hugh L. White	D. S. Harris
Samuel Kirkham	Jno. King
Wm. H. Cupp	A. G. Van Pelt
David Tipton	Philip P. Porter
Richard C. Stephens	J. N. Montgomery
Daniel Wright	Alfred S. Lightner
John Manley	Wm. H. Blodget
John Carroll	Peter Mann
J. F. Glenn	H. S. Montgomery
Thos. F. Perdeau	Robt. Wright
Henry White	J. H. Campbell
C. V. Willman	Wm. A. Mattison
	Jeptha Dickson

pilots	lower Miss	lower Miss	Missouri
D. R. Asbury	John G. Harris	A. R. Harney	John Sweeney
Benj. Gregg	Robt. Kirkpatrick	Geo. Ealer	Patrick Yore
Geo. Shaw	Jno. M. Hambleton	Morris Brady	Geo. Taylor
Chas. H. Lawson	J. L. Thoibnburgh	John C. Lane	Isaac H. McKee
David Berry	John B. Downing	Wm.C. Youngblood	Lawrence Ohlman
Aram Grammar	John White	John Carlisle	Charles Conoyer
Wm. A. Gregory	W. H. Ely	John Buchanan	Jas. Woolford
Mm. McGinnis	N. Roberts	J. A. Jackson	Chas. W. Blunt
Job M. Wing	F. D. Homan		Tobias E. Weaver
Benj.T. Lightfoot	J. Woodburn	<u>Missouri River</u>	James Reed
Uriah Brock	Wm. T. Brown	Henry McPherson	P. E. Hannun
Miles Grammer	Wm. J. Berry	Wm. Edes	Joseph Ohlman
Samuel Hart	H. G. Switzer	Abraham Woolfe	Mott Morrison
A. D. LaClare	J. H. Thorp	Wm. Postal	Joseph T. Berdeau
H. Lee	J. L. Tenneson	Oscar Fowler	Joseph LaBarge
Thos. Ward	Jas. C. Delancy	Wm. Parkinson	Francis Thompson
Wilford P. Hale	John Denning	B. Johnson	David H. Silvers
L. W. Moore	Wm. W. Hayden	Oscar Postal	M. Ohlman
Adol Root	John Box	Wm. P. Wilcox	J. Gunsolis
Wm. E. Gere	James Kelly	Samuel Burk	Wm. C. Jamison
A. T. Jackson	John Way	Thos. H. Baldwin	Chas. F. Mason
N. W. Parker	W. S. Kibbin	Wiley Jennings	E. S. Herndon
John M. Little	Geo. Vicars	Wm. T. Boyd	Thos. H. Brierly
A. L. Carter	Wm. Tousley	Richard H. Smith	Peleg T. Bassett
Franklin Burnett	Geo. Newhouse	D. C. Bacy	F. Hernandez
John D. Lisle	Wm. P. Stewart	Jas. M. Dozier	Thos. W. Lynn
E. B. Goll	R. Philips	Louis Gravier	L. Sharp
Samuel Curtess	Jas. Allen	Henry E. Lewis	John LaBarge
<u>Lower Mississippi</u>	E. L. Fulkerson	Wm. Conley	John G. Harris
Z. Leavenworth	John Loughridge	Jas. McGinnis	John T. Dudgeon
John Zeigler	Michael Gaven	Henry Kirkham	Lee F. Rucker
Chas. S. Devine	Zobisky Joley	Barton W. Baker	Stephen LaBarge
Wm. Malloy	Wm. L. Smith	Robt. P. Burton	Jos. Throckmorton
John H. Bark	Isaac C. Cable	John T. Massie	Jesse B. Baber
Jas. B. Homans	Daniel Duffy	Drayton Laventure	R. B. Brierly
Chas. M. Scott	C. J. Davis	David R. Sheppard	Joseph Facto
F. M. Clayton	Jas. H. Hayden	F. M. Dozier	Jas. Gunsollis
Wm. Mundy	Jeremiah Petit	Wm. A. Miller	Albert Stone
S. N. Wyle	Wm. H. Leonard	C. A. Smith	Horace E. Bixby
Wm. Tingley	J. W. Bryan	Thomas C. Hale	Alfred C. McLane
Calvin H. Pratte	Edward Stephens	John P. Keiser	Jas. B. Thomas
John Barclay	Jas. B. Thomas	M. Wetherow	Benj. J. B. Weaver
Jno. Harbison	J. E. Montgomery	A. Reeder	Alex. H. Handlin
Joseph T. Sutton	Jas. L. Brady	John Merrill	Vincent Yore
Wm. Farris	D. H. Kennaett	Henry Elton	Jas Roe
Alex Criddle	John D. Hodges	R. Baker	John L. Waddle
J. A. Stephenson	Wm. Blakly	R. W. Woolfolk	J. T. Parkinson
John Elliott	G. W. Sparhawk	G. McGarrow	Geo. E. Townsend
Henry A. Ealer	Samuel Loughridge	Wm. T. Gray	Joseph Holland
Jno. C. Watson	Robert Smith	Granville Davis	Joseph W. Stephens
Robert Key	Wm. Bowen	Wiley James	Wm. A. Yore
Wm. T. Henly	Wm. Gallaher	Wm. C. Simpson	J. W. Humphries
Myres B. Gray	David W. Chapman	J. T. Dozier	Drayton Laventure
Thomas R. Lowery	Jas. F. Hicks	Wm. Edds	D. S. Corbin
Joseph W. Carroll	Jas. H. Townsend	Asa Annis	Thos. W. Scott
Leonard Rudd	E. P. King	James Miller	C. K. Baker
Wm. O. Thornburgh	Jas. A. Davis	Thos. J. Anderson	John D. Hooper
Wm. J. Libs	Wm. P. Gordon	John S. Doyle	Henry B. Belt
Geo. W. Taylor			

pilots
Illinois River

Francis J. Peters
Wm. Pere
John S. Kelley
Abraham Stanley
Oliver H. Fairchild
Samuel C. Guilech
J. P. Dickerson
C. C. Woodward
Denton Chipley
L. B. Clay
R. R. Bryant
C. Becket
H. D. Davany
John Wesley
John A. Atchison
Jackson Quick
Luke Veity
Judson Cartwright
D. E. Reese
John W. Leach
John B. Martineau
Stephen A. Lapage
James T. Sargeant
Ezra Starkwater
John W. Scott
Thomas Hunter
G. V. Stackford
John S. Dowler
John Lowerie
Henry Detwilder
A. J. Cromwell
Waldo Marsh
W. W. Baker
Wm. T. Dewett
Wm. Gatewood
James Stewart
J. C. Moore
O. H. Fairchild
Wm. O'Hara

Ohio River
Jones Myres
G. R. Bacon
J. T. Jamison
Jas. M. Miller
Edward Gray, jr
Samuel Durke
M. Daniels
Joel H. Wilburn
Wm. E. Burt
Wm. S. Walker
A. B. Hopkins
Wm. Early
Wm. A. Wilds
A. H. Smith

Des Moines River
Davenport Gaskill
Robert Ferris

Des Moines
William Tool
Wm. West
Osage River
Geo. Carroll
Wm. Towns
Wm. Smoot
Lower Rapids
R. S. Owen (U.M.)
Wile-y Frainer
White River
Wm. H. Edwards
John R. Jones
Robert Dearing
Wm. A. Wilds
Ferd. B. Montony
David B. Price
Hugh W. Nixon
Morgan M. Bateman
Reuben L. Haines
Wm. J. Nixon
St. Francis River
Thos. R. Bowman
Arkansas River
H. R. Pritchard
Theodore E. Elliot
Preston Whiting
Theron Duval
Moses McKee
Zacariah Waters
John Meyers
Kansas River
Jno. E. Sheddard
Licensed Engineers
First Class
Jas. R. Donahoe
Abrah. Underwood
Frederick Benning
Zeneas W. Black
Louis Habb
Joel J. Stearns
Benj. J. McKnight
Alexander Magee
Eufus S. Whipple
Samuel Sommerville
Andrew J. Patton
Augustus Mann
John S. Killman
David S. Jamison
Jason W. Church
Henry H. Taylor
Lewis Newall

(-6 -) engineers

Edward Davis
Arthur C. McCord
Wm. H. Hinkle
Henry Wise
Thomas H. Jones
James Conley
James Rose
James E. Hamilton
Barney Arnold
John G. Coonce
Hillman H. Clark
William C. Chappell
John J. Smith
Nathaniel F. Webb
Henry Kruse
Samuel H. Wright
John L. Bonnar
Thom. F. Ackerman
Michael Lenhart
Charles Ivers
William B. Burt
Ebenezer Liston
William Mead
Chas. Conley
A. J. Vanforseen
John Hardesty
Wells M. Wrisle
Nelson F. Constant
Austin Owen
George Sanford
Wm. T. Sanford
James Dorris
Alex. B. Williams
Julius Massot
John Kinther
Jake Quick
John Owens
William Miller
William Sterlett
Limon Few
Calvin D. Kelly
Henry A. Johnson
John Webb
Frederick Grapevine
Levi Mock
Alfred Genung
John B. Worth
William Darby
Simon Schultice
Larkin Pyatte
William H. Myers
Abram Sutton
Leonard T. Mitchell
Alfred C. McClain
James A. Pyatte
John Reaglow
Warren Tinney
George Yohe
William B. Richardson
Naham W. Willson

Price Wagoner
William H. Curtess
Robert Johnson
Henry C. Wagoner
Joseph Montague
Thadeus Gray
Abraham Cloy
William Henricks
Morse Brasher
Edward Morgan
Joseph Brennon
William Blaisdell
George Fulton
James M. Russell
George W. Stanly
William Willson
Erasmus Allison
Timothy A. Packard
Charles Newall
Austin Seeley
Samuel A. Pierson
Thomas F. Mitchell
Joshua Estep
Hector Fairfowl
Lewis Fitzgerald
Lazarus R. Ritchey
Fielding B. Hyatte
David A. Orr
Philip Trainer
Thomas A. Duffy
William Buffington
John Biggart
George W. Kimbem
N. P. Hickman
Wm. H. Corby
F. B. Sawyer
C. F. Peyton
Malone Davison
William Hirst
William S. Rose
Cochran Arbuthnot
Nathan Harmon
Basil G. Grigsby
Paul Lanning
William Hamilton
G. H. Kramer
Samuel Neuman
William Leftwich
Thomas Maguire
Thomas Nelson
Preston Bishop
George Goble
Wm. H. Moore
R. H. Richardson
John Holmes
George Buchanan
John Willson
Thornton D. Carter
C. M. Bladsdell
C. S. Handlin

engineers

Robert Tate
Charles F. Cory
John T. Lynn
R. P. Harrison
Thos. Hill
Elias W. Owens
Andrew Herzog
Engelh. Clemmons
Thomas Dougherty
Frederick Clauburg
Michael M. Smith
Davenport Gaskill
James L. Parson
James H. Beadle
John Gray
Lycurges Lauderdale
David B. Smith
Thomas H. Cheek
Thomas Oakley
Pres. G. Kennett
Edward G. Bartlett
John W. Wilson
William M. Ford
William B. McCabe
Wm. A. Robinson
Lemuel H. Deaken
Andrew J. Norman
David Lindsey
John C. Ford
George C. Purcell
William Forbes
Alex T. Woodside
George Waring
William Brown
John S. Edwards
John McGuire
J. W. A. McKnight
William C. Scroggs
Charles P. Atmore
E. T. Ivestor
D. R. Eakin
L. L. Clanton
James S. Neeld
Wm. M. Neal
James Tanner
J. F. Allison
Charles Saltmarsh
James P. Worth
Thos. Newkirk
Thos. Collier
Charles Morgan
Samuel Singley
James McGinis
John Sheldon
Samuel H. Hall
Joseph Rambo
C. C. Dewit
Charles B. Mowry
David Hill
Amos Keech

Wm. M. Hicks
H. Wolfe
S. G. Hill
S. Stanley
Thomas J. Cox
J. A. Allison
R. Ferguson
W. Toliver
H. Summer
J. Rogers
M. Mitchell
W. C. Coy
A. Stephenson
E. Parker
F. Furdh
F. March
G. Levis
Wm. H. Stout
W. McCrory
J. F. Bostick
L. Nicholson
J. C. Coyle
S. McDonald
J. H. Reed
G. P. Morgan
J. G. Owens
T. E. Cranmer
D. Carpenter
Wm. Richards
H. C. Nearns
H. H. Collins
W. Few
J. Cabbell
Thos. Miller
J. W. Benson
J. Wancy
J. Graham
W. S. Rowe
W. C. Brandon
S. Mackall
G. W. Walker
T. D. Lingo
R. Jones
E. W. Owens
A. H. Armstrong
J. Fraim
James Shedd-o-n
J. Garwood
W. S. Sherman
C. F. Hunt
W. C. Aiken
H. R. Pratte
M. Crole
D. C. Riter
H. Quigley
F. Stoze
J. Oram
W. H. Warren
J. W. Cook
J. Shindle

Engineers

Second Class
Patrick Fraim
Joseph Magrew
John Pendrey
Benjamin F. Hess
George Foulk
William D. Gibson
Christian Siefert
Edward Merriman
Wm. H. Ainsworth
Wm. W. Richardson
John Jenkins
John Gay
Charles Abney
David Abney
James B. Fry
Alhambra Reeder
Joseph K. Heap
Robert L. Groomes
Peter W. Frees
Mathias Knabel
John Reily
S. H. Fondersmith
John F. Darby
Joseph Bean
Oscar Massott
William Detering
Wm. Oldenburgh
William B. Fox
Jesse Newkirk
Isham J. Hardy
John Richey
Thompson Hughes
George Teeter
James N. Brown
William Henry
John Coleman
Antoine Cabny
Moses Bergaw
James S. Dobbins
George Folscroft
Melvin R. M'Nabb
Alonzo Batchelor
James Jennet
Michael Foster
Henry Knapper
Leroy Carver
Boon Allen
John Thorpe
George H. Smith
Lemuel Hearn
John Ackley
Henry T. Morrison
John G. Fox
Edward Froggart
Reuben Moore
John A. Littlejohn
Napoleon Pavey
George Motz

Thomas Rose

E. C. Duel
R. B. Withrow
Dennis McCarron
Charles Mahew
Emanuel Jones
William Richmond
John S. Reed
Bishop D. Walls
Thos. Mitchell
Geo. W. Batcheler
John S. Hund
John Byington
Benjamin Ford
Geo. W. Crippen
Wm. Nayle
Samuel Ramsay
Huntingdon Owens
David D. Condit
Francis H. More
Alexander Walker
John N. Goodwin
Napoleon Turner
Thos. W. Jack
Wm. B. Hughes
Francis Doris
Barnard Wanney
Francis Taylor
Albert M. Rowe
Jno. C. Cooper
Jno. C. Bruce
Samuel C. Wiley
Job. V. Starr
Wm. Speers
William Bleakeny
John N. Clayton
Hugh Reed
Addison Reno
John Ledlie
Wm. Sheppard
Benjamin W. Harris
James W. Smith
John Graham
Thomas Hanfield
George S. Collins
Alexander Snell
James Bowlin
Austin I. Picket
Henry Gerboth
Samuel G. Patterson
David Nearns
Joseph T. Leftridge
James B. Clark
William Crossland
Andrew J. Breaden
William Wilson
William King
Levi H. Watetman
Hugh B. Bickerstaff
Gustavus A. Hanson

engineers

Calvin Mathews
Arthur Shearer
Fielding P. Jones
Wm. O. Logue
Julius S. Asher
J. H. Bailey
Charles Morris
Howard Shibley
William H. Reeder
John Shackelford
John L. Bowen
Ira M. Blessing
B. F. Weimer
G. S. Sanford
C. W. Congar
R. Darragh
Hazlett A. Veden
Francis Hoffman
James H. Hagen
J. K. Scott
J. L. Tedford
A. W. Hardy

---oo---

Masters,Mates,Pilots and Engineers
licensed in St.Louis in the year end-
ing June 30, 1915.

James N. Devoy
Michael Flanagan
James E. Kennedy
Reed. W. Kromentz
Tobias Royal
H. Edgar Wisherd
William F. York
John A. Barnett
Geo. L. Burrows
Wheeler C. Calvin
Sam'l M. Heckmann
John M. Lewis
William Mills
Charles F. Poe
Thomas J. Show
Charles H. Smith
Charles B. Warner
Leonard E. Blake
James Costello
John C. Dains
Henry H. Dillinger
George E. Gedney
Gustave A. Hanson
Harry E. Hines
William Z. Howard
Louis F. Long
James H. McQuaid
Frank A. Morgan
John M. Knapp

N. Mislong
M. T. Rogers
G. W. Baker
L. S. Booth
D. Dannals
D. A. Boland
Joseph W. Noel
George W. Busart
William Starr
Henry B. Monehan
Thos. Crockett
M. M. Wilson
E. D. Hite
G. V. Hollingsworth
S. Mosher
G. W. Lumpkin
J. F. Night
J. Jenks
M. Pickeron
A. Lowe
J. Blevin
Patrick Fraim

Thomas A. Pyle
William A. Satterfield
Henry Stovall
Henry F. Stretz
George W. Thompson
Philo G. Ward
Herman O. Zwicke
Frederick R. Condit
John Hisey
Glenn Slee
Dwight F. Babcock
Thomas M. Bates
Stanley Blankenship
Edward A. Boessler
Edward J. Cassilly
James E. Clark
Hiram G. Cordrey
Oscar S. Cordrey
Edward Daily
Lewis A. Day
Charles Grant
Harry E. Hayward
Arthur Koenig
Daniel Kuhn
Frank J. Maglio
Patrick McGoldrick
William McIntyre
Charles W. Miller
Roy A. Miller
Otto Neuhauser

1915 Licensees

William E. Nolden
Mitchell Pell
Robt. T. Pennewell
John A. Rohan
Phillip A. Rohan
Edward H. Rosseter
Frank H. Schlottmann
Albert B. Schuth
George W. Staley
James O. Tayon
George W. Walters
Samuel Walters
Alvan E. Williams
Roy R. Zungs
Charles Adams
Wm. Deutschmann
Thomas A. Bell
George R. Bower
Grandison A. Campbell
John R. Cash
Robert J. Conwell
Chas B. Copeland
Allen L. Davison
Louis A. Day
Benj. Dennler
Mathias Devine
Wesley Dupuy
Berney H. Esser
Morgan R. Galatas
John A. Heren
Charles Herzberg
Everett Hicks
John J. Houston
Charles S. Jackson
Wm. S. Johnndon
Madison M. Leek
Irvin T. Markle
Vivian A. Mattingley

Hobert J. Moore
Hiram L. Oborn
Alphonsus P. O'Hare
Charles L. Organ
Van Petty
James C. Powell
Peter Schaefer
Howard B. Sells
Samuel P. Simon
Rudolph Srocka
Roy Taylor
Wm. T. Williamson
Roy L. Dassing
Leslie A. Doty
Charles S. Henry
Stanley A. Martin
George J. Schuler
George L. Watts
Henry A. Wheeler
Dwight F. Babcock
Charles W. Cassilly
Loran P. Swan
Philip D. Barbour
Albert T. Bicknell
Wm. J. Boettger
Albert E. Bottum
Orville Davis
John Eler

Geo. T. Heckman
Louis R. Mattingly
John W. Morrison
Walter C. O'Brien
Robt. T. Pennewell
Wm. Riedinger
Frank Ruckman
Raymond C. Tupper
Frank L. Ussery

---oo---

The entire consist of early steamboat crews is preserved in Federal Census records as the following examples from the waterfront Wards of St.Louis in 1860 show.

William Gatewood, 30, pilot
Frank Smith, 27, River man
Myron Johns, 39, pilot
John Short, 20, mate
Frank Bennett, 32, cook
John W. Kyes, 24, engineer
George Decter, 27, engineer
Joseph Kayser, 30, mate
James Keane, 28, mate
John W. Scott, 30, watchman
George M. Dowell, 30, watchman
William Rankin, 32, mate

ward 4, 1860

Orlando Brigham, 23, Clerk James Turner, 28, Clerk
 Wm. Clinton, 25, Steward John ORorke, 35, Cook
 James Burke, 20, Cook Wm. Harrison, 18, Riverman
 Wm. Mooney, 20, Riverman Charles Price, 21, Riverman
 Wm. Holstien, 19, Riverman Cha rles Hayward, 20, Rvrman
 Jacob Randall, 18, Riverman Benjamin Dee, 20, Riverman
 John Lotts, 19, Riverman William Smith, 20, Rvrman
 Lizzie Mann, 18, Chambermd Patrick Ray, 30, Engineer
 Michael P. Howley, 22, Clrk Aaron H. Corwine, 26, Clerk
 Wm. Crawford, 50, Steward George A. Taylor, 30, Stewrd
 Jeremiah B. Sullivan, 21, Barkeeper

ward 5, 1860

James Williams, 26, Clerk
 John Murdock, 22, Deckhd
 Patrick Storey, 42, Dkhd
 August Meyer, 23, Deckhd
 David Hill, 31, Deckhand
 Jerome Newmann, 22, Dkhd
 John Cooper, , Deckhahd
 Daniel Curran, 30, Deckhd
 Timijhy Field, 42, Dkhd
 Jacob Tanner, 23, Deckhd
 Wm. Kennett, 10, Cabinboy
 Christoph Gray, 37, Pilot
 John Lowry, 31, Deckhand
 John K. Marshall, Master
 John Taylor, 30, Steward
 Henry Brown, 17, Cabinboy
 Robert Ryan, 26, Deckhabd
 Henry Crone, 19, Cabinboy
 John D. Wright, 20, Cabinby
 Ths. Henry, 24, Cabin Boy
 Ths, Burns, 19, Cabin Boy
 John Rector, 33, Pilot

George Merritt, 33, Pilot
 Charley Ray, 28, Deckhand
 James Lewis, 20, Deckhand
 Henry Westmann, 31, Dkhd
 Charles Miles, 24, Deckhd
 A. Webster, 42, Deckhand
 William Lloyd, 36, Dkhd
 Martin Murphy, 17, Dkhd
 Jonathan White, 29, Dkhd
 Isaac Trey, 21, Deckhand
 George Crown, 13, Cabinboy
 John Camden, 43, E ngineer
 Tom McCann, 34, Deckhand
 Herny Collins, 24, Clerk
 Tom Lyon, 19, Cabin Boy
 Patrick Graves, 16, Cabinby
 Mary Davis, 34, Chambermaid
 George White, 21, Cabin Boy
 Wayman Harrah, 18, Cabinboy
 Ihn LeGrange, 19, Cabinboy
 Wm. J. Jenks, 21, Cabinboy
 James Wilkes, Engineer

Jacob Skinner, 25, Mate
 Patrick Oflanagan, 25, Cook
 James Sherwood, 19, Riverman
 John S. Folwell, 18, Riverman
 David Langan, 18, Riverman
 Henry Brown, 20, Riverman
 Mary Cole, 50, Chambermaid
 Joseph L. Fithian, 21, Clerk
 Patrick Griffin, 26, Watchman
 William Harper, 52, Barber

Ignatius Wormley, 21, Deckhand
 John Simmons, 33, Deckhand
 Frank Crow, 19, Deckhand
 Gerard Cross, 33, Deckhand
 William Miller, 21, Deckhand
 Cornelius Wright, 19, Dkhand
 Charles Morris, 21, Deckhand
 Richard Horn, 24, Deckhand
 Michael Torry, 26, Deckhand
 Marry Harrington, 36, Chambermd
 Ch. Minor, 15, Cabin Boy
 Sarah Graham, 44, Chambermaid
 Patrick McDoneld, 30, Deckhd
 Kate Thompson, 32, Chambermd
 Tom Winter, 16, Cabin Boy
 Joseph Donahu, 31, Deckhand
 Charl Hay, 32, Laundress
 Cornelius Ford, 21, Deckhand
 Mary Churchill, 30, Chambermaid
 Conrad Weiks, 20, Cabin Boy
 Martha Harris, 38, Chambermaid

The 1850 Federal Census of St.Louis, Ward 4, pages 251 thru 301 contain the crew names of 96 steamboats, identified by vessels. Passenger lists, however, are practically non-existent except in scattered descriptive travel accounts and journals. Comment such as "- 4 boats left for the Upper Mississippi with a large number of tillers of the soil, and other solid emigrants." Steamboat reference was carried daily in the river news of newspapers at major river shipping centers. Citing in particular our St.Louis "Daily Missouri Democrat", available in the St.Louis Public Library microfilm room, which also published exchanges from New Orleans "Delta", Cairo "Gazette", Louisville "Gazette", "Journal" and "Courier", Pittsburgh "Gazette", Cincinnati "Gazette", "Enquirer" and "Commercial", and others. The correspondent at Cairo was in a favored position for reporting Ohio and Mississippi River traffic, dispatching his observations to St.Louis by Adams Express. Captains and Clerks reported the experiences of trips on arrival at St.Louis and were rewarded with personal mention. Missouri River comments are a revelation on developing history. Pilots and Engineers soon organized to protect their economic interest, in the form of Benovelennt Associations. These later became national in scope with "Masters,Mates and Pilots" and "Marine Engineers Beneficial" associations surviving to the present day. Micro Photo Div. of Bell and Howell has microfilmed The Waterways Journal from 1937 thru 1953 which ought to be in every library of microfilmed news sources. E.W.Gould's "Fifty years on the Mississippi" for those with an interest in the early names of river navigation. Do not overlook the City Directories! The t-type of sources we consult in St.Louis may be largely duplicated in the libraries and museums of other major river cities.

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