

BICKEL SCRAPBOOK

STEAMBOATS VOL. III

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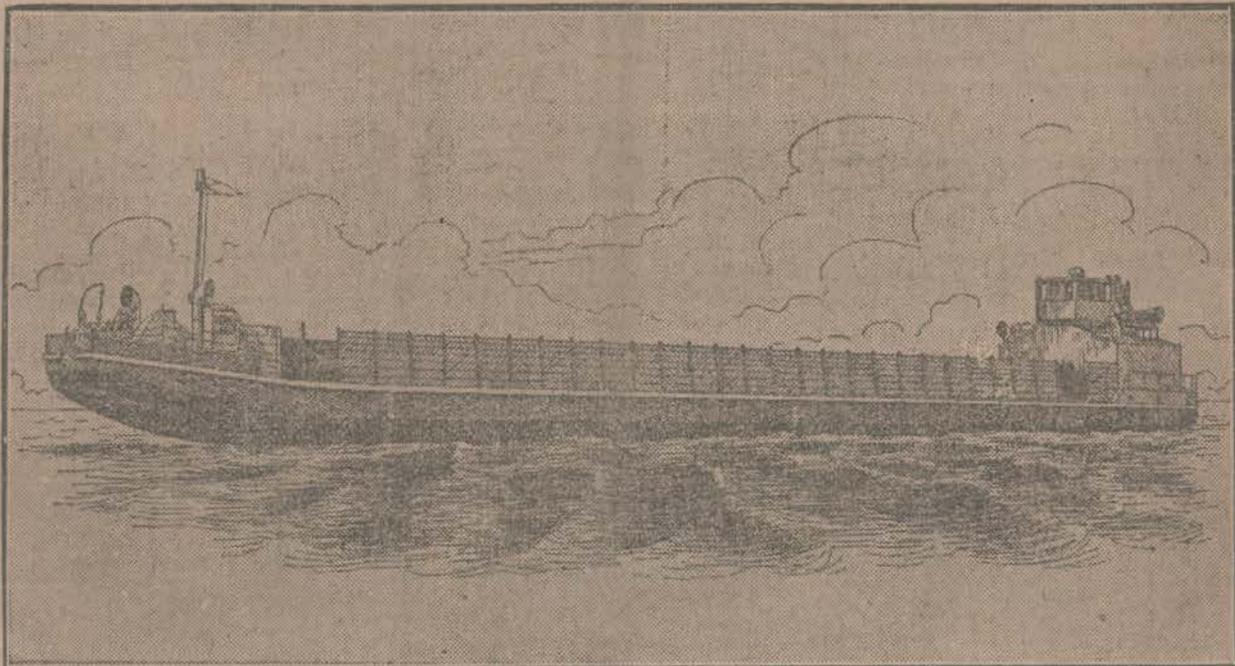
Includes:

1. Boats, barges, tows, rafts, etc. [listed in bold & italicized print]
2. Names, places, companies, etc. [regular print]
3. \* indicates drawing or picture

Compiled by members of:

LEE COUNTY GENEALOGICAL SOCIETY  
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# Light Draft, Self Propelled Bernhard Steel Barge Enroute up the Mississippi



The Bernhard barge will arrive in Keokuk on July 31, according to advices received at the Industrial Association offices. Committees from the civic and industrial bodies here will be on hand to welcome the barge and its crew. John H. Bernhard, inventor and owner of the boat, will join it here.

Fully loaded, Barge No. 5 negotiated an eight-mile current through the chute at Jeffries, and is now making good speed against the Mississippi river current. When it is remembered in the palmy days of river navigation, the boats never attempted to carry full loads up stream, the feat of Barge No. 5 with its small 150 horse-power engine and its capacity steadily moving northward against the current of the great river is alone enough to attract most favorable attention.

There is nothing accidental about this. The barge is so designed as to offer the least possible resistance to the water and for this reason can move against a current which an old style boat with similar power could not move against at all.

threaten the city itself.

President Taylor of the Mississippi river commission, appearing before the senate committee on commerce a year or two ago, explained how narrowly Natchez once escaped.

of inspection by health authorities or its cargo can be fumigated.

The barge left New Orleans after the discovery of bubonic plague there and the St. Louis health authorities fear there may be rats aboard it that have been infected. Health Commissioner Starkloff has the authority to refuse it permission to dock here.

Acting Health Commissioner Jordan, who has been conducting correspondence with the national and state health authorities in the matter, said yesterday he is in a quandry as to how the barge may be fumigated. He is told, he says, that it carries all its merchandise on its deck. This, he says, probably means that it will be impracticable to fumigate it with sulphur to kill the rats.

"We will meet the barge down the river," he says, "and examine it. It may be that it already will have been fumigated as I received a telegram yesterday from Surgeon General Blue of the United States Public Health Department that he has instructed his men in Natchez, Miss., to fumigate it.

"We will decide how to act after we have personally inspected the boat."

## The Gate City. SUNDAY, JULY 26, 1914.

Entered in Keokuk Postoffice as Second-Class Matter.

### ST. LOUIS MAY NOT LET BARGE LAND

Fear of Bubonic Plague May Cause Difficulties According to One Story.

Waterways Journal: The self-propelled steel barge, which is due in St. Louis Monday, en route from New Orleans to St. Paul, may be refused permission to dock at St. Louis unless its master can show a certificate

## THE GATE CITY PUBLISHED BY THE GATE CITY COMPANY

Keokuk, Iowa ..... July 26, 1914

## CITIZENS CHOSEN TO WELCOME BARGE

Reception Committee Has Been Named to Meet John H. Bernhard and Barge No. 5 on its Arrival.

# EXPECTED HERE FRIDAY

Boat Will be Inspected With View to Ascertaining Certain Facts About Equipment and Operation.

Arrangements have been practically completed for meeting the Bernhard steel barge No. 5, which is due to stop here some time Friday, July 31, on its through trip from New Orleans to St. Paul. A committee was named last week to represent the Keokuk Industrial association. This morning Mayor Moorhead designated the committee from the city at large.

The committee which will meet the barge from the city of Keokuk will be composed of the mayor and commissioners and the following: Wells M. Irwin, Clyde R. Joy, J. A. Trawick, Jacob Schouten, George Collingwood Tucker, A. E. Matless, C. F. McFarland, O. B. Towne, J. F. Elder, J. Albert Kiedaisch, M. E. Justice, C. F. Skirvin, Theodore A. Craig, B. B. Hobbs, Charles E. Warwick. The committee from the Industrial association is composed of Captain A. C. Decker, Captain B. P. Taber, James B. Diver and Lee A. Hamill.

In picking the men to meet the barge, those who have been active in the matter of terminals and river improvement projects were selected. Mr. Hamill, Mr. Irwin and Mr. Trawick are all prominent in the Upper Mississippi River Improvement association. Mr. John H. Bernhard, the head of the Inland Navigation bureau is especially anxious to get in touch with these men who are helping to push along river improvement.

### Inspection of Craft.

The committees expect to meet the big barge on its arrival and to act as a reception committee for Mr. Bernhard, the man who is making this trip possible, and who hopes to revive inland transportation. Mr. Bernhard is expected to join the barge at St. Louis and to proceed north with the craft.

The local men who will meet the barge are going to inspect it from the angles of economy of operation, economy of freight space and construction of hull. They expect to talk over the matter of river terminals and facilities afforded along the river for freight handling. They will explain to Mr. Bernhard, also, what Keokuk is proposing to do in the line of river front improvements.

The committee is to be notified today or tomorrow. They will be asked to hold themselves in readiness for the coming of the barge, and to

report at the time which will be announced through the papers. They will meet in the Industrial association rooms and will be headed by the council.

## THE GATE CITY PUBLISHED BY THE GATE CITY COMPANY

Keokuk, Iowa ..... August 2, 1914

# STEEL BARGE IS ON ITS WAY HERE

Left St. Louis Yesterday Morning and Will Arrive Here in the Early Part of This Week

## KEOKUK WILL GET GIFT

Bag of New Orleans Dirt Will be Officially Dumped on Iowa Soil at This Point.

The steel barge from New Orleans, which was due in Keokuk Friday, probably will not arrive here now until Tuesday or Wednesday. The barge left St. Louis yesterday morning. It ran aground below St. Louis, which still further impeded its progress. This, and the fact that it was held up for freight loading at Jeffries, La., has delayed its passage north to St. Paul.

There is a vast amount of interest being manifest in the visit of this steel barge to Keokuk. The Gate City was asked several times yesterday for news of the barge, whether there was any likelihood of its getting here as planned or not. It is probable that the boat will be met by a big delegation of citizens, besides the officially designated reception committee.

A bag of New Orleans soil will be emptied on to Keokuk soil, by Jas. R. Edmonds who is with the boat and represents the New Orleans Association of Commerce. The barge carries sacks of Louisiana dirt which is being officially dumped as a gift from the south.

### St. Louis Visit.

The St. Louis Post Dispatch contains the following concerning the visit of the barge there:

"Barge No. 5," the first boat of its kind to navigate the Mississippi under its own power, ran aground twenty miles below St. Louis Thursday night while on its maiden trip from New Orleans to St. Paul, with St. Louis as an objective point.

Shortly after daybreak Friday the barge was gotten off the sandbar and moved slowly up the river to St. Louis, tying up at the levee at noon.

A committee of welcome from the Business Men's league went down the river Thursday at 4 p. m. and met the barge below Herculaneum, Mo. When the trip was planned it was thought the boat would be met at Jefferson Barracks, and that the party would return at 8 o'clock.

Owing to the distance made to meet it and the time consumed on board the barge, it was about 2 a. m. Friday when the committee reached the city.

### Inventor as Guide.

J. H. Bernhard, the inventor, accompanied the committee, and acted as guide aboard the new craft. J. H. Edmonds, representing the Association of Commerce of New Orleans, was aboard the barge with a number of sacks of New Orleans dirt which is being officially dumped at cities along the way as a "gift" from the southern city.

The barge was making about three miles an hour when the launch tied alongside and the committee boarded it.

The vessel is 240 feet long, with a 32-foot beam, and drawing six feet of water, with a 1,000-ton cargo aboard. The buoyancy of the craft was caused by the airtight hold, which is kept empty, Bernhard explained. The cargo consisted principally of lumber, sugar, rice, coffee and molasses all carried on deck. The height from deck to top of cargo was 12 feet.

### Two Gas Engines.

Motive power is supplied by two 75-horsepower gas producer engines, making the barge a twin-screw affair. The gas is made aboard from "breeze coke," a refuse product, at a cost of only 20 cents an hour.

A crew of only seven men is carried consisting of one cook and a captain, engineer and deck hand for each of the two watches, respectively.

The craft left New Orleans July 6 and has made from two to five miles an hour upstream, according to the strength of the current. It was inspected for the bubonic plague at Memphis, and the entire craft and cargo fumigated there. Drs. G. A. Jordan and M. C. Woodruff of the St. Louis health department were shown certificates to this effect when they went aboard.

*Aug 2, 1914 - pg 1 Steel Barge*

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

The barge is expected to leave St. Louis Saturday morning.

**Daugherty on Committee.**

J. F. Daugherty has been added to the official reception committee which will meet the Bernhard barge on arrival here. Mr. Daugherty is much interested in the barge, and at the request of a number of his friends who know of his interest, he has been added to the receiving line.

**THE GATE CITY**  
PUBLISHED BY  
**THE GATE CITY COMPANY**

Keokuk, Iowa ..... August 3, 1914

**BARGE TO ARRIVE  
ON WEDNESDAY**

Message From John H. Bernhard,  
Sets Day for Landing of Boat  
Enroute From New  
Orleans.

**WILL WIRE EXACT HOUR**

Time of Arrival Will be Noted When  
the Boat Leaves Hannibal  
and Keokuk Can Then  
Be Ready.

BARGE TO ARRIVE.... 3.3. .3. .3  
Word was received by Manager Towne of the Industrial Association today that Steel Barge No. 5, on its way from New Orleans to St. Paul will land at Keokuk Wednesday morning. The barge left St. Louis Saturday afternoon and is making four miles an hour against the current in the river.

The exact hour of arrival at Keokuk will be wired from Hannibal, according to this message which has been received from John H. Bernhard, head of the Inland Navigation bureau, and inventor of the barge. Mr. Bernhard is with the boat and will be on the barge when it reaches Keokuk.

According to advices received here, the barge was two days at Alton owing to delays in unloading a cargo consigned there.

Plans for meeting the steel barge have already been made by the Industrial association and the city.

The members of the reception committee for both the association and the city have been appointed. They will hold themselves in readiness for announcements from the association as to the time of arrival of the steel barge.

The plans are for the Keokuk reception committee to meet Mr. Bernhard and his barge when it docks at the local wharf. The committee will remain on the barge while it passes through the lock and then will debark above the lock at the sea wall.

Interest in the coming of the barge is almost as keen as that displayed in '95 when the torpedo boat Ericson came down the river from Dubuque.

It is planned now that Capt. Decker and some of the members of the reception committee will take the Vivianne III and go down the river to Warsaw and meet the barge there, escorting it to Keokuk.

A letter was received from Guy H. Donaldson, transportation manager of the Inland Bureau asking if there would be any freight from Keokuk for St. Paul. The rates are 75 percent of rail charges.

**THE GATE CITY**  
PUBLISHED BY  
**THE GATE CITY COMPANY**

Keokuk, Iowa ..... August 4, 1914

**BARGE WILL LEAVE  
KEOKUK AT 7.A.M.**

Bernhard Craft Enroute From New  
Orleans Scheduled to Arrive  
Early in Morning and to  
Leave Early.

**COMMITTEE AT LANDING**

Reception Body Appointed From the  
Civic Organizations is Urged to  
be on Hand at 6:45  
O'clock.

The reception committee which was appointed last week to meet Barge No. 5 on its arrival here will meet at the Streckfus wharf tomorrow morning at 6:45 o'clock. The barge will arrive during the night and will leave Keokuk at 7 o'clock. Manager Towne of the Industrial association, calls at-

ention of the committee to the hour and urges that all members be at the wharf at 6:45 o'clock without fail.

The Bernhard steel barge will leave Keokuk tomorrow morning at 7:00 o'clock on its way to St. Paul. The barge will arrive here some time during the night or very early in the morning if the night run is not made from Quincy north. The barge left Hannibal this afternoon at 1:00 o'clock and is making good time here.

The following message was received from John H. Bernhard this afternoon at the office of the Industrial association:

"Barge left Hannibal at 1 p. m. Up stream speed of 4 1/2 miles per hour. Will leave Keokuk 7 a. m. tomorrow. "JOHN H. BERNHARD."

Hannibal is 60 miles below Keokuk and figuring an hour's time at Quincy, the barge will arrive here at 2:00 a. m. If it should be delayed long enough or tie up during the night, the original plan of meeting the craft between here and Warsaw by part of the committee on the Decker cruiser will be carried out.

Attention is called to the fact that local shippers who have freight they wish to ship north should have same at the warehouse early in the morning. It is being urged that Keokuk shippers contribute to the cargo of the steel barge.

**THE DAILY GATE CITY.**

— OCTOBER 19 1887 —  
Entered at Keokuk Postoffice as second class matter.  
Subscription Rates:

—After a long and useful service, says the Peoria Call, the once jaunty little steamboat Gray Eagle is being dismantled. Her hull lies at Henry with the engines still in it but the boilers have been shipped to Havana to be used in a malt house. It is the intention of Capt. Sol. York, after disposing of the machinery, to refit the hull and use it as a double-decked excursion barge. The Gray Eagle was built in Warsaw, Ill., in 1865, by the Eagle Packet company, and was for several years the fastest boat on the upper Mississippi river, beating her sister craft, the Bald Eagle, which had previously enjoyed that distinction. In 1872 she changed hands and was placed on the Illinois river where she remained one season, returning at the end of it to the Mississippi. In 1874 she returned to the Illinois river and continued to run between Peoria and Henry every year until this year. She formerly ran between Quincy and Keokuk and was owned for a long time by Captain Leyhe and others, and commanded by Captain Williams, of Warsaw.

Aug 2, 1914 - 1917  
Steel Barge

# NEW ORLEANS BARGE HERE TODAY ON ITS WAY NORTH

**THE GATE CITY**  
PUBLISHED BY  
**THE GATE CITY COMPANY**

Keokuk, Iowa ..... August 5, 1914

**Self-Propelled Freight Carrier  
Invented by John Bern-  
hard is Watched by  
Crowd.**

## CURIOUS SHAPED BOAT

**Is Built Along Substantial  
Lines and Not Much of  
a Beauty to Look  
At.**

A blunt nosed dark hulled barge

lay against the boom above the gov-  
ernment lock this morning. On its  
deck piled to the height of twelve  
feet or more and covered with tar-  
paulins were tons of sugar and cof-  
fee. A gray pilot house, little bigger  
than the coop which is used in the  
moving picture theaters adorned the  
stern of the barge. At the prow un-  
der a spread of awning was built  
what reminded one of a pulpit in a  
church, with two little steps leading  
from the deck to its elevation. This  
was the living quarters of the inven-  
tor and his friends. Over the full  
length of the barge fluttered varied-  
colored pennants, and along the sides  
of the craft painted in white on the  
black background is the legend, "Re-  
vived Inland Navigation." This was  
the famous Bernhard self-propelled  
steel barge which is making the trip  
from New Orleans to St. Paul. Offi-  
cially it is known as A. & N. O. T.  
Co. Barge No. 5.

The barge arrived here at four  
o'clock this morning, going through  
the lock and tying up at the boom at  
that time. At 7:25 o'clock the lines  
were cast off and she turned her  
prow towards the channel between  
the ice fenders and booms of the fore-

bay. With something of the same  
lumbering grace which distinguishes  
the prize elephant in the circus as it  
comes down the street in parade, the  
barge swung away from the boom, the  
power house walls and into Lake  
Cooper.

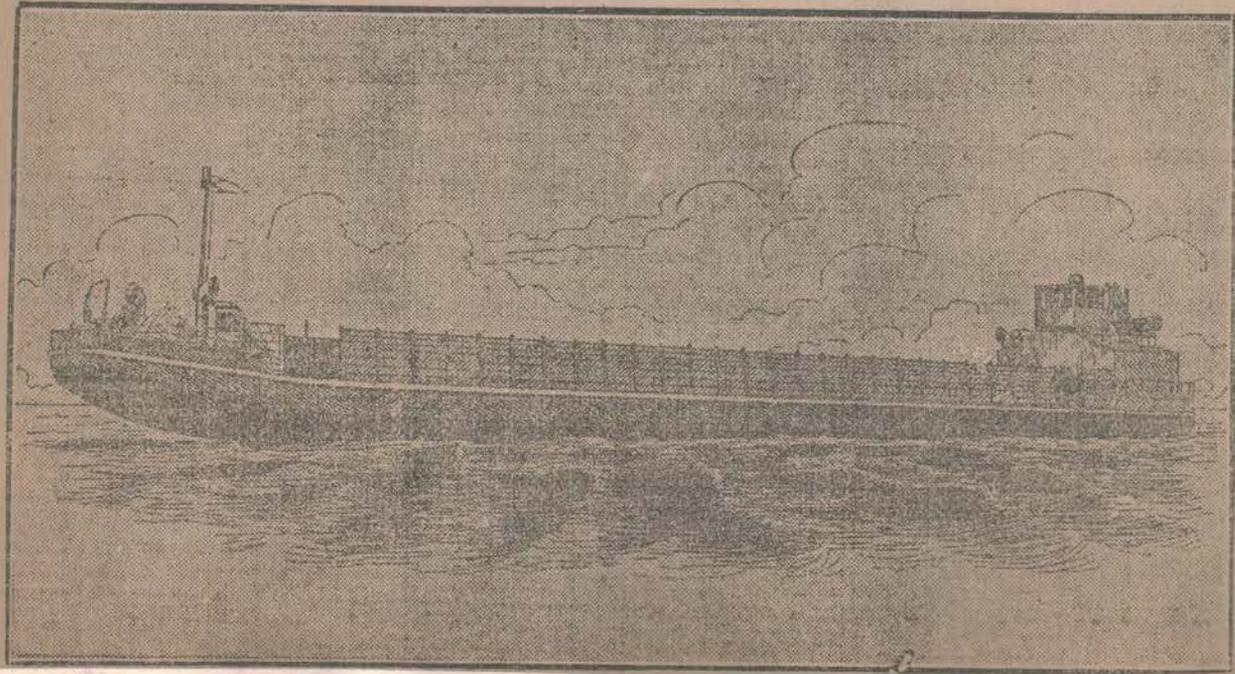
The biggest disappointment to peo-  
ple was that they could not board the  
barge as many had been led to expect  
they might from the advance matter  
which has been sent. The barge did  
not stop at the wharf as planned,  
but swung directly through the lock.  
Its anchorage at the other side of  
the channel from the sea wall made  
it impossible for people to do more  
than see it from the sea wall or the  
bluffs. Only the reception committee  
and the newspapermen were allowed  
to pass the gate at the entrance to  
the government property. There were  
many who would have liked to have  
boarded the boat, but who were not  
allowed to by the change in plans.

### People are Disappointed.

An effort was made to induce John  
H. Bernhard, the inventor and owner  
of the boat to stop at the sea wall  
long enough for the people to get a  
close look at his barge. This was  
refused by Mr. Bernhard who said  
that he must get to some of the upper  
river cities which had freight for him,  
by laylight. The crowd which gather-  
ed to see the boat, watched it from  
a distance and had to be content  
with this view.

The barge is 240 feet long and 32  
feet wide. It carries a cargo of 1,100  
tons when fully loaded. There is no  
part of the cargo which is loaded in  
the hull. All is loaded on the deck

## Light Draft, Self Propelled Bernhard Steel Barge Enroute up the Mississippi



Aug 5, 1914 pg #1  
New Orleans

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

Side gates are put up along the barge and the cargo is well covered. The buoyancy of the craft, is caused by the airtight hold which is kept empty.

**Has Two Gas Engines.**

The motive power is supplied by two 75 horsepower gas producer engines. This makes the craft a twin screw affair. The gas is made aboard from "breeze coke," a refuse product at the cost of about \$3.50 per day. The total cost of running the boat per day is \$35. This coke is carried in an immense bin forward of the pilot house, and mess room, and the supply is sufficient for the trip, it is understood.

Captain F. M. Sadler is fleet captain and there is Mr. John H. Bernhard, James E. Edmonds of the New Orleans chamber of commerce, and Capt. Kouns besides the crew of seven men on board. Cook, engineer, pilot, deckhand are carried for each of the two watches. The boat draws about six feet of water, loaded.

**Terminals are Needed.**

On the forward end of the boat were the cots of the "high moguls" of the crew, and their accommodations while not palatial are comfortable. The engine room, mess room and pilot house at the stern is capable of comfortably caring for the crew, and carrying supplies. The boat has a siren whistle and an electric search light.

That the greatest need of the river cities for the revival of inland water traffic is terminals, was the opinion expressed by James E. Edmonds who is with the boat. Mr. Edmonds said that terminals must be built by the cities in order to make the traffic proposition a success. This was the greatest handicap of the barge, he said, on this trip, the lack of loading and unloading facilities.

Mr. Edmonds advised Keokuk to go slow in her improvements of the levee. When the work is finally done it should be permanent, he said.

**Should Build Permanently.**

"Don't build anything here that you aren't going to make permanent," he replied in answer to a question. "Build your terminals, but don't do it in any haphazard manner. Get the money necessary to build the terminal right. That is what all of these cities need—the right sort of terminals. You should build for the future and build permanently.

"There is a hundred thousand dollars worth of business a day on this river, but you can't handle it without terminals. This barge is operating on the Rhine barge plans. It is an F. O. B. barge at both ends. You pay to load the barge, and the persons to whom the freight is consigned pay to take it off. The necessary facilities for handling the freight on it must be at hand to make the trip successful.

"We were laid out in the early stages of the trip by poor facilities for loading and handling the freight in getting it on board the barge."

**Makes Good Time Now.**

Mr. Edmonds said that the barge was making four and one-half miles an hour on the upper river now. Below St. Louis, they made about four miles an hour. A handicap was imposed last week near St. Louis by pilots who delayed the trip, Mr. Edmonds said it seemed from lack of knowledge of the river. Fully three days was lost in this way.

The barge left St. Louis Saturday afternoon at four o'clock. It laid over several hours at Alton. The trip here was made in about the time scheduled for it, arriving at four o'clock this morning after a successful trip.

**Go Fishing on Lock Gate.**

John H. Bernhard, the inventor and owner of the barge was up in the city at the time the reception committee inspected the craft. He came down later, just after the upper lock gate had been lowered to allow the passage of a launch and barge. The fish flopping on the floor of the gate attracted the attention of Mr. Bernhard as well as the members of the crew and they all picked up some of the fish, carrying them aboard the craft.

The reception committee which met the barge was composed of Mayor Moorhead, Commissioners Collins and Schmidt, Manager O. B. Towne of the Industrial association, J. F. Daugherty, James M. Fulton, C. F. McFarland, J. A. Kiedaisch, C. F. Skirvin, Capt. A. C. Decker, G. Collingwood Tucker, Wells M. Irwin, Harry Carey, Dr. Fred C. Smith and Alf E. Matless.

Manager Towne of the Industrial association went to Montrose on the barge. By the time the boat pulled out the bluffs were lined with people who were anxious to get a glimpse of the strange craft as she nosed her way into Lake Cooper, starting on the final stage of her long journey.

**THE GATE CITY**  
PUBLISHED BY  
**THE GATE CITY COMPANY**

**C. F. SKIRVIN.....Manager**  
**FROM DES MOINES TO KEOKUK.**

**Boat to be Launched Which Will ply Between the Two Cities.**

Des Moines Tribune: Commercial navigation on the Des Moines river will be opened Saturday when William Viggers launches with due ceremony the Golden Eagle, a trading boat which he has been building for more than eight weeks. Mayor James

R. Hanna will be master of ceremonies and Miss Edith Viggers, granddaughter of the builder, will christen the boat by breaking a bottle of wine against its side. Mr. Viggers says he will ply between Des Moines and Keokuk trading along the way. His boat will be able to navigate in most any portion of the river, even at low stage, because it draws only fifteen inches of water with a twelve ton load and only six inches with 100 persons on board. The boat is forty horse power. Mr. Viggers has been a resident of Des Moines for many years. He is an old river man and is a stationary engineer. **JULY 8, 1910**

**Constitution-Democrat.**

**SEPTEMBER 28, 1903.**

**AN OLD RIVER HERO.**

**Captain Martin Sweeney Died at Home in St. Louis.**

After fifty years of steamboat life on the Mississippi, Martin T. Sweeney, aged 73, is called to his fathers.

Picturesque and daring was the life of the veteran river captain, who in 1864 successfully ran a deluge of shot and shell off Vicksburg and safely delivered a valuable cargo at New Orleans.

Captain Sweeney died at his home on Penny avenue, in St. Louis, Friday night. He was born in Mayo county, Ireland, and came to the United States sixty years ago. His skill as a pilot in handling the largest vessels on the Mississippi soon gained for him an excellent reputation all the way from St. Louis to the Gulf. He became mate and then captain, and when the civil war flamed out, Captain Sweeney found added enjoyment in the spice of danger.

He was in command of the steamer Welcome in 1864, bound for New Orleans from Hole-in-the-Wall, when General Morgan opened fire with his shore batteries. Captain Sweeney ordered his pilot to run by at full speed and the Welcome was fairly riddled by balls and bullets.

Thirteen heavy shots struck the flying steamer, but she kept on her journey and delivered her cargo.

When fired on off Vicksburg, Captain Sweeney was at the helm of the transport Imperial.

During D. R. Francis' administration as mayor of St. Louis, Captain Sweeney was appointed master of the harbor boat. At the end of that service he retired from the river. He leaves two daughters and three sons. His wife died two years ago.

The captain was well known along the upper river, having piloted boats past Keokuk for several years.

5, 1914 - pg 2  
New Orleans

# KEOKUK CONSTITUTION

KEOKUK, THURSDAY, JUNE 20, 1878

## INTO THE RIVER.

### A Father with a Babe in His Arms Falls From a Barge.

Last night between eight and nine o'clock the steamer W. D. Smith, which had taken the Episcopal Sunday School excursion to Ft. Madison, returned and landed at the levee. The steamer had a lighter in tow, which was covered with an awning and had railings on the sides, but none at the ends, or within fifteen feet of them on the sides.

Among the excursionists were the wife and children of Mr. B. Blank, the dyer, and, as the night was dark and stormy, he went down to the levee to meet them. The boat landed with the lighter next to shore. Mr. B.'s folks were on the boat, and in order to reach them he had to pass from the lighter on to the boat, which he did by means of a plank. In returning he had a baby about two years old in his right arm and an umbrella under the other. He attempted to go off of the boat by the same way he had come on, but somebody said "This way," and he turned, went nearer the stern, and, it being so dark that he could not see, in attempting to step from the boat to the lighter, he fell between the two into the river.

Mr. Blank alighted on his back, and was so badly confused that he forgot about the child, and supposed it was still in his arms. It was very dark, and the only time anything could be distinguished was when a flash of lightning would illuminate the horizon for a brief time. Blank grasped a rope, which was hanging near where he fell and steadied himself with this. He heard his wife screaming and shouted out that he was all right. Mrs. B. then asked about the child, and then for the first time it flashed across the father's mind that it was not still in his arm.

By the light given by a flash of lightning, he saw a portion of the baby's dress floating on top of the water about fifteen feet below him, and making his way down, he seized the dress and pulled the child to the surface. The little thing had been carried down this far by the current, and was lying with its head under the bottom of the lighter, insensible, when rescued. Its head and lips were badly cut, and it was chilled through and through. The water was about four feet deep, and Mr. Blank was enabled to wade around the end of the lighter and reach shore with the child. Restoratives were applied when their home was reached, and the baby was doing first rate to-day.

# The Gate City.

WEDNESDAY MORNING, AUGUST 17, 1870

STEAMBOAT RACE.—A race between two boats of the same line is rather a rare occurrence. There was an instance of this kind

on Monday, however, the contestants being the Tom Jasper and the Rob Roy of the Keokuk Packet Line. The following account of the affair is from the Quincy Herald:

The Tom Jasper having beaten the Andy Johnson in the late race to St. Louis, the Rob Roy it seems was not willing to permit her to wear the honors without a struggle. By an accident to the machinery of the Andy Johnson on Saturday, an opportunity presented itself yesterday for a contest between the ambitious steamers, which was readily seized upon. The Rob Roy was sent out of Keokuk early yesterday morning on the Andy's trip, and was closely followed by the Jasper. They came down the river flying, well prepared for a lively run to St. Louis. At La Grange the Jasper was close in the rear of the favorite of the Keokuk line. The latter did not tarry at the landing, but pushed out on the lead to this city, leaving, it is reported, three hundred barrels of flour on the levee, which the Jasper picked up. The Rob Roy arrived here at 10:30 and waited until the arrival of her competitor, and shortly before 12 o'clock both boats backed out from the landing and headed down stream, taking a fair start. The Jasper was unfortunate in being crowded by the Rob, and was compelled, in order to keep in the channel, to fall in the rear, a disadvantage which, with the present low water, is hard to overcome. The two racers did their best from the start and went flying round the turn, the Jasper closely hugging her rival. They were watched by a large crowd of interested spectators until they disappeared from sight, and the usual speculation was indulged in relative to their respective capacity for speed. Opinion was pretty well divided, and as it was evident that the steamers would do their utmost to St. Louis, several small bets were made upon the result.

By dispatch we learn that the Rob arrived at Hannibal about one mile ahead, and led in leaving that place, though by what distance we did not learn. A dispatch from Clarksville between seven and eight o'clock last evening stated that the Rob passed that place five minutes ahead, both boats running at the top of their speed.

# KEOKUK CONSTITUTION.

KEOKUK, FRIDAY, JANUARY 4, 1878

## Large Steamers for the Upper Trade.

Yesterday's St. Louis Republican says: Commodore Davidson, president K. N. line, introduced fast express and passenger steamers to the Upper Mississippi trade with great success, and will expand the system this year. Another important innovation he is about to introduce is a large class of steamboats of very light draft, and 1,200 tons capacity. One of these, if not two, will be completed by the resumption of spring business, and one of them is now being constructed at La Crosse, Wis. This is the Phil. Sheridan, which is being rebuilt, and will be 300 feet long, or over. The Sheridan was built early in 1866, at Cincinnati for the La Crosse and Minnesota Packet company. She was of these dimensions: Length 227 feet, breadth 37 feet, depth 6 feet; four boilers, two cylinders each 7 feet stroke, 22 inches diameter; carried 700 tons;

cost \$80,000. The other is the Red Wing, built at Pittsburg early in 1870 for the Northern Line Packet company at a cost of \$65,000. She carries 750 tons. Dimensions: Length 232 feet, breadth 34½ feet; depth 6 feet. Four boilers; cylinders 7 feet stroke, 20 inches diameter. The boat when rebuilt is to be, it is said, 300 feet long. Both boats are 12-wheeled.

# KEOKUK CONSTITUTION.

KEOKUK, MONDAY, APRIL 22, 1878

## PLAYED OUT.

No More Free Lunches on the Boats--  
The Captain of the Cabin--Show  
Your Tickets--The New  
Passenger Tariff.

An iron-clad arrangement has just gone into effect on the Keokuk Northern Line of steamers, which is causing some pretty loud squealing among agents, their employes and others, and has brought into existence a new official whom we take the liberty of naming "Captain of the Cabin," and whose duties we will presently define.

This new arrangement requires every person who eats on any of the boats to show his ticket at meal times, and by "every person" we mean just what we say. It includes all of the officers of the boat, from the captain down, and every blessed person is interviewed by the Captain of the cabin before he has got his chair warm, who demands his ticket. If it isn't shown he is directed to the office, or the stairs.

The captain of the cabin is too numerous to mention. He has a punch, and is required to "punch in the presence of the—etc.," and to see that every person on deck or in the cabin, who is refreshing the inner man is properly ticketed.

He is instructed to either collect fifty cents, a ticket, or to bounce all agents and employes who take meals on the boats, and great is the profanity which arises now, but greater yet will it be when the agent breaks for dinner at the regular hour and the boat which happens into port about that time, has to wait an hour or so for his appearance.

This new regulation is dead shot, pizen, for the free lunchers in St. Louis, and along shore, and will compel editors to purchase haversacks and take their own grub along when they travel by boat.

The rule is a consequence of the adoption of the restaurant plan, and charging by the mile for a ride. The new tariff was received to-day is now in operation. We give the rates of fare from Keokuk to some of the principal points on the river: St. Louis, \$2.50; Quincy, \$1.00; Louisiana, \$2.00; Burlington, \$1.00; Davenport, \$2.25; Clinton, \$3.25; Dubuque, \$4.25; St. Paul, \$7.75. Meals are fifty cents each. A whole state room \$2.00. A berth \$1.00. Cots fifty cents.

THE GREAT DUST HEAVEN CALLED HIS SON  
R. J. BICKEL  
KEOKUK, IOWA

# THE GATE CITY:

1877  
TUESDAY MORNING, JULY 17.

## WHARFAGE.

The Question to Be Brought to an Issue a  
Once.

It is known that the K. N. Line Packet Co. have not paid any wharfage for about two years. The dues have accumulated until they amount to between \$4,000 and \$5,000. The city has sued the company to recover this. The case is now in the U. S. Supreme Court, and in every instance so far has been decided in favor of the city.

The city authorities have determined, however, not to await the result of that case, but to bring the matter to an issue at once. With a view to this they have formally notified the company that unless they commence paying wharfage by Saturday next their boats will be seized as fast as they arrive here—not for the entire amount due, but for the wharfage of each day. Meantime each boat will be notified not to leave until she has paid her wharfage. A demand of this kind was made upon the officers of the Golden Eagle previous to her departure yesterday, but they paid no attention to it.

The indications are that unless the company accedes to the demands of the city there will be some lively times over the matter.

# THE GATE CITY:

1877  
WEDNESDAY MORNING, JULY 18.

## WHARFAGE WAR.

What the Packet Company Have to Say About the Matter--They Threaten to Stop Landing Here if the City Carries Out Its Programme.

The action of the city authorities in forcing an issue with the K. N. Line Packet Company in the matter of wharfage threatens to precipitate an open rupture between the two corporations. Captain Hutchinson, agent of the Company at this place, received two dispatches from Commodore Davidson yesterday morning, in which he said that he had instructions not to pay wharfage, and that the proposition of the Company to pay the city of Keokuk an annual rental of \$1.50 per foot for the levee room occupied in lieu of wharfage is now before the Council. This proposition it will be remembered was laid on the table at a recent meeting of the Council.

The Commodore also said that as soon

as the city commences seizing their boats and arresting their officers, as it has threatened to do, they will cease landing here altogether, stopping the fast packets at Warsaw and sending the through boats by without landing. It was reported yesterday that they had already commenced this and the non-appearance of the War Eagle, which did not arrive until 4:30, tended to confirm this report, but it was ascertained on inquiry at headquarters that this will not be done until after the first boat shall have been seized. It is also reported that the Company will be ready for an injunction proceedings, and that the officers of the boats have engaged counsel here to defend them after the first arrest. The following private dispatch was received here yesterday:

St. Louis, July 17, 1877.

James Hagerman:

Golden Eagle will only go to Warsaw, refusing freight and passengers for Keokuk. Have to go on Red Wing. I think citizens of Keokuk should see to the matter at once. They cannot, for sake of wharfage, lose their packets.

FIE S. LEE.

Capt. Hutchinson says that the Company is ready to give bond for all the city claims of them and await the result of the case now pending in the U. S. Supreme Court.

The ground taken by the city authorities is that they cannot permit the Packet Company to use three hundred feet of the best part of the wharf, to the exclusion of everything else, without compensation, since the revenues from this source are relied on to pay the interest on the wharf bonds.

Wharfmaster Smith notified the officers of the War Eagle and Clinton yesterday not to leave without paying wharfage, but no attention was paid to the order.

No further decisive steps will probably be taken until Saturday, when the matter will no doubt be brought to an issue in the manner indicated. The question then will be as to which can hold out the longest.

The general impression among our citizens seems to be that the Packet Company will be the worst sufferer by the course it proposes to take.

# THE GATE CITY:

1877  
FRIDAY MORNING, JULY 20.

## PACKET PRATTLE.

Preliminary Steps in the War for Wharfage--Capt. Hutchinson Receives Orders to Prepare to Move to Alexandria--Commodore Davidson Coming Up.

As the time approaches when the city

proposes to require the K. N. Line Packet Company to pay wharfage or seize its boats, interest in the contest and its probable results is on the increase. Capt. Hutchinson received a telegram from Commodore Davidson Wednesday night instructing him to go to Alexandria, make arrangements for coaling boats there and prepare to move down next week. He accordingly went down yesterday and had a coal platform built on each side of their landing at that place. He also made arrangements with the M. I. & N. R. R. to change time next Sunday, so as to run in connection with the fast packets. The Captain says that if the city insists on carrying out its declaration of war the Company will not attempt to land any boats here after today, but will make Alexandria their headquarters.

Commodore Davidson comes up on the Golden Eagle to-day, and a conference will no doubt be held between him and the city authorities. We are authorized by the Mayor to say that he entertains no hostility toward the Packet Company, and has no desire to drive them away from Keokuk, but he considers it his duty to protect the interests of the city, and that is all he seeks to do. He says that if Commodore Davidson is disposed to settle the matter amicably the city authorities will meet him in the same spirit, and do all they can to accomplish that end.

# THE GATE CITY:

1877  
SATURDAY MORNING, JULY 21.

## COMING TOGETHER.

An Effort to Settle the Wharfage Controversy.

Commodore Davidson, President of the K. N. Line Packet Company, accompanied by his family, arrived in the city on the Golden Eagle, yesterday, and are the guests of Capt. Hutchinson.

In the afternoon the Commodore, in company with Capt. Hutchinson, called on Mayor Irwin and spent some little time in talking over the situation as to the wharfage controversy with the view of ascertaining if some amicable adjustment of the matter cannot be arrived at. Both sides of the case were stated and discussed in a friendly way. No agreement was effected, but it is confidently believed that an understanding can be reached by which the company's boats will pay a tax in some shape and continue to land here. Another meeting is to be held this morning, when it is thought something satisfactory to both parties will be agreed upon.

WITHDRAWN.

**The Conference on the Wharfage Question Results in a Failure to Agree--The Packet Company Announces that All its Boats Will Be Withdrawn from this Port.**

When the conference between Commodore Davidson and the Mayor on the wharfage question adjourned on Friday evening, there was every indication that some agreement would be arrived at by which an open rupture between the city and the Packet Company would be averted and both parties went home congratulating themselves upon the prospect. When they came together again yesterday morning, however, and consideration of the treaty of peace was resumed, it was found that there was still a very wide breach between them which didn't narrow any as the discussion progressed, and each side got right down to the point.

The Packet Company insisted on paying an annual rental of so much per foot for the ground occupied on the levee, in lieu of wharfage.

The city offered to reduce the wharfage from \$5 to \$2 for each boat landing and to permit the Packet Company to pay it monthly or quarterly if they desired, and to call it what they choose, but as for the city they propose to call it wharfage. Each side stood firm at these points and, about 11 o'clock the conference broke up, without any agreement having been reached.

Commodore Davidson proceeded at once to the telegraph office, stopped the War Eagle at Alexandria, and in the afternoon went down, in company with Capt. Hutchinson, to make arrangements to do their business there and at Warsaw, instead of at Keokuk. The Mayor, after consulting with the City Attorney, stationed an officer on the levee for the purpose of demanding wharfage of any boats that should land and arresting the officers upon their refusal to pay. No boats attempted to land, however. It is not proposed, we are advised, to detain the boats, but to treat the matter as a misdemeanor and arrest and fine the officers.

Capt. Hutchinson informs us that the Company is willing to pay, in the shape of rental, a sum equal to the aggregate of wharfage at \$2 per landing. The question at issue, therefore, is not as to how much the company shall pay, but the manner in which it shall be paid.

Elsewhere in this morning's paper will be found a communication from Commodore Davidson, in which he states his side of the case, and announces that all

boats of the Company will be withdrawn from this port. The fast packets will stop at Alexandria and Warsaw, and the through boats will go by without landing.

In a day or two Mayor Irwin will publish a communication, in which he will give the city's position in the matter. After both sides have been heard the GATE CITY will have some comments to offer. Thus far it has endeavored to confine itself to the facts in the case, and to give them fully and impartially.

Of course the action of the Packet Company in withdrawing its boats was the subject of considerable discussion on the streets and various opinions were expressed as to the final outcome of it all.

Superintendent Griffin of the St. L., K. & N. makes an announcement elsewhere in which he states that in order that shippers and travelers may suffer no losses or inconvenience from the failure of the boats to land at Keokuk his company offers as low rates between Keokuk and St. Louis and intermediate points as have been charged by the Packets.

AT WARSAW.

(Special Correspondence.)

WARSAW, ILL., July 21st.—The wharfage war between the City of Keokuk and the Packet Company has at last brought things to a crisis.

The War Eagle arrived here from St. Louis at 3:35 p. m., the Wild Boy, with Commodore Davidson on board arriving about the same time, transferring to the packet about thirty down passengers and taking on board a somewhat smaller number of Keokuk and up-river passengers. A barge was anchored alongside the War Eagle, to which the local and through freight was transferred, and the barge towed through to Keokuk by the Wild Boy on its six o'clock trip.

The packet, after unloading its through freight, took on board for St. Louis two hundred and seventy-five bales of hay and one hundred and fifty lard tierces, leaving here on her down trip at 6 p. m.

From information obtained it is the intention of the Company to stop the fast packets at this place and to send their passengers and freight through to Keokuk by transferring them to the Wild Boy.

THE GATE CITY:

SUNDAY MORNING, JULY 22.

THE WHARFAGE WAR.

Commodore Davidson's Statement of His Side of the Case.

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 respon-

sible.

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, but without effect.

On yesterday I had an interview with your Mayor.

On behalf of the Packet Company I proposed that the Packet Company would pay such sum as should be a reasonable compensation for warehouse and ground occupied at the levee.

The Mayor on 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 payment 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 the 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 officers arrested on failure to pay wharfage after Saturday.

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, if 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 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 that we send to the port.

We have proposed to your Mayor that he attach one of our boats (the Dan Hine) and that she should thus be held for the total amount, but this offer was also 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 also 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 these 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 rejected.

So it stands. Your authorities are

Wharfage  
 THE GATE CITY, PUBLISHED WEEKLY BY R. J. TICKET, KEOKUK, IOWA.

Mrs. L. E. Kountz and three children, who are lost, were the family of Captain Kountz, a well known steamboat owner. Those mentioned as being at the hospital are injured by burns, not seriously. The passengers lost all their clothing. Those that were saved had to flee for their lives without taking time to save their effects.

The following colored crew were saved: Bob Morris, second steward; Jim Miller, tender; Chas. Wilson, cabin boy; Henry White and Bob Wallace, berth-makers; Chas. Guthrie, cabin watchman; Isaac Dickson, shiner; Ranson Watkins, outsider; Jesse Willet, fire tender.

The six cages which were burned contained a lion, tiger, two leopards, an Albino deer, monkeys, and birds. Four horses, also belonging to the circus, were aboard. Three were saved—one the celebrated trick horse, Selim.

## FIRST STEAMER ON MISSISSIPPI

It Was Built by Brother of President  
Roosevelt's Great-Grandfather,  
Says Writer in Youth's  
Companion.

FEB. 19, 1907

CONSTRUCTED IN 1811

Made the Trip to New Orleans After  
One Hundred Days, Distance  
Being Two Thousand Miles  
—The Details.

Any news with reference to the movement of the boats on the Mississippi river at an early date is of more than passing interest to a large number of Gate City readers. The first steamboat on the river was built by a brother of President Roosevelt's great-grandfather, according to Eugene Tyler Chamberlain, who writes as follows in the Youth's Companion:

Fulton's Clermont solved, in the minds of the statesmen of his time, these problems. To these statesmen, a vessel which could stem the current of the Mississippi and bring into regular communication New Orleans at its mouth with the settlements near its headwaters, and along the Missouri to the west and the Ohio to the east, was more than a valuable invention in mechanics. It was the most powerful agency for binding together and up-building the parts of a great nation.

As chance or fate would have it, the name of Roosevelt is closely joined with the first great expansion of our country, as it is with the latest. Nicholas J. Roosevelt, a brother of the president's great-grandfather, was the first to build and sail a steamboat on the Mississippi river. He had shared

in some of the earlier experiments, and soon after the success of the Clermont was proved, started for the Ohio to be prompt in turning the new invention to the "winning of the West."

In June, 1809, he set out from Pittsburg, Pa., on a flatboat of his own construction, accompanied by his bride and a small crew, to learn for himself whether a steamboat could navigate the Ohio and Mississippi to New Orleans. He studied the turns and currents of the river, its shoals and landing places, and even, in his supreme confidence, bought coal to be stored along the river banks as fuel for a steamer at a time when there were still scoffers at the Clermont on the Hudson, and the bateaux carried the commerce of the Mississippi.

The trip took fully six months. Hastening back by sea from New Orleans to New York, Roosevelt convinced Fulton that the 16,000 miles of navigable waters of the Mississippi and its tributaries were open to steam navigation. He assured Livingston that steam navigation would hold and develop the new empire won by his diplomacy. The first Mississippi river steamboat was built at Pittsburg in 1811 at a cost of \$38,000, under Roosevelt's directions, according to Fulton's plans, with capital supplied by Livingston and his associates. She was called the New Orleans, and was 116 feet long, 20 feet beam and about 7 feet depth of hold, with a cabin for men and a small cabin aft for women, comfortably furnished with four berths. Of course she had masts and sails, for it is only within the recollection of those not yet voters that these reminders of the last century were abandoned on the transatlantic greyhounds.

Late in September Roosevelt and his wife started on the first steamboat voyage on the Mississippi. Low water at Louisville checked all advance, and for long weeks the New Orleans awaited at Cincinnati and Louisville the coming of rain and the rise of the river. Near the end of November Roosevelt resumed the voyage with the keel of the New Orleans only five inches clear of the bed of the river.

He arrived at New Orleans early in January, 1812—after a voyage of about 2,000 miles, consuming about 100 days. Coal is now carried over the same route for 25 cents a ton. The centenary of the first trip of Fulton's Clermont on the Hudson is to be made the occasion for a great celebration in New York. A few years hence the centenary of the first trip of the New Orleans should not be forgotten in any of the cities from Pittsburg, St. Paul and Omaha to New Orleans.

After the New Orleans came the Aetna, Vesuvius and other steamers bearing fiery or fanciful names, until the secretary of the treasury was able to tell congress that in 1834 there were computed to be 234 steamboats on the Mississippi river, and a German baron wrote home a few years later:

"A European who is accustomed to our short travels by steamboats can only by being an eye-witness conceive

the magnitude of the system of steam navigation in the United States. There are daily about four or five steamboats starting from New Orleans to Pittsburg, a distance two-thirds of that from England to New York across the Atlantic."

Thus is less than the years allotted to a generation the steamboat brought together the East and West and South and fulfilled the hopes of Thomas Jefferson.

Fifty years after Roosevelt's voyage the North and South were engaged in a desperate conflict. The issue of the struggle turned on two points, the possession of Richmond and the mastery of the Mississippi. In gaining the latter end the North employed 622 steamers on the great river and its tributaries. The luxurious passenger and pleasure steamers became gun boats, "tin-clads," "cotton-clads," and all types of navigable fighting machines. The steamboat on the Mississippi thus played its part in preserving the Union, as it had done in developing it. It was a great part, and it may be too soon to say that it is ended.

Fifteen years ago 30,000,000 tons of freight and 11,000,000 passengers were carried on our great river and its branches, but since that time railroads from North to South along the Mississippi valley have begun to take the river steamer's place, and the figures of the new census will doubtless be smaller.

## A DES MOINES RIVER STEAMER

Description of How She Sank  
in 1853.

Charles Patten, Who Was a Member  
of the Crew, Relates the Circumstances of the Catastrophe.

NOVEMBER 7, 1900.

Charles H. Patten has written the following reminiscence of the sinking of the steamer Badger State in the Des Moines river 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. Harkins was the captain; Hiram Finch, mate; "Doc" Crapster, clerk; Charles P. Stewart and Ed. Stewart, pilots; Geo. Payton and Carrol Congar, engineers; H. M. 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 Bentonport 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 the 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 days' 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 Otumwa. The captain concluded to try and get over the rapids that night and about 10 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 rising, which delayed the raising of the boat for several days. A bulkhead was constructed around the hole that the rock had made in the hull, a lighter was sunk on either side of the boat, hand pumps constructed, (there were no steam syphon 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, Fire Canoe and Emma Harmon. Captain 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.

CHARLES H. PATTEN."

The steamer Kate Keen, which was endeavoring to tow a raft of pine logs under the Muscatine high bridge, was overcome in some manner by the current and the raft was driven hard against one of the stone piers of the bridge. The raft was broken into pieces by the force of the contact, and three hundred thousand feet of logs immediately thereafter went sailing merrily down the big river in a current that falls but little short of rapids at this stage of water. The steamer Kate Keen is not in the regular raft-towing business, and she was evidently called upon to bring down the raft because no larger towboat was in port. She brought out from the log harbor above Muscatine one crib of

a raft, 300,000 feet of logs, and started for the booms of the South Muscatine Lumber company, where the raft belonged. After the raft struck the pier the river below the bridge was filled with floating logs. Men in skiffs went out to round up the strays immediately after the accident, and quite a number of the logs were run into the booms of the company. A greater number, however, escaped, and are now bowling down the river. A "crib," in rafters' parlance, means a section of a raft, divided into sizes according to the rules of the companies making up the rafts. The crib of this raft contained 300,000 feet of logs, valued at about \$4,500. The raft came from Stillwater, and consisted of four cribs.

Burlington Gazette: The Eloise came in a little late this morning, having been delayed by the fog which caused her to tie up to the bank a short distance above Fort Madison. She had a large passenger list, a part of which consisted of the Fort Madison High school football team. While the boat was tied up on account of the fog these young men amused themselves by jumping from the hurricane deck to the shore. One of them missed his foot and fell and rolled under the boat. One of his shoulders was severely injured in consequence.

DECEMBER 4, 1913. IRSD.

## BOATS THAT HAVE PASSED BRIDGE

TRAFFIC STATEMENT SHOWS BIG INCREASE THIS YEAR.

## BUSINESS WAS BIG

2,929 BOATS PASSED THROUGH BRIDGE DRAW IN 1913.

Over Twice the Number Recorded for the Same Period in 1912.

The traffic statement of the Keokuk and Hamilton Bridge company shows that the number of boats that passed through the draw in 1913 was over twice as large as the total for 1912. This year's total of boats passing through is 2,929, and last year it was 1,301. The statement is appended:

Packets—	Boats.		Barges	
	Up	Down	Up	Down
Quincy .....	8	9	...	...
Dubuque .....	17	17	...	...
Keokuk .....	87	86	...	...
Black Hawk .....	75	75	...	...
St. Paul .....	10	11	...	...
Helen Blair .....	1	1	...	...
<b>Total .....</b>	<b>198</b>	<b>199</b>	<b>...</b>	<b>...</b>
<b>Government Boats—</b>				
Emily .....	579	578	278	270
Henry Bosse .....	234	234	228	213
Ellen .....	6	6	1	15
Golden Rod .....	1	1	...	...
David Tipton .....	2	2	3	1
Ruth .....	142	141	147	146
Illinois .....	1	1	...	...
Mississippi .....	1	1	1	1
Elinor .....	1	1	1	1
<b>Total .....</b>	<b>967</b>	<b>965</b>	<b>659</b>	<b>647</b>
<b>Excursion Boats—</b>				
Sidney .....	22	22	...	...
G. W. Hill .....	32	32	...	...
W. W. .....	18	18	18	18
Golden Fleece .....	1	1	...	...
<b>Total .....</b>	<b>73</b>	<b>73</b>	<b>18</b>	<b>32</b>
<b>Miscellaneous Boats—</b>				
Gardie Eastman ..	20	20	3	4
Dixie .....	1	1	1	1
George S. .....	3	3	3	2
Taber .....	1	1	...	2
J. M. .....	3	3	3	...
Sophia M. Gardner	1	1	1	1
F. Weyerhauser ..	1	1	...	...
Vernie Swain .....	1	1	...	...
Unique .....	2	2	...	...
Weatha .....	1	1	...	...
Frontenac .....	1	1	1	1
Red Wing .....	2	2	...	...
Oronoco .....	1	1	...	...
Wabash .....	1	1	1	1
Prescott .....	161	161	111	108
Silver Star .....	27	26	16	15
Eclipse .....	1	1	...	...
Kalitan .....	1	1	1	1
Kabekona .....	1	1	...	...
Louis O. .....	1	1	...	...
<b>Total .....</b>	<b>225</b>	<b>229</b>	<b>141</b>	<b>136</b>

## KEOKUK CONSTITUTION.

KEOKUK, THURSDAY, MARCH 29, 1871

### Steamer Ella Sunk.

MEMPHIS, March 29.—The steamer Ella from the Arkansas river for Memphis, with considerable cargo, sunk in Swan lake yesterday. No further particulars. Loss probably \$10,000.

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

**THE STEAMBOAT TRAGEDY.**—The Davenport *Gazette* of Monday contains the testimony in the steamboat riot case of witnesses who were examined on Saturday. Nothing of an interesting character more than has already been published, was brought to light. The witnesses consisted of cabin and deck passengers. Their testimony went to corroborate the statements already made. Twenty-five of the prisoners have been discharged, and but thirteen now remain in custody. The *Gazette* says that at the close of the testimony, the negroes were called up, one by one, and asked to take a careful survey of the prisoners. They followed instructions to the letter. The objects of their searching gaze were about as uneasy a set of mortals as ever occupied the prisoner's box in Rock Island. As the negro would point to a rioter and spot him, the fellow's breath would be impeded by a thickness in his throat, and his face give signs of oppressive fear.

None of the bodies of the drowned negroes have as yet been recovered, tho' the citizens of Hampton have caused the river to be dragged for them.

Superintendent Buford, of the Northern Line, was at St. Paul when he heard of the tragedy. He left LaCrosse Friday evening, and was expected in Rock Island on Sunday.

## THE GATE CITY.

KEOKUK, IOWA  
THURSDAY MORNING, AUG. 12

A new steamer, and one which promises to be among the very finest on the Upper Mississippi, is now being built at La Crosse by the Northwestern Union Packet Company, and is intended for the St. Louis and St. Paul trade. The *La Crosse Republican*, in speaking of it, says: "We found Capt. P. S. Davidson at the shipyard of the Northwestern Union Packet Company at La Crosse on Monday afternoon, and had the pleasure of examining one of those floating palaces that is being built to take its place in the magnificent fleet of packets between St. Louis and St. Paul. It is of superb model, is being built with the utmost care and of the best material, so as to combine strength, speed and beauty. With the exception of the hull, which was built at Paducah last winter, every plank and board are of La Crosse manufacture, and put in their proper places by La Crosse mechanics. Even the four immense boilers, of 40 inches by 26 feet, are from the La Crosse boiler works of Funk & Laner. The two large engines of 32 inch cylinders and 7 feet stroke are from the celebrated Nile Works, in Cincinnati. The length of this new boat is 245 feet, which is about seven feet less than the Tom Jasper. The width of the beam is 45 feet, and the total width over all is 72 feet, which is wider than any other upper river steamer. Its freighting capacity is about one thousand tons. It will be the best steamer on the upper Mississippi river."

**HOW TO GET THROUGH THE BRIDGE.**—Raftsmen have experienced considerable difficulty in getting through the Bridge at this point, and so frequently have rafts been demolished that the impression has gone abroad, to some extent, that the Keokuk bridge is more difficult to pass than any other on the river. This is all a mistake, as we have often asserted, the trouble about the whole matter arising from ignorance on the part of the raftsmen as to the peculiar nature of the current just above the bridge. A gentleman of our city who has had large experience on the river, has written out some directions, which, if followed, will be the means of saving a large amount of property. We give them below, and hope that all of our up-river exchanges will copy them:

"Raftsmen bringing rafts down the Mississippi can avoid being stranded on the piers of the bridge at Keokuk by keeping between one and two hundred yards from the canal bank, for a distance of a half mile above the bridge, striving to pass under the first long span east of the draw. Many rafts are dashed to pieces by keeping too near the canal bank; owing to the fact that the bridge is not square across the channel, and also to the dead water just below the lower lock, which causes the rafts, when too near the canal bank, to veer around just before entering the draw and break on the piers. It is therefore far better and safer to go under one of the long permanent spans. *MAY 25, 1871* C. J. B."

## DAILY GATE CITY.

FRIDAY MORNING, AUGUST 13, 1875

### SUNK.

**The Steamer Cricket Strikes a Rock and Goes Down in Six Feet of Water.**

About 8 o'clock yesterday morning while the steamer Cricket, owned by Wells, Timberman & Co., of this city, was engaged in towing stone from the Sonora Quarry to the Guard Lock, she struck a rock just above the coffer dam, directly in front of Nashville, knocking a hole in her larboard side, through which the water poured rapidly. She immediately commenced sinking and went down in six feet of water.

Her boiler deck was covered to the depth of about eighteen inches. The work of raising her was at once commenced. Her machinery and fire-box are out of water, and it is thought that, with the assistance of the two barges which she has there, she can be brought to the surface without the aid of another boat. It is impossible to tell, as yet, what the damage to the boat will be, but it is believed that it is not very great, and that she can be repaired without being taken to the dry-docks.

## DAILY GATE CITY.

SUNDAY MORNING, SEPTEMBER 19, 1875.

### LODGED ON A PIER.

**The Steamer B. F. Weaver in a Dangerous Predicament.**

The steamer B. F. Weaver came down yesterday with a large raft of logs. After she had piloted the raft through the bridge she cut loose from it and backed up a short distance to get into position to come through herself. Before reaching the bridge, however, she swung around, struck the pier at the east end of the draw, and lodged there, resting against it on a perfect balance at a point directly opposite her boilers. The current there is very strong, and for a time the boat was in imminent peril. She careened over on her side until the water ran over the upper deck, her timbers commenced cracking, and it looked very much as though she would be either torn to pieces or sunk. The officers of the boat comprehending the danger they were in, commenced shouting for help, and a half dozen or more skiffs put out from shore. Their services, however, were luckily not required. The full head of steam was applied, and the boat was forced forward so that the current swung the bow around and she darted through the draw and went on her way rejoicing.

The only damage the boat sustained was the crushing in of the guards and probably the breaking of her tiller rope. She landed her raft somewhere below here, and passed up in the afternoon.

The affair created considerable excitement down on the levee, and a large crowd of spectators flocked to the bridge to watch the fate of the boat and her crew.

## The Daily Gate City.

THURSDAY MORNING, NOVEMBER 21, 1875.

### A BOAT'S CREW'S REVOLT.

#### Narrow Escape from Blood Letting.

The steamer Dubuque paid off her crew, or her captain and clerk did, at Dubuque on Friday evening, and went into winter quarters at the Ways at Eagle Point. Her crew when paid off numbered some 17, mostly colored. They live, when at home, further south, it appears from their action Friday night.

When the Red Wing came down and stopped over for a time during Friday night the posse went aboard. The boat pulled out and when a short distance below the elevator the clerk went to collect their fare, but the crew unanimously resolved they

St. Louis, Mo. 1867

would not pay. The steamer was then run ashore and the rebels ordered to leave the boat, but here again they unanimously resolved they would fight first, and it was evident they were armed for battle. The steamer was then turned about, landed at the dock and a messenger dispatched for a police force from the city. This was obtained and then again the recalcitrant fellows ordered off. The situation, they saw, had changed. They judged themselves outnumbered, and then left the boat. The clerk afterwards went ashore and collected fare of such of the posse as were anxious enough to go south to pay their way, and then the boat pulled out again. We learn the above from the *Times* of Sunday.

# The Daily Gate City.

TUESDAY MORNING, APRIL 20, 1872

**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
Muscataine..	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 Daily Gate City.

SUNDAY MORNING, JUNE 16, 1872

## TELEGRAPHIC

### Terrible Steamboat Explosion Near McGregor.

### The Boat Blown to Atoms—Many Lives Lost—Shocking Sight.

#### CASUALTIES.

McGREGOR, IOWA, June 15.—The raft boat D. A. McDonald, under command of Walt Biglow, passed here about four o'clock p. m., yesterday, and when nearly opposite North McGregor her boilers exploded and blew all above the boiler deck into fragments. The hull immediately sank in about sixteen feet of water. The Alamaka, a transfer boat between Prairie du Chien and McGregor, fortunately was at the landing at North McGregor, and immediately went to the assistance of the sufferers and picked up eight of the crew, five of whom were seriously wounded and two have since died. Nothing definite is

known as to how many were on board at the time of the accident, and it is impossible to ascertain at present, as the captain and owner remained in St. Louis. As near as can be made out from the stories of those saved, there must have been between twenty nine and thirty five.

The following is the list:  
 Jack Kelley, killed; Daniel Hough, of La Crosse, fatally injured—since died;  
 — Lawson, La Crosse, badly hurt; Charlie Peterson, La Crosse, badly hurt; Pat Kelley, Amboy, badly hurt; James Morrison, St. Charles, scalded slightly; Spencer Rice, Trempealeau, slightly injured; Jacob Hanley, Wisconsin, slightly injured; Sam. Johnson, La Crosse, slightly injured; Walt Biglow, acting captain, slightly injured; S. Lynch, clerk, La Crosse, uninjured; Patsy Flannagan, killed; Thomas Riley, uninjured; Mike Dowell, cook, La Crosse, and John Martin, second pilot, La Crosse, killed.

Robt. Solomon, second engineer, who was on duty at the time of the explosion, and who was reported among the killed, has since turned up, badly scalded and bruised, but not seriously injured. The engineer on duty says he was attending carefully to his duty about the water not more than three minutes before the explosion, and found water in two top gauges. He seems to think the boiler was very inferior, and can not account for the explosion.

The crew of the *Natronia* are now dragging the river, but as yet have recovered but one person, the body of a man, who, it is impossible to identify.

CHICAGO, June 15th.—Dispatches from the locality of the steamboat disaster near McGregor, state that the scene was a terrible one. Iron and timbers flew in every direction, and in less than one minute after the explosion, the dead and dying were strewn promiscuously over the unsightly wreck of the ruined boat. Some of the dead were frightfully mangled, their clothing having been torn to shreds by the swift-winged missiles. Many of the dead and wounded lay under heavy timbers. Their bodies were broken, and presented a sight sufficiently ghastly to appal even those who were used to scenes of violence and bloodshed. Many of the wounded are so badly mangled that it is an impossibility for them to survive. The wounded are receiving the best medical treatment and nursing from the people of McGregor.

**EAGLE PACKET LINE.**—At the annual meeting of the Eagle Packet Company held at Quincy on the 19th inst., the following officers were elected for the ensuing year:

*Spread Eagle*—Wm Leyhe, captain; Chas. Curtis, pilot; G. W. Hill, clerk; Frank Meyers, engineer.

*Gray Eagle*—D. M. Morris, captain and clerk; H. Culter, pilot; U. H. Hyde, engineer.

*Eagle*—J. R. Williams, captain and clerk; Frank Slater, Pilot; Jack Pierson, engineer.

*Little Eagle*—H. Leyhe, captain and clerk, Fred. Condit, pilot; Jack Anthony, engineer.

*Agents*—J. M. Earel, Quincy; H. V. Flagler, La Grange; Sam'l M. Butcheon, Canton; C. L. Becker, Alexandria; D. H. Cox, Warsaw; A. B. Ball, Keokuk

G. W. HILL, Sec'y. and Trea's.  
 J. R. WILLIAMS, Pres't.  
 H. LEYHE, Sup't.

## THE WEEKLY GATE CITY.

SEPTEMBER 2, 1880.

### DROPPED DEAD.

#### An Old and Well-known Mississippi River Pilot Suddenly Stricken by the Grim Messenger.

Captain Uriah Brock, well and favorably known all along the Mississippi river, as one of the oldest and best pilots who ever stood at a wheel, dropped dead at St. Louis Thursday—presumably of heart disease. Captain Brock was nearly 70 years of age at the time of his death, although he appeared much younger. He was noted for his courtesy and his extraordinary conversational powers. Captain Brock was pilot of the *Phil Sheridan* when Capt. A. M. Hutchinson, of this city, commanded that steamer. He was the oldest pilot north of St. Louis and has been running on the *Keokuk Northern Line Packet Minnesota* for several years past.

Captain Brock's home was at Frankfort, Mo., just back of Louisiana.

The sad news of his sudden death will be received with sorrow by all river men.

# The Daily Gate City.

SUNDAY MORNING, MAY 12, 1872.

—The *Muscataine Journal* of Thursday says: "One of the largest rafts ever floated down the Mississippi arrived here last night in tow of the *J. W. Vansant*. It consisted of sixteen strings of twenty-two cribs each, and numbered altogether about two million feet. It was loaded with some 500,000 shingles, 700,000 lath, and 100,000 pickets, besides a large quantity of cord wood. It belonged to the *Eau Claire Company*, and came from the *Chippewa river*. The time occupied in coming from the mouth of the *Chippewa river* to *Muscataine* was eight days, not including nights, when the raft laid up. An effort was made to dispose of a part of the lumber here, but our dealers thought \$17 per 1000 feet, the price demanded, was too high for the quality of lumber, and none was sold. The raft was accordingly started for down stream again this morning."

DAILY GATE CITY.

FRIDAY MORNING, JANUARY 30, 1874.

1/30/74

John Jr., went aboard the tow to keep the Queen company from New Orleans to St. Louis. Groffel was an amateur Mississippi steamboat man suddenly turned pro, on a steamboat for the first time.

"The mighty Mississippi," he said. "You know what it is from New Orleans to St. Louis? Six days of sandbars and willows, that's all, and it's wonderful. If anybody had told me I could just sit for six days, and not even have a drink before dinner, and be content, I'd have told them they had the wrong man. But that was me—happy."

He and his son took a trap aboard, and their shotguns, and when they wearied of willows and sandbars they shot clay pigeons. Other times, Groffel listened to the captain of the tow, Carl Warren, and in six days could not decide what he most admired about the captain, his pilot's touch or his touch with river history.

Warren pointed out to the Groffels the historic wonders they were passing, between willows, wonders such as Natchez-Under-the-Cliffs. Jim Bowie is said to have killed a man there and if he did, it was not news for more

than a day, or about the usual space between killings in Natchez-Under-the-Cliffs.

"Dead Man's Point was the place where the knifing victims fetched up after they'd been thrown in the water at Natchez-Under-the-Cliffs," Groffel said. "Whenever a prominent ruffian was missing several days, and hadn't left word where he was going, the boys could go down to Dead Man's Point and stand a fair chance of finding him there, much the worse for wear."

Krato said, "Do you believe all that stuff?"

Groffel grinned. "Goes with the ride," he said. "Capt. Warren told me he was a clean-up boy on the River Queen. He was polishing the brass on the wheel and put his foot on a wheel spoke, to reach some brass. The pilot let loose of the wheel briefly, the current flipped it, and Warren went flying right out the window of the pilot house. Guess he never put a foot on a wheel again without an invitation from the pilot."

The inviolable rights of pilots and all other traditions of the river are rightfully the River Queen's property, although she is not truly an old boat. She is

middle-aged. The steamboat was built in 1923 but her design is true to the packet model of the 1860s. She has some parts and some furniture from famous steamboats of the Nineteenth century and in a way she is a museum, just by staying afloat.

That definition of the River Queen as a museum is too easy; it does not satisfy Krato and Groffel. They want a large section of the steamboat's interior done as a museum, genuine relics of steamboat days, things a tourist can touch and know he has the feel of the past.

"We'll be grateful to hear from anybody with appropriate pieces for a steamboat museum," Krato said. "A lot of folks think this is the biggest thing to come to Hannibal since Mark Twain, and we're determined to do it right."

Groffel said, "Well, we can always bill her as the movie star of the river. She starred with Clark Gable in 'Gone With the Wind,' and 'Band of Angels,' she had the lead in 'Steamboat Round the Bend,' with Will Rogers, and she had Burt Lancaster for a supporting player in 'The Kentuckian.' Fellow who owned her

then told me he leased her once to Warner Brothers for \$1000 a day plus \$150 a day to tend her, and the studio used her 60 days. Maybe somebody will want to make another movie. Maybe?"

The partners looked at one another, savoring the daydream briefly. Then they returned to the River Queen, as a hard-working restaurant and Hannibal attraction. They expect to have her ready for the trade in 60 days. They were met at Hannibal with official welcomes, and a large framed picture of Mark Twain, and a United States flag, a gift for the mast. They are on their own now, no friendly tug to make the River Queen go, no movie bonanzas.

"Well, we're two guys who've never tried anything like this before," Krato said, "but we've been successful at anything we've tried in business. We've got confidence, anyway."

"The way we figure it, we'll either be two guys with halos on our heads, or we'll be a couple of Injun Joes."

All the folks in Hannibal know what happened to Injun Joe. He got lost in their cave, a tourist attraction, and starved to death.

# Keokuk Dispatch.

H. W. BEERS, Editor.

Largest Circulation in the State.

Wednesday, October 25, 1854.

## AMERICAN EXPRESS CO., ST. LOUIS AND GALENA.

Via Mississippi River. ON and after Tuesday, May 10th 1853, we shall run a semi-weekly Express to and from St. Louis to Hannibal, Quincy, Keokuk, Burlington, Muscatine, Rock Island, Davenport, and intermediate places to Galena.

Our arrangements with the steam packets afford us facilities for the safe and speedy transportation of bank notes, specie, packages, boxes and bales of goods; the collection and payment of notes and accounts, and the purchase of goods on orders, &c.

A trusty messenger will accompany each Express, provided with an iron safe, for the security of valuable packages entrusted to his care.

Orders for the purchase of Goods, &c., from Galena and other points on the route, will have prompt attention, and packages returned by the first messenger. Packages will be called for and delivered at St. Louis, without charge for cartage.

At Galena we connect with BUREN & Co. to St. Paul.

For New York and Boston—Messengers leave Keokuk, on Tuesday, Wednesday, and Saturday evenings—for St. Louis on Tuesday and Saturday evenings.

LIVINGSTON, FARGO and CO. Proprietors, No 66 Main street.

O. Packard, Agent, St. Louis, Miller Pogue, Hannibal, A. V. Humphrey, Quincy, W. F. Coulbough and Co., Burlington, Grand and Evans, Muscatine, H. A. Porter, Rock Island and Davenport, Burns and Reutgen, agents, levee, Keokuk, Iowa. St. Louis, May 10, 1853.—tf.

## KEOKUK & HAMILTON STEAM FERRY COMPANY.

THE fine Steam Ferry Boat SALENA, owned by the above Company plies constantly between the city of Keokuk and Hamilton, Ill.,

making its trips regularly every half hour. Emigrants to California, Oregon, Nebraska, Northern Missouri and Iowa, and from those points to the Eastern States will always be enabled to cross at this Ferry safely and without delay. The boat is large and capable of crossing several teams at a time. The roadst. and from this ferry are as good as can be found in the West, a portion being plank, and the rest good natural highways, always kept in excellent repair. April 25, '54.—12.

1854.  1854.

### ST. LOUIS, ROCK ISLAND AND GALENA.

### United States Mail Packet Arrangement.

The fine fast running Passenger Packets—NEW ST. PAUL, Bissell, Commander for Tuesday.

G. W. SPARHAWK, Green, Commander for Wednesday.

BEN CAMPBELL, Matteson, Commander for Thursday.

YORK STATE, Griffith, Commander, for Friday.

GOLDEN ERA, Eersie, Commander for Saturday.

LADY FRANKLIN, Mottchouse, Commander, for Sunday.

Will compose this line for the present season leaving Keokuk every evening at four o'clock for Burlington, Quincy, Muscatine, Rock Island, Davenport, Fulton City, Saxmiah and Galena, connecting at Rock Island every evening at four o'clock with the Rock Island and Chicago Railroad on an up trip, and every 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 large first class steamers, and are furnished under the law of Congress with everything that can add to the safety and comfort of passengers. March 28-54.

## The Gate City.

KEOKUK: 1860

WEDNESDAY MORNING, SEPT. 12.

St. Louis, St. Paul, Stillwater and St. Anthony

1860. DAILY PACKET LINE 1860.

### Northern Line Steamers.

SIDE WHEEL

- Northerner, Capt. P. A. Alford.
- Canada, Capt. Parker.
- Metropolitan, Capt. W. L. B. Jeaks.
- 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. Whitten.
- Key City, Capt. J. Worden.
- War Eagle, Capt. J. B. Davis.
- Lawkeys 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 WALSH, President. BROWN & TAYLOR, Agents, Keokuk. mch29d

# Chicago Tribune.

TUESDAY, DECEMBER 13, 1864.

### FROM ST. LOUIS---APPALLING STEAMBOAT CALAMITY--- FULL PARTICULARS.

## NEWS BY TELEGRAPH.

FROM ST. LOUIS.

#### Fearful Explosion and Loss of Life-- Full Particulars and List of Casualties.

[Special Dispatch to the Chicago Tribune.]  
St. Louis, Monday, Dec. 13.

The explosion of the steamboat Maria was a horrible affair. There seems to be some doubt as to whether the destruction of the boat was caused by the act of an incendiary, or was accidental. Statements in regard to the cause differ. Some of the soldiers say that at the time the explosion occurred the fires were burning under the boilers, and they attribute the catastrophe to a collapse of the boilers, produced by water being pumped into them when they were hot and empty.

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:

Missing--Sergeant Perry Hewel, co H, a bugler; J. C. Boone, co H; J. A. Vandevanter, co H; Selby Vandexter, co H.

Wounded--Chas. M. Hume, co A, leg fractured; Sergeant Jas. Panie, co B, hands and face burned; Lieut. C. L. Hartman, co F, hand burnt and hip bruised; Francis E. Robb, co F, hand and hip burned; J. W. McCormick, co F, shoulder dislocated; Corporal Wm. A. Blair, co H, bruised in head; Corporal Basal Garwell, co H, slightly bruised; O. B. Parker, co H, leg and arm burned; John Ballback, co H, chest burned severely; A. Curtis, co H, leg bruised; Jonathan Famulaer, co H, foot bruised; David Hulbert, co H, slightly bruised; J. T. Owens, co H, slightly bruised; Volney Henry, co G, hand and leg burned.

B. S. Jones, Lieut. Col., commanding 3d Iowa Cavalry.

[Associated Press Account.]

St. Louis, Monday, Dec. 13.--At seven o'clock on Sunday morning, the steamboat Maria, loaded with Government troops, horses, mules, wagons, etc., was blown up while lying at the landing at Charondelet, and afterwards buried to the water's edge. The Maria had on board Col. Bonteen, commanding brigade, with his staff and escort; Col. B. S. Jones, of 3d Iowa Cavalry, and a portion of his command, and detached troops, amounting in all to about 100 men, besides the crew of the boat, en route for Cairo. She had no freight except two hundred sacks of oats, forty bales of hay, a few wagons, sixty-four mules, and one hundred and twenty horses. The explosion threw the forward end of the boilers apart, landing them on deck without disturbing the after ends, and dashed in from the front of the furnaces a quantity of burning coal forward, setting fire to the hay. The floor of the cabin was burst up, and falling back, precipitated a number of soldiers down on the boilers and burning wreck. The office floor also gave way, carrying with it the first clerk, W. B. Bravo, together with the safe and contents of the office. Bravo is seriously though not dangerously injured. Some twenty-five lives were lost in all. Everything belonging to the boat was lost. The soldiers lost all their arms and equipments, except a few who had their side arms on when the disaster occurred. Had the disaster occurred while the boat was under way, every soul on board must have perished, as the water was so intensely cold that no one could have remained in it any length of time without perishing. Half an hour after the explosion the boat was a mass of flames, allowing time to save nothing but the load of human life aboard. All the officers excepting the first clerk are positive there was no explosion of either boilers or flues. The second engineer says he examined the water a few moments before, and found plenty. Steam was only up to 115 pounds, while the boilers were capable of carrying 145 pounds with safety. It is, therefore, certain that some flint had placed a shell or other explosive missile among the coal used for fuel, and being thrown into the furnace, it produced the disaster. The Maria was a new boat and cost \$35,000.

The river opposite the city is filled with heavy ice, and, on the other side, large fields of it are already becoming stationary, though the rushing current in the channel on this side, has, as yet, kept it free from a block. With the weather at its present temperature, and the river at its present low stage, a close up may be anticipated in a few hours.

Yesterday, the storm played havoc with many of the boats, driving some of them against the shore and breaking others loose from their fastenings. Among those caused to suffer were the Schnyler, City of Pekin, Farragut, Southwestern, and Q. Loyd. The officers were on the lookout for trouble, and saved their boats with little loss. A number of Government barges were swept away, and will, doubtless, be lost.

# Chicago Tribune.

WEDNESDAY, DECEMBER 14, 1864.

## NEWS BY TELEGRAPH.

### St. Louis Intelligence--The Carondelet Calamity.

FROM ST. LOUIS.

#### The Carondelet Disaster--Further Mystery--Military News--McClellanism.

[Special Dispatch to the Chicago Tribune.]  
St. Louis, Tuesday, Dec. 13.

Our Coroner has gone to Carondelet to investigate the causes of the recent loss of life on the steamer Maria. The only dead body brought from the boat before she was cut loose from her moorings, was that of a negro. It was spirited away, and the Coroner found no subject. The wounded were taken to Jefferson Barracks, and though most of them have subsequently died from the inhalation of steam, they are beyond the Coroner's action. The dead, not removed from the boat, are probably in the hands of the authorities of St. Clair county, the boat having drifted within their jurisdiction. That the disaster was the result of the ignorance and recklessness of the officers of the boat is generally conceded by all who have investigated the matter. Steam was being raised in filled boilers and frozen pipes, after a night of intense cold.

Six companies of the 7th Kansas Cavalry have gone down to Pilot Knob, where they will go into winter quarters. For some months past they have been scattered along the line of the railroad guarding bridges, &c.

Severe comment is made on the letter of Gen. Pleasanton, charging the Kansas troops with stealing a cannon captured from Price. Gen. Pleasanton was sent from the Potomac army for McClellanism. It seems that he has not recovered from the disease yet.

# The Daily Enquirer.

LOCAL DEPARTMENTS.  
GEO. S. BENNETT, EDITOR.

SATURDAY MORNING.....NOVEMBER 20.

DEATH OF YOUNG CARNEAL.--The telegraph, several days since, with its usual errors in names, gave us the incident of the killing of young Thomas Carneal, formerly of this city, and son-in-law of Gov. Foot, of Miss. The following, from the Vicksburg *Whip*, of the 11th inst., gives a true account of the unfortunate affair:

"We learn that an affray occurred a few days since, on the steamer *C. E. Watkins*, while lying opposite the residence of Judge James, of Washington county, which resulted in the death of Thomas Carneal, Jr., and probably of Judge James also. A difficulty occurred between Mr. C. and the Judge, which resulted in the stabbing of the Judge, so that his life is despaired of; and a son of the Judge, who came up shortly after the occurrence, being greatly exasperated on learning that his father's wounds would probably be fatal, deliberately shot Carneal dead--firing two barrels loaded with buckshot--several balls entering the head and the region of the body around the heart. The Judge of the Circuit Court issued a warrant for young James, and we learn that he sent word to the Sheriff that he would give himself up, and a deputy was commissioned to take him. We learn also, that Mr. Carneal, in his passion, cut Mr. Yergler, the Sheriff, and Mr. Roberts, the Justice, while they were endeavoring to keep him from using the knife on Judge James."

# The Daily Enquirer.

LOCAL DEPARTMENT.  
GEO. S. BENNETT, EDITOR.

SATURDAY MORNING.....NOVEMBER 27

### The Late Tragedy in Mississippi.

The Vicksburg *Sentinel* gives the following particulars of the late tragical affair, by which Mr. CARNEAL lost his life:

The steamer *C. E. Watkins*, with Mr. Carneal as a passenger, landed at or near the plantation of Judge James, in Washington county. Mr. Carneal had heard that the Judge was an extremely brutal man to his slaves, and was likewise excited with liquor, and upon the Judge inviting him and several others to take a drink with him, Carneal replied that he would not drink with a man who abused his negroes. This the Judge resented as an insult, and high words ensued. The company took their drink, however, all but Mr. Carneal, who went out upon the bow of the boat, and took a seat, where he was sought by Judge James, who desired satisfaction for the insult. Carneal refused to make any, and asked the old gentleman if any of his sons would resent the insult if he was to slap him in the mouth, to which the Judge replied that he would do it himself, if his sons would not; whereupon Mr. C. struck him in the mouth with the back of his hand. The Judge resented it by striking him across the head with a cane, which stunned Mr. C. very much, causing the blood to run freely from the wound; as soon as Carneal recovered from the blow he drew a bowie knife, and attacked the Judge with it, inflicting several wounds upon his person, some of which were thought to be mortal. Some gentlemen, in endeavoring to separate the combatants, were wounded by Carneal.

Judge James arrived at his house bleeding, and in a dying state, as it was thought. His son seized a double barreled gun, loaded it heavily with large shot, galloped to where the boat was, hitched his horse, and deliberately raised his gun to shoot Carneal who was sitting on a cotton bale. Mr. James was warned not to fire, as Carneal was unarmed and he might kill some innocent person. He took his gun from his shoulder, raised it again and fired both barrels in succession, killing Carneal instantly.

It is a sad affair and Carneal leaves, besides numerous friends, a most interesting and accomplished widow to bewail his tragical end.

# The Daily Enquirer.

WEDNESDAY MORNING.....JANUARY 26

Written Expressly for the Cincinnati Enquirer.

### Fire among St. Louis Steamers.

The St. Louis papers give particulars of the burning of three steamers at that port:

The *New England* is a total loss. The upper works of the *Brunette* and *New Lucy* are entirely consumed, and the hulls were badly burned and damaged. The boats were lying up and had no cargoes on board.

The *New England* and *New Lucy* belonged to the Keokuk Packet Company. The former was six years old, was valued at \$4,000, and was insured for \$4,000 in the Union. The *New Lucy* was a new boat, built here last summer at a cost of about \$40,000, and is nearly a total wreck. She was insured in the sum of \$15,000, divided among the Union and Phoenix offices and Delaware agency.

The *Brunette* was a Galena packet and nearly new, having been turned out about a year ago, at a cost of \$30,000. She was owned by Capt. Chas. Barger, Mr. Henderson, Wm. L. Ewing, and others, and her insurance policies amount to \$22,000--\$5,000 in the Franklin insurance company, of Louisville; \$6,000 in the Union of this city; \$3,000 in the Floating Dock; \$3,000 in the Citizens'; and \$2,500 in the Charleston, S. C., agency.

## DES MOINES RIVER.

ON THE OPENING OF NAVIGATION

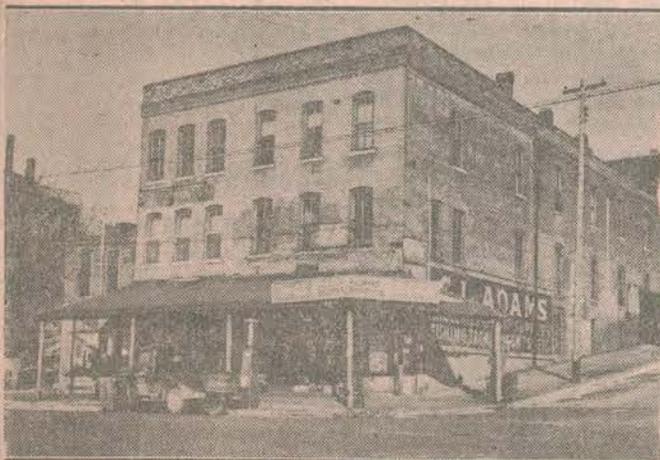
THE new and fast running light draught boats DES MOINES CITY, CLARA HINE, and AD. HINE, will form a daily line from Ottumwa to Des Moines, one leaving Ottumwa daily, and one leaving Des Moines daily, and connecting both ways with the railroads at Ottumwa. 1861  
Feb. 4, '61-d6twlm

THE GREAT DUST WIND CALLED HISTORICALLY "BLACK BLAZES" IN 1838

# Queen crated for trip to Mississippi



In early days of Delta Queen's operation, she was piloted by Capt. Mary (Ma) Greene, one of few women licensed for Mississippi and tributaries. "Ma" was friend of late Clat Adams, owner of oldest river front store on Mississippi, pictured at his desk, and spent many hours chatting with him while Queen's passengers went "up the hill" to take quick look at Quincy.



There was real mourning in Clat Adams' store when word was received that Captain Mary—or "Ma" Greene as Clat called her—died aboard the Delta Queen April 22, 1943. "Ma" was one of those who pioneered the restoration of Queen back in 1926 after long career on Sacramento River in California and as Navy transport on San Francisco Bay during World War II.

When the war was over the two boats were placed in mothballs.

In 1946, Capt. Tom Greene of the Greene Lines bought the Delta Queen for only \$46,250 — a small fraction of its original cost, \$850,000. He thought he might be able to sail the Queen, under her own power, down the West Coast, and through the Panama Canal to New Orleans, and then up the Mississippi to Cincinnati, his home port.

The Coast Guard refused permission. So the upper portion of the Delta Queen was crated in timbers; her great paddle wheel was dismantled and she was towed by a tug — traveling 3,732 miles from San Francisco to the Panama Canal, and 1,646 miles from the canal to New Orleans.

The Queen was relieved of her crating at New Orleans, her paddle wheel was reassembled and installed and she steamed up the Mississippi and into the Ohio River with her own sturdy engines supplying power, docking proudly at Cincinnati.

The Queen was still wearing her battleship gray when she arrived, but that was soon changed. Greene Lines spent three-quarters of a million dollars in rebuilding her into a luxury craft and her coronation took place six months later, when she made her maiden voyage out of Cincinnati to Cairo, Ill., June 30, 1948.

Records concerning the Delta King are rather obscure. It is known that for a time the King was a floating barracks for aluminum company workers at Kitimat, B. C., Canada.

But not everyone forgot about the King even though it had become a quarterboat for engineers instead of operating proudly in the passenger trade for which it was intended.

On Sept. 17, 1954 the Delta Queen, while on a 20-day cruise from Cincinnati to St. Paul, "rammed herself through" near Rock Island. Unable to make repairs, crew members recalled that the Delta King's engines were identical to that of the Queen.

• • •

Telephone calls to San Francisco disclosed that the engines had been removed from the King and stored somewhere in San Francisco. Only the boilers had been left intact to heat the converted quarterboat. The

widow of a former shipyard owner was located and remembered where the piston and attachments had been stored in the San Francisco shipyard her husband had operated. A chartered air express plane flew the big piston, weighing more than two tons, to Rock Island, where repairs to the Delta Queen were completed. The Queen at that time was laid up for more than a week.

The Delta King later became a floating theater-restaurant at the port of Stockton, Calif., and its paddlewheel will never again be set in motion.

For a time, early in 1958, it appeared that the Delta Queen had run into bad times. In the Jan. 18, 1958, issue of the Waterways Journal, Greene Line Steamers placed an advertisement for the sale of the Queen, and it appeared that tourist travel on rivers had ended. The decision to sell came as a surprise since the Queen, in the fall of 1957, had an extensive face lifting job at Pittsburgh. Then, Richard C. Simonton, a businessman of North Hollywood, Calif., became interested in the Queen. He and his friends, E. J. (Jay) Quinby of Summit, N. J., a retired Navy commander, and Quinby's son, Jack R. Quinby of New York City, purchased a controlling interest in the Greene Line, and saw to it that the Queen operated throughout the 1958 season.

In 1959, the Queen was back on full schedule and has been going steadily since.

As a result of the advertisement early in 1958, Greene Line received many offers for the Delta Queen, and finally put a large sign over its paddlewheel "Not For Sale."

A number wanted to make it into a restaurant or theater, some thought it might be suitable for a museum, while a few indicated that they might operate the Queen as a sightseeing craft.

During 1959 the boat's steam calliope was rejuvenated and a system was devised whereby color effects were obtained in the steam clouds from the calliope by using pink, green, violet, amber, red and orange flood lights. Incidentally, the 32 original copper whistles used in the calliope are from an old showboat, the Water Queen which sank in 1936.

Its large roof bell is known to this generation of steamboatmen as "the Queen City bell"

because of its years of service aboard the sternwheeler. The bell, one of the finest ever placed aboard a steamboat, was originally cast in 1880 for one of the famous Anchor Line steamers, the City of St. Louis, operating between St. Louis and New Orleans. Operators of the Queen City bought it from the Anchor Line, and when that craft was finally dismantled in early 1940, it was placed aboard a steam towboat. It was presented to Capt. Tom Greene when the Delta Queen was ready for service in 1948. Its tone is deep, smooth and sonorous because of the silver that went into its casting.

The new river boat planned as a successor to the Delta Queen will resemble in appearance a steamboat of the Mark Twain era, according to Retired Navy Commander, E. J. Quinby, but the resemblance will end there. In an article written for the Water Ways Journal and published in the July 15 issue of that magazine, Quinby said the new craft will have no rudders but will be steered by means of motive power. It will be propelled by the Voit-Schneider system which had become popular on the Rhine River, and will have diesel power. It will have two completely submerged paddlewheels, revolving about vertical axes.

"Her pilot will not only steer the vessel, but will also 'manage' her power without signals to the engine room," Commander Quinby wrote. "The pilot will control the direction in which power is applied to the hull. . . . This propulsion system will permit the vessel to be brought to a stop opposite a lock wall or a landing, then eased over sideways to make a gentle, broadside contact."

Commander Quinby said the vessel may be spun about on her axis if necessary "so that she may turn completely around in a restricted area without progress in any direction."

The Waterways Journal story on the new boat says this form of propulsion and steering was pioneered in the U. S. but was developed for practical application in Germany.

### Plea to Preserve Last Steamboat

WASHINGTON, D.C. (AP) — Congress was asked Thursday — in the name of Mark Twain and vanishing Americana — to help keep the last Mississippi River sternwheel steamboat in service.

Representative William L. Hungate (Dem., Mo.) asked a House marine subcommittee to allow the "Delta Queen" to continue to ply the Mississippi, Tennessee, Ohio and Cumberland rivers until a replacement is completed in 1970.

The Delta Queen violates federal statutes requiring vessels carrying overnight passengers on inland waterways to be of all steel construction. The Delta Queen, constructed in 1926, has a steel hull but its superstructure is of wood.

### SUNKEN CARGO FOUND IN IOWA

(The Register's Iowa News Service)

MISSOURI VALLEY, IA. — Hopes have been bolstered that a steamboat being excavated at the DeSoto Bend Wildlife Refuge about five miles west of here may be The Bertrand, which sank in the Missouri River more than a century ago.



The cargo may include whisky, mercury and gold valued at about \$250,000. Searchers have discovered several cases of what appears to be whisky.

Jesse Pursell, Sam Corbino and Harry Sorensen, all of Omaha, Neb., started digging for the sunken steamboat last February. They had used a metal detector to locate the boat under 28 feet of mud about 300 yards from an oxbow lake which was once the river's channel.

Saturday they recovered five wooden cases containing 60 amber-colored bottles in which the corks were intact. Labels on the cases and bottles said the liquid was "Dr. J. Hostetter's Cele-

brated Stomach Bitters, Pittsburgh, Pennsylvania."

Corbino said the title "stomach bitters" probably was used in the Nineteenth Century to avoid the tax on liquor.

The Bertrand sank near DeSoto about 1865. In addition to the bottles recovered, excavation Saturday also turned up several leather boots.

The Omaha men have also uncovered various iron tools and a wooden box containing two dozen cans of tomatoes.

Herman Dybsetter, manager of DeSoto Bend Wildlife Refuge, said if the boat does prove to be The Bertrand, the Omaha men will get 60 per cent of the profit realized from the salvage operation. The federal government will take the other 40 per cent, he said.

DeSoto Bend was part of the Missouri River channel until 1960 when the Army Corps of Engineers straightened the channel to alleviate flooding in the area. DeSoto Bend then became an oxbow lake.

### CARGO LINKED TO STEAMBOAT

MISSOURI VALLEY, IA. (AP) — A box taken from the wreckage of a sunken steamboat at the DeSoto Bend National Wildlife Refuge near here Monday may be a link in identifying the boat as The Bertrand, which sank in the Missouri River more than a century ago.



Kermit Dybesetter, manager of the DeSoto Bend refuge, said a box bearing the name Bertrand was taken from the wreckage Monday afternoon. The wooden box contained soap and bore the label "Stores Bertrand," he said.

The label on the box indicated the soap had been made in St. Louis. The box was taken from the hold in the aft section of the wreckage. The hold was discovered by excavators last week.

Jesse Pursell and Sam Corbino of Omaha, Neb., working with Harry Sorensen of the Sorensen Sand and Gravel Co. of Omaha, started digging for the sunken boat last February. It was located about 28 feet below the surface of the ground, about 300 yards from an oxbow lake which was once the river channel.

Searchers think the cargo may include, whisky, gold and mercury worth about \$250,000. Last Friday and Saturday, alcoholic bitters were discovered.

### Workers think steamboat hull located

MISSOURI VALLEY (AP)—Excavators looking for the steamboat Bertrand that sank in the Missouri River in 1865 think they may have located its hull.

The ship had a cargo that may include whisky, quicksilver and gold valued at about \$250,000, according to historians.

Jesse Pursell and Sam Corbino of Omaha, Neb., working with Harry Sorensen of the Sorensen Sand and Gravel Co. of Omaha, started digging for the sunken steamboat early this year.

They located a boat about 28 feet below the surface of the DeSoto Bend Wildlife Refuge near Missouri Valley, and they uncovered Saturday several wooden cases containing amber-colored bottles that may contain whiskey.

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

somewhere on the Ohio.

The Medora was burned at Jeffersonville; the Calhoun and Patrol No. 1 were dismantled at Jeffersonville; the Vixen burned at Louisville; the Bannock City sunk at Madison; the Anglo-Saxon burned at Evansville; the Belfast sunk at the foot of the Louisville canal; the Lumberman was dismantled at Cairo; the Charles Belcher, Time and Tide. Montauk No. 2, Audubon, Black Hawk, Belle of Alton, Jim Watson and John Heyle were burned at New Orleans; the Louisiana exploded at New Orleans; the Flying Cloud, Persia and Gen Halleck burned at Memphis; the Adriatic sunk near Memphis; the A. L. Mason sunk at Friar's Point, below Memphis; the Clermont sunk above Memphis; the City of Quincy No. 2 sunk at Hardin's Point, seventy-five miles below Memphis; the Comet was lost in a storm near Memphis; the Messenger was burned at Bayou Sara; the Niagara was sunk in collision with the Post Boy seven miles above Galena, Ark.; the Pennsylvania and Susquehanna exploded and burned at the mouth of the St. Francis River; the Peter Kiens sunk near Belmont; the Tigress sunk at Vicksburg; the Henry Clay burned at Vicksburg; the T. L. McGill No. 2 burned at Shoo Fly Bar; the Peoria City sunk thirty miles above Natchez; the Winchester sunk at Island No. 10; the Orb sunk at Ashport, Ark.; the St. Cloud sunk at Plum Point; the Julia Dean sunk in collision with the Rainbow at Mount Vernon; the John D. Perry burned at Duvall's Bluff; the J. Musselman burned at Bradley's Landing, fifteen miles above Memphis; the Kate French burned at Napoleon.

The sternwheeler Keokuk was wrecked in a storm at Baton Rouge; the Lebanon burned at Ford's Landing; the Lake City burned at Carson's Landing; the Bon Acord was sunk on Grand Chain; the Atlantic sunk at Platin Rock; the B. M. Runyon sunk at Griffin's Landing, fifteen miles below Greenville; the Black Hawk sunk below Mound City; the Chattanooga sunk below Pine Bluff, at Embry's Landing; the Clara Eames was burned four and one-half miles above Sunny Side, at Smith's Plantation; the Progress was burned at Dead Man's Bend; the City of St. Paul, alias Aunt Betsey, was wrecked in a storm at Shortswell Field; the Michigan exploded and burned at New Madrid; the Paul Tulane was sunk near Cora Plantation; the R. R. Springer was sunk in the Lower Mississippi in eight feet of water; the Silver Lake was dismantled at Helena; the Diligent was burned near Helena; the George C. Wolf exploded twelve miles above Helena; The C O was sunk near Hickman; the Blue Wing sunk at Craigshead Point; the Ben Campbell sunk in Little River, near Trinity; the Coosa, alias Cricket No. 4, was burned on Licking River; the Ad Kine sunk in the Arkansas; the Cedar Rapids

burned on the Arkansas at Arkansas Post; the City Belle and Clara Belle burned on Red River, thirty miles above De Russy; the Thomas E. Tutt and Fannie Thornton were burned on Red River; the Hastings was sunk in Red River at Alexandria; the Maggie Reaney sunk in White River.

The Dew Drop No. 1 and Umpire No. 3 burned on the Osage River; the Dunbar burned on Bayou Teche; the Gossamer burned in the Teche at Franklin; the D. C. Fogal was sunk in the Atchafalaya River at Alma Grove; the Appleton Belle burned on the Tennessee near Fort Donelson; the Edward I. Gay No. 1 sunk and burned at the mouth of Tallahatchie River; the Cotton Plant, alias Fort Temple, sunk in the Upper Tallahatchie at Locopolis; the Alhambra burned on the Cumberland; the Wave burned on Bayou Concordia; the Josephine sunk at Betsey Stone; the George L. Bass sunk in Red River.

J. W. D.

### Constitution-Democrat.

TUESDAY, JUNE 21, 1892.

#### A RIVER REMINISCENCE.

How a Boat "Wooded" Three Times in One Night at the Same Place.

In the "River News" column of the St. Louis Republic you have some reminiscences of early-time steamboating on the upper rivers, says a correspondent of that paper. The mention of the name of Capt. Spence Ball calls to my mind an amusing incident which occurred about the year 1840. Captain Ball was commander of the steamer Monongahela, an upper Mississippi river boat, which left this city in February of that year for Dubuque. The weather was intensely cold and the river full of floating ice. When the boat arrived at Clarksville, Mo., her supply of wood was about exhausted. On leaving Clarksville a terrific norther began to blow, and it was with difficulty that the boat, although she was a fine runner, could stem the current at that point in the river. After laboring hard for nearly an hour the Monongahela hailed Mackey's Landing for wood, where, it was said, was the swiftest current on the river. The mate went to Captain Ball, who was engaged in a pleasant game of "straight poker," and asked for funds enough to pay for some wood. The captain had only a limited amount of "ducats," and hence gave the mate only enough to pay for five cords, at \$1.50 a cord, thinking this would carry the boat until he could strike a cheaper wood pile, or a "streak of luck" would come to him in the game. The north wind increased in severity and when the line was loosened the boat was carried rapidly down the stream nearly to Clarksville. It was almost impossible

for the best steamer to stem such a current. By the time the boat neared Mackey's landing again she had exhausted nearly all of the five cords of wood. The mate went to the captain and told him "wood was out again," and he must have money to buy more. The captain was now getting low in funds and had but little to spare, as luck had gone against him. He gave the mate orders to buy \$5 worth. The boat landed and took it on. As before, the wind continued to increase in severity and carried it nearly back to Clarksville. On approaching Mackey's Landing the third time the mate as before, applied to Capt. Ball for money to buy more wood. By this time the captain had struck a little streak of luck, and was able to give his mate enough money to buy eight cords of wood. When the boat neared the wood-yard and made ready to tie up the mate ordered the eight cords put on in "double quick." The wood being about on the collector went aboard to receive the pay. The mate handed him \$12, when the collector returned \$4 of the amount, saying: "The Monongahela is a fine boat, Capt. Spence Ball is an elegant gentleman, and I wouldn't think of charging him full price when he has wooded with me the third time the same night." The writer of this received the pay for the wood.

### The Daily Constitution.

KEOKUK, IOWA :  
THURSDAY, APRIL 8, 1875.

The new steamer Belle Lee, which is now in process of construction at the ship-yard of Cutting & Woods, at Metropolis, Ill., will, it is claimed, be the largest steamboat in the world. The following particulars in reference to the Belle Lee, we glean from the St. Louis Times to which paper they were furnished by Capt. J. F. Hicks. The hull will be 322 feet over all, with 55 feet beam and 10½ feet depth of hold. The boat will carry nearly four thousand tons and will stow twelve thousand bales of cotton. Capt. Cutting has a large force of men at work and he expects to launch the hull on the first of August, when it will be towed to St. Louis for completion. Capt. Hicks visited several houses and received bids for the boilers and iron work. The cylinders of the old boat will be used, also the cabin, which is one of the finest on the river. It is estimated that this mammoth craft will only draw 3½ feet light and will carry 2,000 tons on the water it took to float the old boat without any cargo. During the winter she will run from Memphis to New Orleans, but will extend her trips to St. Louis after the cotton season is over. The new steamer is to be ready for business by the first of October.

THE RIVER.

Navigation Season is Now Practically Opened.

Water Still Low But Slowly Rising—  
First Diamond Jo Packet Out  
—How Rafters Will  
Be Manned.

The crew of workmen who have been busy putting the through packet Pittsburg into good shape for the coming season, surrendered in favor of her running crew Wednesday, who boarded the boat above the middle lock where she has been in winter quarters. Captain Jas. Boland, assisted by Chas. Tibbals, first clerk; Edward Paul, second clerk; Hi Beadle, Jr., pilot; M. Murphy, mate; and William Byers, steward, will have charge of the various departments of the boat this season. At 1:30 o'clock she passed through the bridge on her first trip to St. Louis from this city. Arriving there Saturday, she will leave for this city and is due here Sunday afternoon, returning to St. Louis Monday morning.

The river still continues low but a steady rise is encouraging river men and it is hoped that their hopes for a greater abundance of water in the river may soon be realized, as the present low stage is particularly disastrous to the boating trade. This morning the water stood 0.9 feet above low water mark indicating a rise of 0.4 feet during the night.

The Silver Crescent made her usual run from Quincy Wednesday evening and returned this morning with a load of freight which was profitable.

If the word of half the bums whom the police bounce out of town over the bridge is to be believed there must have been an immense force engaged in building the Keokuk and Hamilton bridge, and they must have been a pretty lot indeed. Every so often one of these members of the wandering tribe, bursts into tears at the sight of the dear old bridge which he says he helped to erect in the days gone by when he had plenty of work and lots of money. Strange to say none of them were ever common workmen but were the chief of the divers or bosses of the car ( ) reman of the masons, or had drawn the plans for the iron work, so that the force of chief engineers and superintendents must have been an immense one as well as a choice lot in the days of the building of this structure.

The steamer A. J. Whitney, which has been undergoing a number of extensive repairs during the past winter, was launched at Whitney's boat yards in Rock Island yesterday. The steamer

will start for the Keokuk canal Thursday, and tow the dredge and four dump boats belonging to the captain to this point. A new steamer, the Fred Kendall, built at the Whitney yards during the past winter, will be launched tomorrow. The boat is ninety feet in length, and it is claimed that she will be one of the fastest steamers, if not the fastest on the upper river. . . . Captain Hiram Beedle of Bellevue was in the city yesterday on his way to meet the steamer Daisy, which is in charge of Capt. Hiram Beedle, Jr. The latter will assume a position on the Pittsburgh, while his place on the Daisy will be filled by his father. Capt. Beedle, Sr., was pilot on the Diamond Jo Line steamer, St. Paul, last season, but does not intend to engage as actively this year.—Davenport Times.

It is reported that Capt. Thos. Peel late of the Matt Allen, will become master and pilot of the Van Metre now in the Keokuk, Fort Madison and Burlington trade.—Fort Madison News.

Tuesday evening on her down trip, the S. R. Van Meter, when near Dallas, tied up to the bank to fix the wrist on the doctor, which had been broken, when in some manner the lines holding her to the bank parted. She drifted down stream a few hundred yards and "brought up" on a sand bar, where she remained until yesterday morning, when they succeeded in getting her off. She arrived here about 1:30 yesterday afternoon. The lateness of the hour caused Capt. Wishard to abandon the Keokuk trip. She will leave for Burlington this morning.—Fort Madison News.

THE RAFTERS.

Not a rafter has gone north, although the opportunity to do so was offered several days ago, nor has a raft been brought down by any boat that passed the winter in quarters above this city. In nearly all the sloughs between this city and Dubuque, and clear up to the pineries, for that matter, there are rafts that were left there last fall to be brought out early this year, but they are nearly all aground, and the only way to get the logs into the river is to roll them.

The following list shows the names of the captains and the boats they will have charge of in the upper Mississippi logging trade:

- Saturn—George Wigans.
- Dan Thayer—Abe Mitchell.
- Sam Atlee—George Short.
- Abner Gile—Henry Short.
- Ben Hershey—Zip Bussion.
- O. W. Cowles—Joe Bussion.
- R. J. Wheeler—R. J. Wheeler.
- Will Davis—Will Davis.
- E. Rutledge—William Whistler.
- F. C. A. Denkman—O. A. McGuinley.
- F. Weyerhauser—George Reed.
- Moline—Ike Wasson.
- Eclipse—J. E. Lancaster.
- Chancy Lamb—Al. Day.
- Lady Grace—John G. Moore.
- Reindeer—John Pearson.
- Gardie Eastman—Christ Carpenter.
- Robert Dodds—Charles Roman.
- Clyde—John Hoyl.
- Ravena—Charles Davidson.
- Cyclone—Sharm Halam.

Menominee—John Hampton.  
Henrietta—A. Woodward.

Juanita—Henry Slocomb.  
City of Winona—J. Newcomb.  
Van Sant—George Tromley.  
Musser—Steve Withrow.  
Mountain Belle—A. Tambert.  
Inverness—John O'Connor.  
Bart Linehan—William Dobler.  
Belle Mac—Tom Withrow.  
Pauline—Wm. Kratka.  
Lizzie Gardner—M. Toonly.  
Jessie B—A. Darling.  
Ten Broeck—Robert Mitchell.  
Sea Wing—Horace Hollingshead.  
Vernie Mac—Will Weir.

THE DAILY GATE CITY.

FRIDAY FEBRUARY 2, 1888

A NEW RIVER BOAT.

Proposition to Build a Packet for Minneapolis and St. Louis Trade.

A special telegram to the St. Louis Globe-Democrat from Minneapolis relates the presence in that city of Capt. John B. Davis, of Rock Island, who has made a proposition to a number of business men to aid him in the construction of a river boat of 1500 tons capacity, to run between Minneapolis and St. Louis. Captain Davis proposes to build a fast boat, at a cost of \$75,000, one-half of the cost to be furnished by himself and C. H. Deere, the great agricultural implement manufacturer, of Moline, Illinois. He wants the people of Minneapolis to take the other half. Of their half he asks that they pay half or \$18,750, in cash, by June 1st, or when the boat is finished, and the balance in four and eight months at six per cent. He expects, however, that they will never be required to pay more than the first cash payment, as the boat will earn enough to meet these deferred obligations.

He proposes to build a boat 310 feet long, 48 feet beam, 6 feet hold, with a draught of 27 inches in the light, capable of carrying 275 people in her state room. This boat will make the round trip between Minneapolis and St. Louis every week, running on schedule time. It will be called the City of Minneapolis, and will be run in the interests of that city. The government officers have demonstrated the practicability of extending navigation to the falls.

It is urged that some such project as this will contribute very materially to the success of the effort to secure the improvement of the river and the ultimate construction of such works as will make the river navigable for the largest boats on the upper river. It is also cited in advocacy of the scheme that the Gem City the last year she ran in the upper river cleared \$45,000, although the original cost of the boat was only \$50,000.

THE GREAT DUST HEAR CALLED HISTORY  
R. J. STICKEL  
KEOKUK, IOWA

# One missing, 3 rescued as tow sinks in Mississippi river Friday

By Joe Malkin

Three crew members of a sunken tow were rescued from the wind-whipped waters of the Mississippi river Friday near Nauvoo, Ill., and a fourth crew member is still missing.

A land, air, and water search of the muddy river Friday and this morning so far has failed to turn up the body of the missing pilot of the ill-fated towboat, Ed Fox, about 35, of Dupu, Illinois.

## The rescued

The captain of the towboat Bixby, Harry Rutan, 43, of Granite City, Ill., and the engineer, Charles Jakoubek, 28, of Belleville, Ill., were rescued about 45 minutes after the Bixby sank at 9:25 Friday morning in the channel some 400 feet from the Illinois shore in 25 feet of water. A deck hand, Don Rutledge, about 25, of Alton, Ill., was rescued by the U. S. Coast Guard cutter Goldenrod near Galland, some three or four miles downriver from the site of the mishap.

Captain Rutan said he had delivered two barges of steel at Dallas City, Ill., and was southward bound. With winds of between 35 and 40 miles per hour, and gusts to 50 miles per hour whipping the water into waves of up to six feet high, the Bixby started to swamp. The engine room filled with water and shorted the generator making it impossible to use the pumps to bail water.

## Rutledge thrown off

Captain Rutan, Jakoubek and Fox started to climb to the upper deck as the boat began to sink rapidly. All of the men were reported to be wearing life jackets. A sudden lurch of the boat sent Rutledge into the water, and the last the captain saw of him was as he floated down the river. Rutan and Jakoubek lost sight of Fox, and never saw him again.

Meanwhile, Dale Entner, 30, of Ft. Madison, an Iowa Conservation officer, received a call from the Ft. Madison police informing him that some men

The Daily Gate City

10 — KEOKUK, IOWA SATURDAY, APRIL 15, 1967



ENGINEER CHARLES JAKOUBEK, 28, of Belleville, Illinois, looks thoughtfully out window of pumping station at Nauvoo, Illinois, after he was rescued from sunken tow, Bixby, Friday morning by Iowa Conservation Officer Dale Entner, right, who also gazes out onto muddy waters of Mississippi. Jakoubek and Captain Harry Rutan were rescued by Entner, and deck hand Don Rutledge was pulled safely from the river by crew of Coast Guard Cutter Golden Rod. Bixby's pilot, Ed Fox, is still missing. —Gate City

were in the river, Entner put his 16 foot flatboat into the river, and with a truck driver, John Willey of Burnside, Illinois, started out to the scene of the sunken vessel. By now, all that was standing above the water were the top of the Bixby's radar antenna above the pilot house, and the United States flag at the aft section. Clinging to the radar antenna were Rutan and Jakoubek.

In what was described by onlookers from the shore as a courageous and skillful handling of the small boat, powered by a 40 horsepower motor,

Entner maneuvered his craft into a position close to the two men and shouted for them to "jump, and make it good the first time." They did, and the two rescuers pulled them into the small boat and brought them to shore.

Meanwhile, the Goldenrod, under the command of Captain Bill Brock, was headed from its mooring at Keokuk to the scene, with four lookouts posted to watch for survivors. Suddenly, one of the spotters shouted that he could see a figure in the choppy waters ahead. Carefully man-

covering the large buoy tender, a small boat was lowered to assist in bringing the victim aboard.

Almost completely exhausted, and suffering from exposure to the 50 degree water for approximately one hour and 22 minutes, the Bixby's deck hand, Don Rutledge, was brought safely aboard. He immediately became uncon-

scious, and was given first aid treatment for shock and exposure.

## Near John Paul

Some time later, he recovered somewhat from his ordeal, and asked to be taken to Lock 19, where he left the Goldenrod, and registered at the Hotel Iowa in Keokuk. He was later joined there by Rutan and Jakoubek.

Officials of Bixby River Terminals, of Wood River, Illinois, who own the Bixby, could not be contacted for a statement on the possibility of salvaging the sunken craft.

# Sunken towboat Bixby will be salvaged soon

Plans are under way to raise the Towboat Bixby which sank in 25 feet of water near Nauvoo last Friday, taking the life of one of the four men aboard.

So far no trace has been found of Ed Fox despite widespread search. The captain and engineer were taken off the submerged boat early and a third man was rescued by the Coast Guard Cutter Goldenrod near Galland.

### "Valley Salvager"

A salvage boat, the Valley Salvager, owned by the Mississippi Valley Barge Lines, will come up the river to raise the boat from the navigation channel.

Although the Bixby, swamped by five to six foot waves, sank in the middle of the channel, there is no problem to navigation. The channel in this area is 1,000 feet wide and

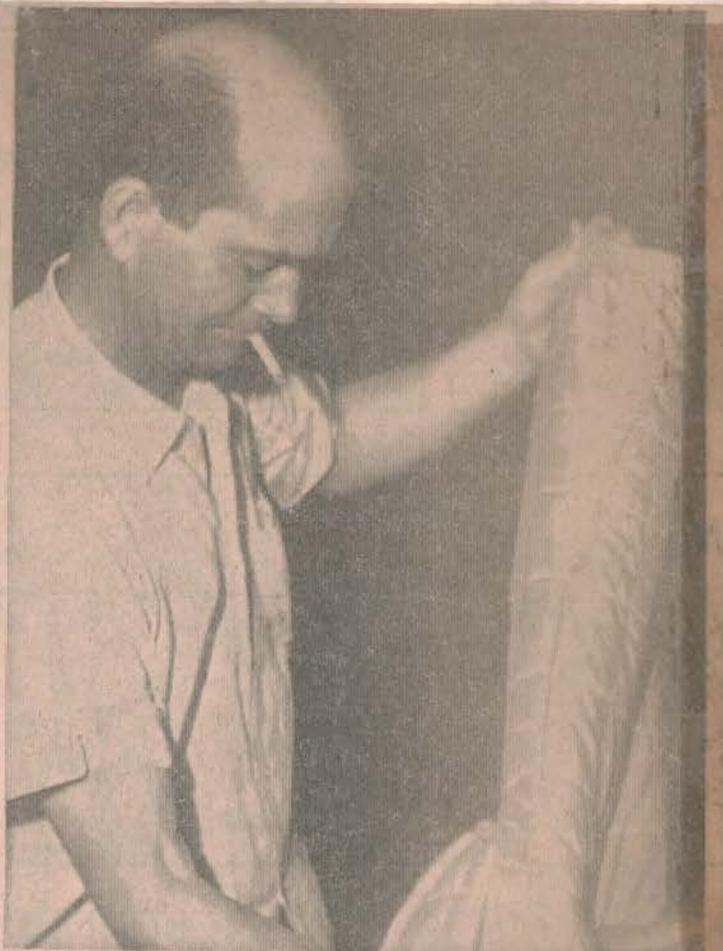
has been marked with buoys by the Goldenrod.

### Settling on bottom

The towboat may be settling more onto the bottom of the river because the radar mast and flag, which were visible last Friday, are now under water.

Some four years ago a small towboat, the John Paul, sank near Nauvoo but no attempt was made to raise it because the cost would have been as much as the boat was worth. It sank out of the channel.

In the Henderson, Ill. county Drainage District No. 3, 13 men began using three chain saws to cut down trees on the land side of the levee Monday. The trees are being placed on the river side of the levee to protect against wave wash which caused much damage during the high winds earlier in the week.



TOWBOAT CAPTAIN HARRY RUTAN, 43, of Granite City, Ill., skipper of the ill-fated towboat Bixby which sank in the Mississippi river near Nauvoo, Ill. Friday morning, removes jacket after being rescued from the sunken boat. The pilot of the Bixby, Ed Fox, of Dupou, Ill., is still missing and believed drowned. —Gate City



NAUVOO, Ill.: Iowa Conservation officer Dale Entner, in a 16 foot boat at left, and truck driver John Willey, (not visible) rescue Captain Harry Rutan and engineer Charles Jakoubek from antenna mast of radar aboard the towboat Bixby, which sank in the Mississippi river near here Friday morning. Rutan and Jakoubek clung to radar mast until rescued. Flag at right shows where aft portion of boat is below the water. Other pictures and story on page 10.

(UPI Telephoto)

The Bixby is 72 feet long, 22 feet wide, and is powered by a 1,000 horsepower diesel engine. It sank a short distance below where another towboat, the John Paul sank about four years ago. The John Paul, which did not sink in the channel of the river, was abandoned as not worth the effort of salvaging.

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

# Crew Clings to Sunken Ship Mast; Man Missing Braves 10-Foot Waves In Daring River Rescue

By Nick Lamberto  
(Register Staff Writer)

Des Moines Register  
Sat., April 15, 1967

FORT MADISON, IA. — An Iowa conservation officer braved 10-foot waves and 50-mile-an-hour winds in a small boat to rescue two men clinging to their sunken towboat's radar mast in the flood-swollen Mississippi River near here Friday morning.

Iowa Conservation Officer Dale Entner, 30, of Fort Madison, rescued Harry Rutan, 43, of Granite City,

Ill., captain of the 72-foot towboat Bixby, and crewman Charles Jakoubek, 28, of Belleville, Ill.

Don Rutledge, 24, of Wood River, Ill., another crewman, was rescued about three miles downstream by the crew of the Coast Guard cutter Golden, based at Keokuk.

## Crewman Missing

Still missing late Friday was the fourth crewman, identified as Ed Fox, 32, of Dupon, Ill. He was wearing a life jacket when last seen.

The Bixby sank in about 25 feet of water some 400 feet from the Nauvoo, Ill., shore and about 10 miles downstream from here. Officials think the boat sank at about 9 a.m.

Entner, a fish and game officer for the Iowa Conservation Commission for the last 2½ years, was called by the Fort Madison police after the towboat captain radioed he was in trouble.

Entner drove across the Fort-Madison bridge with his 16-foot boat on a trailer. He launched the boat with its 40-horsepower motor at Nauvoo.

"The boat went down quick, like a rock," Captain Rutan told his rescuer. Rutan and Jakoubek scrambled up the boat's radar mast and held on until help came. They were soaking wet and shivering cold when rescued.

The Bixby, owned by Bixby River Terminal Co. of Wood River, Ill., was traveling south

after delivering two barges loaded with steel at Dallas City, Ill., which is about 10 miles upstream and across the river from Fort Madison.

As the towboat entered the navigation pool called "Keokuk Lake" about 10 miles upstream from Keokuk, the captain radioed officials at the Fort Madison bridge, "We're in trouble."

The waves were reported to be 6-feet high but were breaking over the boat's prow.

The distress call was relayed to the Fort Madison and Keokuk Police Departments and to the Coast Guard. Conservation Officer Entner was called by the Fort Madison police.

Entner's boat has a capacity of six persons, but is not built to travel in high waves. It normally is used in good weather on Iowa lakes and streams.

With Entner was John Wiley of Beardstown, Ill.

## Hero's Story

"We didn't linger," Entner said. "It was one of the roughest trips I ever hope to make. We were just trying to keep from getting tangled in the radar mast."

"The first pass one of them got into our boat when we got close enough. The waves swept us away and we backed off and went in again to get the second man."

"They sure were glad to get into our boat and a lot gladder to reach shore. It was the roughest time I've ever had in a boat."

The two men rescued by Entner dried off at the Nauvoo power station. Entner then took them by car across the river to Montrose, south of here, where they boarded another tow boat, the Frank Alter, out of Davenport, and searched for the missing man.

## Winds Batter Flood Dikes

Raging waves whipped by winds up to 80 miles an hour battered Mississippi River flood dikes along Iowa's eastern border Friday, but no major damage was reported.

Waves five and six feet high were hurled against dikes made of dirt, plastic sheeting and sandbags to hold back a spring flood crest which by Friday evening was moving past Clinton toward Davenport.

## Clinton Crest

The river apparently crested Friday morning in Clinton at 19.8 feet or nearly four feet above flood stage and was holding steady. The crest was expected to hit Davenport Saturday at a revised and increased level of 17.5 feet or 2.5 feet over banktop.

Although the pounding of waves softened dikes in some areas and caused minor leaks, no major breaks were reported.

Winds up to 80 miles an hour whipped over Muscatine and the Quad Cities area, knocking down trees and power lines. One tree fell on a car driven by Mrs. Arnold Leopard in Muscatine, injuring her 2-year-old son, Kevin.

Display windows were shattered across the river in Rock Island and Moline, Ill. Seven persons were cut by flying glass in the Deere Administrative Center south of Moline.

A tornado watch issued until 6 p.m. for eastern Iowa didn't help the nerves of residents much, but no tornadoes were reported.

Gov. Harold Hughes, meanwhile, advised local officials not to give up yet on receiving federal aid for expenses of flood protection.

He conceded Iowa has not yet suffered the minimum \$2 million damage required for national funds to help replace local government property, but Hughes noted the total can come in any 12-month period and might be reached through future disasters.

## Dubuque Bill

The city of Dubuque has spent \$420,000 in coping with flooding this year, and city officials said it would be "disastrous" to have to pay the bill from the already strained city budget.

Clinton and Davenport also

may be faced with money problems in flood fighting.

Six Republican state senators — five from eastern Iowa cities threatened by floods and one from tornado-ravished Belmond — filed a resolution late Friday afternoon asking state help in meeting the costs of flood protection.

The resolution asked the appropriations committees of the House and the Senate "to permit use of contingency funds or provide a state appropriation."

Senators John Walsh, Dubuque; David Stanley, Muscatine; Roger Jepsen, Davenport; Roger Shaff, Clinton; C. C. Lamborn, Maquoketa; and Hugh Clarke, Belmond, filed the resolution.

"The financial resources of Iowa's local governments cannot alone bear the heavy costs of protection and relief," said the resolution. "Federal funds set aside for such activities are subject to limitations which prevent their use."

Walsh is preparing a bill for introduction in the Senate to create a "Local Government Disaster Relief Fund" for use in floods, tornados, disease, fire or "such other calamity."

The Daily Gate City  
WEDNESDAY, APRIL 26, 1967

## Sunken tow boat raised at Nauvoo, Tues.

The towboat Bixby, which was swamped and sank during a storm on the Mississippi off shore from Nauvoo during the morning of April 14, was raised early Tuesday afternoon.

A salvage boat, the Namour, owned by the Mississippi Valley Barge Lines of St. Louis, arrived at Nauvoo Tuesday morning. Flotation rings were attached to the sunken boat and about three feet of mud were pumped out before it was raised.

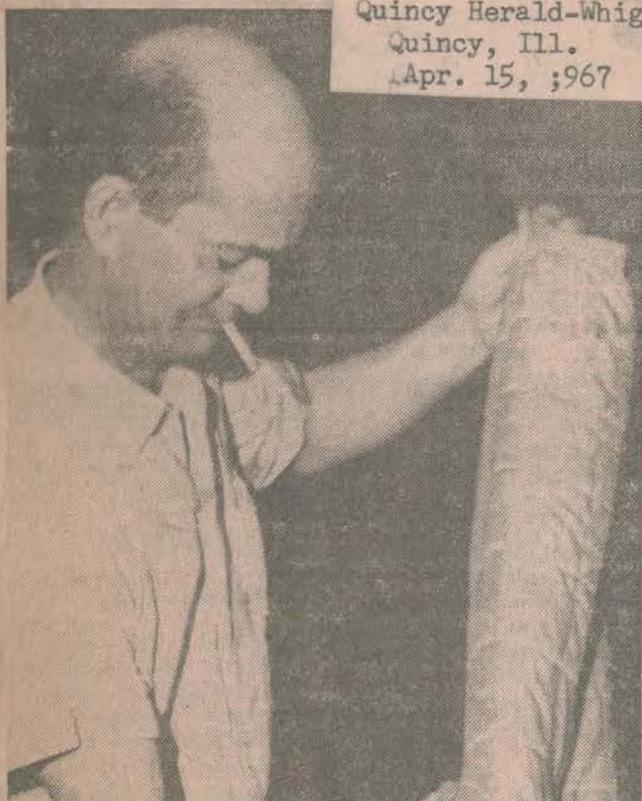
The Namour then towed it downriver to St. Louis, clearing the Keokuk lock at 6:20 p.m.

No trace has been found of Edwin Fox, missing crew member, who was wearing a life jacket when the boat sank. The other three men on board were rescued.

Launch sinking probe

# Hope fades for lost crewman

Quincy Herald-Whig  
Quincy, Ill.  
Apr. 15, 1967



Capt. Harry Rutan, 43, of Granite City, removes life jacket after rescue from sunken tug. He and Engineer Charles Jakoubek, 28, of Belleville clung to parts of tub still above water and were rescued by Dale Entner of Ft. Madison, a., in 16-foot flatbottomed craft assisted by John Willey of Burnside. Rutan joined search for missing crew members. Photo by Joe Malkin of Keokuk Gates City.

Nauvoo, Ill., April 15.—Little hope remained Saturday of finding alive the fourth crewmember of the swamped towboat Bixby. The U. S. coast guard reported it had called off its search for Ed Fox of Dupu, Ill., at dusk Friday. No trace had been found of Fox when the coast guard cutter Goldenrod tied up below the dam at Keokuk, Ia., shortly before 8 p. m. Friday.

The Bixby was swamped by five to six-foot waves and sank in the Mississippi river 400 feet off the Nauvoo water works pump station Friday morning at 9:30.

Capt. William Brock of the coast guard reported that an investigation into the circumstances surrounding the sinking is under way. The coast guard marine inspection office of Dubuque, Ia., is in charge of the probe

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A spokesman for the Rock Island District, Corps of Engineers said that, though the boat sank in the navigation channel, "it isn't dangerous to other boats because the channel is wide at that point. He added, "Buoys have been placed in the river to warn other boats of the sunken craft."

The spokesman explained that because the boat is in the channel, its owners, the Economy Boat company of Wood River, Ill., will have to either move the boat or declare it abandoned. In the latter case, the corps would seek bids for removal of the craft. The spokesman pointed out however, that the boat was probably in relatively good condition, and, the company probably would want to salvage it. Removal operations aren't expected to begin until the river

stage drops.

The Bixby is a small 1,000 horsepower boat, built in 1931 at Memphis, Tenn. It is 70 feet long, 20 feet wide and draws 7.5 feet of water. Damaged by fire in 1952, it was completely rebuilt. The Bixby, formerly known as the Jerry Waxler and later as the Katherine Ford, was returning from Ft. Madison, Ia., where it had delivered two barge loads of steel.

Three other members of the tug crew were rescued, two from the tug where they were clinging to the parts still sticking out of the water. Capt. Harry Rutan, 43, of Granite City, and Engineer Charles Jakoubek, 28, of Belleville, were rescued by Dale Entner of Ft. Madison, Ia., an Iowa Conservation Commission officer, and John Willey of Burnside who braved the five to seven-foot waves to bring them to shore.

Radar, search lights and about a foot and a half of the upper deck remained above the water line. The tug sank in 15 feet of water. Lighted buoys were placed at the wreckage by the Goldenrod to warn other tows and vessels.

A third crewman, Don Rutledge of Wood River, was rescued about two miles below the scene of the sinking by the Goldenrod. Capt. William Brock said that the crew threw Rutledge a line which he wisely wrapped five or six times around his wrist, just in case he passed out.

• • •

They also used a 20-foot pole to bring him close to the vessel and had a small boat ready for use in case it was needed. Rutledge was near complete exhaustion when pulled from



Raging waters of Mississippi river nearly hide tug Bixby which was swamped by high waves and sank 400 feet off Nauvoo water works pump station Friday morning. Waves were running from five to seven feet hampering efforts to locate one of four men aboard still missing. Tug sank in 15 feet of water. Only radar, search lights and about foot and half of upper deck remained above water (circle). Lighted buoys were placed by coast guard to warn other vessels.

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

the 50-degree water.

He and Fox were both wearing life jackets when swept away. A floating gas can and an empty life jacket were found by the Goldenrod during the search for Fox, but Brock said they may have been swept overboard when the tug sank.

A Coast Guard plane from Travis City, Mich., joined the search Friday but turned up no trace of the missing crewman. The plane was flown to the St. Louis, Mo., airport for the night and may join the search again this morning.

Brock said that unless Fox was able to hang up on something the swift current of the river would have swept him far down stream. He was not sure what type of search would be undertaken Saturday. The first tactic will likely be to search the shoreline.

The motor vessel, Frank Alder, out of Davenport, Ia., joined the search after Capt. Harry Wiston tied up his barges at Montrose, Ia.

Brock had high praise for the bravery of Entner and Willey. With the waves running five feet high they didn't think the Iowa Conservation Department's 16-foot flat-bottomed boat had a chance to make it to the wreckage.

Rutan and Jakoubek were brought to the Nauvoo pump station, unhurt. Brock said that at times the waves may have been near seven feet but on the whole they were three to five feet high.

The Bixby passed through Quincy Lock and Dam 21 Thursday night at 6:33 en route to Ft. Madison, Ia., and was pushing two barges at that time.

The Bixby was on its return trip south without barges when it was swamped at Nauvoo.

# Towboat sinks near Nauvoo this morning

A 72 foot towboat, the Bixby, was swamped in heavy waves about 100 feet off shore near Nauvoo this morning, and quickly sank to the bottom of the Mississippi.

Only the flag could be seen above water at 10:30 o'clock this morning. The swamping occurred at 9:25 in waves running five or more feet high.

### Save three

Iowa Conservation Officer Dale Entner of Fort Madison, put his small outboard motor-

boat into the water to rescue the captain, Harry Rutan and engineer, Charles Jakoubek.

A third man, unidentified this morning, was pulled out of the water near Montrose, about three miles from the scene in front of the Nauvoo waterworks, a half mile south of town. The condition of the rescued man was not known.

A fourth member of the crew had not been located by 11 a. m.

The boat was running along, without barges.

...rge held fast a few seconds, and the outer end of the barge was raised up from the water, caught the west span of the bridge, and, acting with prodigious lever force, actually lifted the span from the piers, and dropped it off into the river, completely wrecked. Those known to be saved are Lee Wagner, Captain; Willis Blakesley, pilot; Orlando Cotter, chief engineer; Ed Deigan, first mate; J. Losier, foreman; Nick Sausser, watchman; Chris Kraft and Thomas Reynolds, deck hands; Amanda McAtee, chambermaid. The lost were Pat Carey, Dick Crouse, and Frank Scheineman, firemen; Charles Brown and Joe Seisser, deck hands; William Foster, second engineer; Henry Young, first clerk; also the cook, cabin boy, and bargeman, names unknown. The current is so swift that it is impossible to say where the boat now lies. The craft and cargo are put down as a total loss.

The accident to the bridge, in connection with the high water, is a serious blow to the railroad business here for the present. The length of the bridge span is 250 feet, and the cost of replacing it is estimated by persons having a knowledge of such business not far from \$20,000. The bridge was built in 1871 by the Detroit Bridge and the Iron company, and it is believed that within 30 days at the furthest, under ordinary circumstances, it will be fully replaced. The chief officer of the Wabash road reached Hannibal by special train this afternoon, and the work of replacing the missing span of the bridge will without doubt begin at once.

...was a passenger on the Granger packet Colossal which arrived here early yesterday morning, informs us of a drowning accident which occurred when the boat was a short distance this side of Burlington. A deck-hand—a Mulatto—who lived at Louisiana, Mo., but whose name our informant was unable to learn while engaged in rolling barrels on the lower deck lost his balance and fell overboard. The alarm was raised and a boat's crew was sent from the steamer to the rescue but they were unable to reach him. The man was a good swimmer and from the length of time that his cries were heard after he fell overboard he must have made a gallant struggle for life. But the chilly condition of the water and the darkness of the night rendered his efforts of no avail and he disappeared before assistance could reach him.

## DAILY GATE CITY:

WEDNESDAY MORNING, APR. 19, 1876

### The Dictator.

HANNIBAL, Mo., April 17.—The Dictator attempted to pass the bridge between 3 and 4 o'clock this morning. There are five piers, and the draw is peculiarly situated with reference to the channel. The Dictator passed through, and came out at the upper end of the draw all right, but just as she did so an adverse current caught the bow, twisted the boat out of her bearings, and in a moment she went drifting down on the pier, striking it amidships. She hung in this position two or three minutes, while the timbers were parting, then careened and went down out of sight. The very brief delay was enough to save half the lives. As the tow-boat went down the lashings of the

## THE GATE CITY:

FRIDAY MORNING, MAR 24, 1876,

### OVERBOARD.

**A Deck-Hand Falls from the Steamer Colossal and is Drowned.**

D. O. Magoun, of Camanche, Iowa, who

## THE GATE CITY:

FRIDAY MORNING, OCT. 27, 1876

### Steamer J. W. Vansant Sunk on the Rapids.

While ascending the river, on Thursday, the steamer J. W. Vansant was run into by the Cricket, about seven miles from here on the rapids, at 4 p. m., and sunk in five feet of water. The Cricket passed without injury. The Vansant will probably be a total loss, since she is bounded on rough edged rocks which penetrate the hull, and the waves of each passing boat causes her timbers to break. She is owned by the Eau Claire Lumber Company. The accident will probably result in a case of admiralty.

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**The Daily Gate City.**

THURSDAY MORNING, MARCH 6, 1873.

**THE NEW STEAMBOAT COMPANY.**—The Keokuk Northern Line Packet Company is the name of the new steamboat combination recently formed at St. Louis. At a meeting of the captains, held at St. Louis on Monday last, Mr. John S. McCune was elected President, Capt. W. F. Davidson, General Superintendent, and Capt. Thomas H. Griffith, Secretary and Treasurer. Executive Committee: Capt. Thos. B. Rhoads, Capt. W. F. Davidson and Capt. John S. McCune. The *Globe* says:

"There was a full meeting of the Captains and all the parties interested were well pleased with the selection of officers, for no better could have been made. Mr. John S. McCune, the President, has for thirty years past filled the same position in the Keokuk Packet Company, and by his close attention and watchfulness of its wants, has led it from its infancy to giant greatness, when it is acknowledged the most successful steamboat company of the West. Capt. W. F. Davidson, who by his indomitable will and perseverance has stamped his name indelibly on the history of Western commerce, was, by the unanimous vote of the directors, elected General Superintendent. Capt. Thos. H. Griffith, who, for eighteen years has been the Secretary and Treasurer of the Northern Line Packet Company, whose motto has been, "Honesty and reliability," was elected Secretary and Treasurer of the new organization. Capt. Griffith is an old steamboatman on the Upper Mississippi river, and one of the noblest works of God—an honest man, and true,—none gainsay it. The Executive Committee will meet to-day and proceed to appoint a General Freight Agent and all other officers of the company. Bills of sale of all the steamers, barges, wharfboats, depots, etc., belonging to the three companies will be made and delivered to the new company to-day. Captains E. W. Gould, Peter Conrad and John A. Scudder were appointed appraisers, who will at once proceed to value all and singular the stock which is to be put in, and report the same to the Executive Committee; their report is final. The following steamers are not to be taken in the appraisal: Tom Jasper, of the Northwestern Union Packet Company; Savanna, of the Northern Line Packet Company; St. Johns, of the Keokuk Packet Company. The Keokuk Northern Packet Company will proceed with the utmost dispatch to have their stock put in the best order for the spring business, and shippers and passengers on the Upper Mississippi can depend upon having every facility afforded them.

**The Daily Gate City.**

THURSDAY MORNING, APRIL 3, 1873.

**RIVER DISASTER.**

**Sinking of the Steamer Damsel on the Rapids—580 Barrels of Flour Under Water.**

The steamer Damsel, of the White Collar Line, was sunk on the rapids a short distance above this city yesterday afternoon about 2½ o'clock. She had been in winter quarters at LaCrosse, Wisconsin, and was en route for St. Louis. In coming over the rapids, she struck a rock and immediately commenced to fill with water. The captain ordered her to shore. She did not go very far, however, until she began to sink. The water where she went down is about five feet deep, and reaches a little above her lower deck.

Five hundred and eighty barrels of flour were stored in her hold. This, of course, will be a total loss, or nearly so. Above the hold she was loaded with grain. This was removed to barges a short time afterwards, without being damaged.

It is impossible to say to what extent the boat is injured, but it is probable that she is pretty badly torn to pieces, as she was drawn over the rocks for a considerable distance.

The officers of the boat came down to this city on the Cricket.

The Damsel was a stern-wheeler, and has been used as a freight boat. We understand that she is still owned by the Northwestern Union Packet Company.

**THE GATE CITY**

SUNDAY MORNING, JUNE 11, 1876.

**OVERBOARD.**

**A Steamboatman Falls from a Barge into the River and is Drowned.**

Disasters of a like nature follow one another in rapid succession, with the unflinching certainty that night follows day. Yesterday morning we recorded the death by drowning of Geo. D. White. This morning we have to report another accident of a similar nature.

The K. N. Line tow boat Victory came through the bridge at 7 o'clock with five barges which were landed below the packet depot.

About 8 o'clock, while the boat was engaged in arranging her barges preparatory to proceeding on her way down the river, a man named Charles Alberts undertook to walk along the side of the barge "Keokuk," when he stumbled or slipped and fell overboard. He came to the surface but once and it is thought that after going down the second time he went under the coal barges that are moored just below where the accident occurred. We are informed that the crew made no effort to either rescue the man or recover his body, and after getting her barges ready the boat backed out and went on down stream. Neither was any search made by any one on

shore, and in half an hour after the accident there was nothing to indicate that anything had happened—in fact, a good many people on the levee knew nothing of the drowning until later in the day.

The unfortunate man was formerly a cook on the steamer Damsel and left that boat last Monday to work on the Victory. His home was at Evansville, Ind.

**The Daily Gate City.**

SATURDAY MORNING, MAY 3, 1873.

**ACCIDENT TO THE LUCY BERTRAM.**—In making the draw at Davenport, Thursday afternoon, the steamer Lucy Bertram met with a damaging mishap. She was coming down stream, and was heading nicely, when through force of wind, probably, she swung aft, and her larboard wheelhouse went against the upper end of the draw pier with a great crash. The wheel-house was stove in, several of the wheel arms broken, the wheel shaft badly bent or broken, the pastry room well nigh demolished, and timbers about that portion of the boat wrenched generally. The *Gazette*, from which we learn the above, says that she made the draw, signalled the ferry steamer for assistance, and the latter went up and towed her into port on the Rock Island side. Ship carpenters were immediately set to work repairing the damage, and it was thought by Captain Laughton she would be in readiness for departure for St. Louis in the evening.

**The Daily Gate City.**

THURSDAY MORNING, MARCH 20, 1873.

**THE SPREAD EAGLE.**—The new steamer Spread Eagle, of the Eagle Packet Company, new makes regular daily trips between this city and Quincy. She is a handsome craft. The test of the machinery has been made and was entirely satisfactory in its results. She was designed for a fast boat and the indications are that the expectations of the company will be fully realized. The boat was built for the Eagle Company at Madison, Indiana, last season. Her length is 175 feet, breadth of beam 28, over all 54 feet. She has three 20 foot boilers 28 inches in diameter, with five 8-inch Lapweld flues in each. The cylinders are 18½ inches, and stroke six feet.

The interior is elegantly finished and the cabin presents a splendid appearance. There are twenty large state rooms, four of which are of extra size and designed for families. All are furnished in the best style.

THE GREAT JUST HEAD CASES  
N. J. BICKEL, KEOKUK, IOWA

## A NEW BOAT ENTERS THE TRADE

Hock White to Run to Warsaw and  
Alexandria.

Will Also Serve as a Ferry Between the  
Last Two Named Points—Light  
Tender Coming Down the Mis-  
sissippi—River Intelligence.

Arrangements have at last been perfected for a boat to be placed in the river trade between Keokuk and Warsaw and Alexandria. The absence of cheap and convenient means of transportation of reaching Keokuk by the people of Warsaw has resulted in the loss of considerable retail trade that would have come here had there been no interruption to the usual channels of trade. The difficulty will be obviated from now on, for beginning tomorrow the Hock White will enter this trade. She will not only be operated between Keokuk and Warsaw, but between Warsaw and Alexandria, serving the purpose of a ferryboat between the last two named points. Capt. Jones has secured a flat boat or barge capable of sustaining 250 tons and of carrying six or seven double teams, and in the trips between Warsaw and Alexandria it is proposed to tow this barge. The Hock White will leave Keokuk every morning except Sunday at 6:25 o'clock and will arrive on the return trip at 10:45 a. m. She will lay at the wharf until 1:30 o'clock in the afternoon, when she departs for Warsaw. Returning she leaves Warsaw at 6 o'clock p. m. The intervening time between the two Keokuk trips will be utilized in handling what was formerly the ferry business between Warsaw and Alexandria. Placing of the boat in the trade will accommodate the people of the three towns. The round trip fare between Warsaw and Keokuk will be 40 cents. The arrangement will restore much of the trade that has been going elsewhere.

### RIVER PILOT IN ALASKA.

The News, published at Skagua, Alaska, contains in its issue of April 14 the following in regard to a river captain well known at this port: 'Capt. D. W. Dobler, an old time Mississippi river steamboat captain, was in the city yesterday on his way to White Horse rapids. Capt. Dobler has been engaged by the Canadian Development company to pilot the steamer Victoria up and down the Yukon this fall. He will not be the captain of the little steamer. The Canadians have a special 'exclusion act' for alien steamboat captains. The difference in the salaries, however, is enough to make the Britisher wish that

his early days had been spent on a 'fast and commodious' Mississippi river flat instead of on the Clyde. For thirty-six years Capt. Dobler has steamboated up and down the Father or Waters. The last twenty-three of them have seen him as master and pilot. Of late years he has run on the upper Mississippi, but the early days saw him running down to New Orleans, and he has taken part in many a steamboat race in the good old days, when 'to be a river captain was better than a king'—and even the purser; in many races when the traditional hams and bacons were piled into the fire box for fuel and the traditional 'nigger' hung from the safety valve. From the Mississippi to the Yukon is a long jump, but his valuable experience of years will be with him in his new field. It is said that most of the companies operating on the Yukon will try to secure United States river steamboat men for pilots."

### LILY'S WAR VETERAN.

The government light tender, Lily, which went north some time ago, is now on her way back from the headwater of the Mississippi and will likely pass here tomorrow en route to St. Louis. The Lily is now coming down the river on her first trip of the season, and according to her usual schedule, the boat will come up again in July, and supply the light stations along the river with wicks, oil and other necessities to keep them going the remainder of the season. On the up-river trip, all of the lights along the river were inspected, and such repairs as were necessary were made. On the boat there is a regular repair shop, which is supplied with all the conveniences for making quick repairs. On the first trip of the season the Lily usually takes up all the lamps along her course and repairs and repaints

them, putting in their place those that have already been put in the best possible shape.

Commander Mannsfield, of the United States navy, who, during the Spanish-American war, commanded the United States ship Celtic, now inspector of the fifteenth light house district, which comprises the territory on the Mississippi from Cairo to St. Paul, and the Illinois and Missouri rivers, is aboard the Lily, while immediately in command of the boat is Captain William C. Langan, one of the old time navigators of the Mississippi. Campbell Hunt is the pilot of the Lily; George Atkins, clerk; D. H. Dipple, chief engineer; while the venerable John Clark continues as mate. All told there are twenty-four aboard. In the district there are 500 light keepers.

### ON THE DES MOINES.

R. H. Warden of Keosauqua relates the following reminiscences of the time when the Des Moines river was navigated by steamboats: "The announcement of the arrival of a steamboat up stream Wednesday afternoon has set many of the old time residents of the city to recalling days gone by when the Des Moines was the scene of busy traffic. It's been more than forty years ago, but I can remember the

time when I have seen as many as seven or eight steamboats, and big boats at that, tied up at the wharf in this city. The river extended away inland to what it does now, and on the bank at that particular point were a number of large willow trees which afforded an excellent anchorage for the boats. That was forty years ago. The river then was quite different to what it is now. The Des Moines then was quite a stream. The largest boat that ever came up the Des Moines river was known as the Alice. She was 175 feet in length and made regular trips along here during the season. She also plied between points on the Mississippi river. One of the big boats on the river at that time—the Edwin Manning—was owned by Davis & Myers of this city. She was run here for a year or more and afterwards was taken to the Arkansas river. The Revenue Cutter was the first steamboat that ever came up this far on the Des Moines. That was in 1851. Navigation was continued then until 1860, since which time there has not been a steamboat of my knowledge, until the arrival of the Iowa Pride this afternoon."

### LITTLE NOTES.

The steamer Silver, Crescent and Sidney pulled out from here this morning at about the same time and a lively race ensued between here and Warsaw. The Sidney had the best of the start but the Crescent came out with flying colors when the Warsaw landing was reached.

A new clam digging boat, the Clipper, was launched at Buffalo Sunday, and is now waiting for the government inspectors to arrive, examine her boilers, and put her in commission. The machinery on the new boat is that formerly installed on the Myrtle, owned by Capt. Collins, and he will own and operate the present craft. Capt. Collins is a well known river man, and his boat, the Myrtle, was a well known and familiar figure. The Clipper, which will commence digging for shells in the near future, is 10x42 feet and is registered No. 127,331.

The steamer Dubuque passed down this morning with an extremely large cargo of freight.

## WAGES OF THE PILOTS HAVE BEEN REDUCED

There was a time when the pilot of a river steamer was one of the big men of the times. He was a much-honored individual, and venerated for his wonderful wisdom and superior knowledge of the mysteries of the bars and swirls and kinks of the channel. He held a little court of his own up in the pilot house where he turned the monster wheel and jingled the engine room bell. He was high man on the boat and received a princely salary.

The good old days are gone. The

rapid transit of the steam cars with their clang and bang, bumping over switches and swishing into stations, has become the favorite mode of travel with the public, and the gentle rocking of the steamer with the drip of the paddle wheel and the soft flutter of the water from the bows; the green landscape gliding slowly, noiselessly by, occasional stops at the landing when the quietness is broken only by the voice of the mate as he curses, and the drone of the negroes, singing as like a lot of busy bees around a hive they buzz to and fro with their burdens—this is only for the leisurely traveler or the vacation man hunting absolute rest. The trips down the river are still as picturesque, still as quieting to over-wrought nerves; but the magnificent packets have given way to the march of time; they are not even of the past—and with their degeneration has gone the old time pilot.

One of the old-timers, speaking of it the other day, said he quit when the limit of wages reached \$60 a month and came ashore. Now any one can pilot a boat, the draught is light, and little knowledge either of river, channel or boat is needed. Some of the old traditions still hang about the little throne room on the upper deck, but the old-time pilot with his wonderful stock of yarns of the races by night when they poured oil in the wood and rushed through the blackness like a couple of demons, is gone, never to return. You will find an occasional one along the river in a comfortable little boat house with some skiffs and sail boats to let. He still dreams of the past, and shaking his shaggy old head mutters: "Things ain't like they were before the wah."

**DAILY GATE CITY.**

THURSDAY MORNING, APRIL 20, 1876

**RIVER CASUALTIES.**

**THE STEAMER CLINTON MEETS WITH AN ACCIDENT AT HANNIBAL.**

**The Dubuque Collides with the Bridge—Narrow Escape of the B. F. Weaver.**

Steamboats are having a tough time of it just now, and the adage which says that misfortunes never come singly, applies as well to them as to anything else.

At 2 o'clock yesterday morning, the draw of the bridge was thrown open for the Dubuque, en route for St. Paul. In attempting to pass through she struck the "rest" just forward of her wheel house on the starboard side. She backed down and started through again, when she struck the same "rest" about twenty feet back of the wheel-house. She backed down again and in the third attempt succeeded in getting through. Her guards were broken to some extent,

though no serious damage was done. The draw was held open an hour for her.

About 9 o'clock the B. F. Weaver coming down on her regular trip, whistled for the draw, but it did not open. When it was discovered that it did not swing in response to the signal, the engines were reversed and by dint of hard work, the boat was stopped just in time to prevent a collision with the draw span. The steamer turned and went back a short distance and came down again. This time the draw was opened and she passed through all right. No damage was done, but it was a narrow escape. The engineer of the bridge says that the draw was swung part of the way round, but owing to the high wind, they were unable to get it any farther at the time.

About five o'clock last evening a dispatch was received here, stating that the Clinton on her way down yesterday, collided with the pier at the east end of the draw of the Hannibal bridge, tearing off her larboard wheel and completely disabling her. No particulars were sent, but it is stated that no one was injured. The wheel-house, shaft and barber shop, were carried away. The Dan Hine was ordered to the assistance of the Clinton, and will tow her to St. Louis. She left for Hannibal last night.

Capt. Abe Hutchinson, the company's agent at this place went with her.

**DAILY GATE CITY.**

SATURDAY MORNING, MAY 20, 1876

**RIVER DISASTER.**

**A Raft Goes to Pieces at the Bridge.**

**A Steamer in a Perilous Situation.**

About 9 o'clock last evening the tow-boat Tiber passed up the river after a large log raft which was tied at Rickey's Point. She expected to tie up alongside and take an early start down the river this morning, but in landing she ran into the line, broke it and cut the raft loose. It floated off down stream and the only alternative was for the Tiber to follow and land it some where. This she attempted to do on the Iowa side just above the bridge. In order to do this it was necessary to hug the lower lock of the canal, and in so doing the raft scraped the wall and some of the logs were torn loose. One of these caught in the wheel of the Tiber, locking it and completely disabling her. The raft collided with the abutment, swung round, and struck the ice breaker, and then went to pieces.

The boat got wedged in among the logs, dropped through the bridge between the

pivot pier and the abutment, and floated into the eddy below the bridge. As she was in a perilous situation, she gave the signal of distress, and the whistle on the bridge did the same thing. The shrieking of both of these for several minutes in succession, attracted a large crowd of spectators and the bridge was soon lined with them from the shore to the draw.

By working her "nigger engine" the boat succeeded in reaching shore, and after removing the logs from her wheel and straightening matters out it was found that she was not injured to any extent. The raft was badly broken up and a great many of the logs will be lost.

The disaster occurred between 11 and 12 o'clock.

**FROM ST. LOUIS.**

1869  
St. Louis, Nov. 24

Capt. Blake, of the steamer Rubicon, which arrived here to-day from Memphis, gives the particulars of the accident to his boat Saturday. Fire was discovered at two o'clock in the morning under the pilot house, which, with the upper part of the texas, was in a moment all ablaze burning furiously, and the boat was immediately headed for shore. The pilot, Wm. Kiley, stood at his post until the wheel itself caught fire, nor did he leave until the boat landed. In the meantime Capt. Blake and crew trimmed the hose and brought three streams of water to bear on the fire. As soon as the boat touched the shore all the passengers, fifty-five in number, twenty-two of whom were women and children, were safely landed, where they remained until the flames were subdued, when they all returned to the boat and she proceeded on her voyage. The fire is supposed to have caught from sparks lodging against the pilot house at the intersection with the hurricane roof.

The committee appointed at the Free Trade meeting recently held here, met this afternoon and appointed a sub-committee to frame a constitution and plan of operations and report at some future meeting.

The steamer Lady Pike grounded a barge a few miles below Burlington on Friday last which was cut to pieces by the ice on Monday, involving a loss of 7,000 bushels of grain. The Pretender grounded at the same place on Sunday, and was obliged to throw overboard several thousand dollars worth of flour, wheat and other produce.



The Palatial Side Wheel Steamer  
**Gem City**  
Leaves Keokuk for St. Louis every Monday, 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.,  
St. Louis, Mo.  
1875

The Gate City.  
MARCH 30, 1899.  
THE GATE CITY COMPANY,  
KEOKUK, IOWA.

## ALL LOST.

The Rowena Lee Explodes  
Her Boilers in Mid-Stream,

AND IMMEDIATELY SINKS

Crew and Passengers, All Except Two,  
Went Down With the Ill-  
Fated Steamer.

THIRTY-ONE PASSENGERS LOST

The Captain and One Member of the  
Crew Alone Rescued.

Memphis, March 29.—The Rowena Lee, one of the Lee liners between here and Cairo, is reported sunk at Tyler, above Memphis. It is reported only a few passengers escaped.

Cairo, Ill., March 29.—The officers and crew of the Rowena Lee were as follows: Captain, George Carvell; first clerk, L. E. Booker; second clerk, Mitchell; third clerk, Sam Lewis; pilots, Sid Smith and E. Banks; engineers, Albert Caldon and Frank Stull; steward, Geo. W. Todd; mates, John Casty and Patrick Flanagan; mail clerk, M. T. Kelly; Theodore Hunn, barkeeper; Logomarcino, barkeeper; Wm. Hight, colored, deck barkeeper. Al. Faris, of Hickman, Ky., was a passenger on the vessel.

The passenger list cannot be obtained here tonight. The steamer left here at 6:30 last night and had only a few passengers.

New Madrid, Mo., March 29.—The steamer Rowena Lee, with about thirty-one passengers aboard besides her crew, exploded opposite Tyler, Mo., this afternoon, and immediately sank in seventy feet of water with all on board except Captain Carvell and one of the crew.

The steamer left Cairo with sixteen passengers aboard, bound for Memphis. At Caruthersville, Mo., he landed and took aboard fifteen more passengers. It is estimated that with the passengers and crew she then had aboard about fifty people. She made a landing at Tyler, and at 4 p. m. backed into mid-stream from Tyler to proceed on the trip. The steamer had just reached the middle of the river when she suddenly stopped and lurched as if a snag had been struck. The next moment

the boat parted in the middle, a volume of steam and debris arose and the detonation of the explosion thundered over the water. The river was running very high and the steamer immediately sank with all on board but the captain and one of the crew. They clung to wreckage and were saved by boats.

Among the passengers were M. C. Lewis, traveling freight agent of the Lee line and S. C. Humphrey, general agent for the Chicago Mill and Lumber company, of Cairo.

The Rowena Lee was owned by the Lee line of Memphis and was one of the most magnificent passenger steamers in the Mississippi river trade. She plied between Memphis and Cairo. Most of the crew lived in Memphis. From local river men it was ascertained that the Rowena Lee carried a cabin crew of about 15 officers and the deck crew numbered about 30. With the passengers there were about sixty people on board when the disaster occurred.

## THE DAILY GATE CITY.

DATE **JUNE 1, 1898** MATTER

### STEAMER BLOWN UP.

Terrible Disaster on the Inverness South Quincy—Five Men Killed and Ten of the Crew Blown Overboard.

The Quincy Whig of yesterday publishes the following particulars of the Inverness disaster near that city Wednesday night:

A terrible marine disaster occurred about twelve miles below here and eight miles above Hannibal, about 8 o'clock last night, resulting in the loss of five lives. The steamer Inverness, Captain Conny, of the McDonald Bros.' fleet, as coming up the flying light, and then just below Marion City two of the flues in the boiler collapsed. Ten of the crew were grouped together on the oiler deck at the bow, most of them watching the Mountain Belle, which was some distance in advance, when without a moment's warning two of the flues in the forward end of the boiler gave way, and the hissing, scalding steam escaped with a sound like the report of heavy ordnance. The fireman, Joseph Halpin, was not two feet from the boiler at time, and he was literally blown to atoms, his body falling in the river. The only thing left to mark the spot where he stood was a brass pants button, and his death must have been instantaneous.

The force of the escaping steam blew the men on the bow into the river, and four of them were drowned, the others swimming ashore. The survivors are of the opinion that their unfortunate companions were scalded to death by steam and were unconscious when they struck the water, and consequently went under at once. Luckily the bulkhead partially protected the men, or it is certain that all of them would have been scalded and drowned. The names of the dead are:

Joseph Halpin, fireman, scalded to death and drowned.

John Greene, deckhand.  
George Crate, deckhand.  
Charlie Kilroy, deckhand.  
William ———— deckhand.

Edward Motte, one of the men blown overboard, was badly scalded about the face, but was able to swim ashore; his injuries are not serious. None of the others on board the ill-fated steamer were injured.

The Mountain Belle immediately backed down to the disabled vessel and took her in tow. The mate, Charles Brown, and one of the crew took a skiff and commenced a search for the bodies of the victims of the disaster, and the Mountain Belle started her wheel and brought the Inverness to this city, landing at the foot of Jersey street.

The two steamers arrived at this port about 11 o'clock last night and information of the accident was immediately telephoned to this office. A reporter went aboard the Inverness, and from the survivors learned the story of the disaster as told above. At first sight there was nothing in the appearance of the steamer to indicate that five human lives had been instantly blown off her decks into the presence of their Maker. The damage to the boat is comparatively trifling. The second engineer, Goodbut, was lying on a cot in the engine room, but he was not disposed to talk. Three or four of the crew were grouped at the bow. One of them, who gave his name as Welzer, told the reporter the following story: "We were seated about as the few of us are now, some on the bits, one on the capstan, and the balance on the rail. It is hard to say how it occurred or how we felt. The first thing I knew I was in the water with pieces of coal falling about me. You see the coal bunkers are just forward of the boilers, and that probably saved some of us from being scalded to death. We swam ashore and then sat down on a log until a skiff came after us. We were nearly in the middle of the river when the flues gave way, and it was a pretty long swim to shore."

Jesse Congan, James Ferguson and Ed Motte are three of the men blown into the water, but none of them knew the names of the others.

Capt. Louny was found about 1 o'clock this morning, and in response to inquiries said in substance: "We passed Quincy about 5 o'clock Wednesday evening with a log raft in tow. We went down about twelve miles and tied up the raft, and headed up stream, intending to come to Quincy, coal up, and then go to Quincy after the rest of our raft, having double-tripped it. It was just dark when the flues blew out. I was on the roof, my brother was in the pilot house at the wheel, and Second Engineer Goodbut was on watch in the engine room. There were twenty-four of us all told. Ten of the men were on the fore-castle, and the rest scattered around in various parts of the boat. I had just started for the pilot house to give my brother some instructions, when the flues blew out with a sound like that of a cannon. At first I thought her boilers had blown up, and started down the stairs on a run. The fore-castle had been alive with men a few moments before, but when I reached there not a man was to be seen. The steam had blown every one of the ten men on the bows into the river. They didn't jump, not one of them. They were picked up as the

wind would lift a feather, and thrown into the river. Those of them who were not injured swam ashore, but the others sank at once. We left Mate Brown and one man in a skiff to search for the bodies, but I hardly think they will ever be found. No one else was injured, as the steam all went forward."

The Inverness belongs to the McDonald Bros., of LaCrosse, and is practically a new boat. She is the old Reiling rebuilt and remodeled, and this is but her second trip since she came off the ways. All of the dead are unmarried men and belonged in La Crosse, as do also nearly all her officers and crew.

—Regarding the explosion of the boiler of the steamer Inverness south of Quincy a few days ago a rumor is current that she was trying to catch up with the Mountain Bell when the accident occurred and she was carrying a greater head of steam than the capacity of the boiler warranted. Portions of the firemen's clothes have been found but it is thought he was blown to pieces by the force of the explosion.

## Constitution-Democrat.

of JANUARY 22, 1904.  
**A BOAT LIST.**

WHEN AND WHERE THE STEAMERS WERE BUILT.

REPORT OF THE U. S. SUPERVISING INSPECTOR GENERAL.

Ages of Well Known Steamboats and Their Tonnage—Where the Old Boats Now Are.

The annual report of the United States supervising inspector general of the steamboat inspecting service for the fiscal year ending June 20, 1903, has just been completed, and is being sent out in book form. It is a report of the steamboats inspected during the season of 1902 on the various watercourses of the country, together with information on river accidents and casualties, and other matters pertaining to inland navigation, and to those interested in that subject is a most interesting volume.

During the year 67 vessels listed as inland passenger steamers were inspected in the local district of Dubuque, 27 tow boats, 6 ferries, 14 pleasure steam crafts, 6 gasoline boats, and 6 barges of over 100 tons. Quite a number of the upper river rafters are listed in the inland passenger steamer column for some reason.

From the table the following facts regarding the age of well known steamers, and the places where they were built, will be of interest to river men and others:

Artemus Gates, built at Clinton in 1896, tonnage 90.  
Ben Hershey, built at Rock Island in 1877, tonnage 170.  
Chancy Lamb, built at Dubuque in 1892, tonnage 194.  
City of Winona, built at Rock Island in 1895, tonnage 212.  
C. W. Cowles, built at Madison, Ind., in 1881, tonnage 180.  
Dubuque, built in Dubuque in 1895, tonnage 748.  
Eclipse, built in LeClaire in 1882, tonnage 148.  
Douglas, built at Wabasha in 1896, tonnage 107.  
E. Rutledge, built at Rock Island in 1892, tonnage 212.  
F. Weyerhauser, built at Rock Island in 1893, tonnage 216.  
Gardie Eastman, built in Stillwater in 1881, tonnage 100.  
Glenmont, built in Dubuque in 1885, tonnage 92.  
H. C. Brockman, built in Rock Island in 1895, tonnage 75.  
Helen Blair, built in Marietta, Ohio, in 1897, tonnage 213.  
J. S., built in Jeffersonville, Ind., in 18891, tonnage 292.  
J. W. VanSant, built in LeClaire in 1890, tonnage 228.  
Kit Carson, built in Stillwater in 1880, tonnage 228.  
Minnie Schneider, built in Galena in 1889, tonnage 32.  
Musser, built in LeClaire in 1886, tonnage 163.  
Neptune, built in Lyons in 1900, tonnage 80.  
Percy Swain, built at Reeds Landing in 1882, tonnage 115.  
Quincy, built in Dubuque in 1896, tonnage 896.  
R. D. Kendall, built in Rock Island in 1896, tonnage 82.  
Robert Dodds, built at Stillwater in 1882, tonnage 128.  
Saturn, built at Rock Island in 1901, tonnage 189.  
Vivian, built at Lyons in 1896, tonnage 75.  
W. J. Young, built at Dubuque in 1182, tonnage 191.  
A. J. Whitney, built at Rock Island in 1880, tonnage 72.  
Bart Linehan, built in Burlington in 1880, tonnage 178.  
Bernice, built at Lyons in 1899, tonnage 51.  
Climax, built in Burlington in 1893, tonnage 58.  
Everett, built in Stillwater in 1886, tonnage 85.  
Irene M., built in Sabula in 1897, tonnage 11.  
Lydia Van Sant, built in Le Claire in 1898, tonnage 93.  
Marie J., built in Helena, Ark. in 1896, tonnage 76.  
Bary B., built in Lake City, Minn., in 1890, tonnage 90.  
Mountain Belle, built in Pittsburg, Pa., in 1869, tonnage 193.

Outing, built at St. Paul in 1897, tonnage 21.

Park Bluff, built at Rock Island in 1884, tonnage 96.

Pathfinder, built at Lyons in 1898, tonnage 62.

Pearley Davis, built at Rock Island in 1901, tonnage 140.

Phil Sceckel, built at Wabasha in 1897, tonnage 99.

Satellite, built at Rock Island in 1900, tonnage 60.

Waunnetta, built at Muscatine in 1900, tonnage 40.

West Rambo, built at Le Claire in 1894, tonnage 105.

Zalus Davis, built at Dubuque in 1894, tonnage 46.

The whereabouts of some of the former upper river steamers is learned from the report of the inspection report.

The Lydia Wheeler, which was built in Bellevue in 1894, was at Livermore, Ky., last season.

The Wabash, built in Dubuque in 1881, is at Evanston Ind.

The Pilot, built at Le Claire in 1882, is at Evansville, Ind.

The old Ten Broeck is at Joppa, Ill.

The L. E. Paton, built in 1894, at Dubuque was last inspected at Memphis, as was also the Joy Patton, built at Dubuque.

The J. C. Atlee, built at Rock Island, was inspected at Memphis.

The Chicago, built at Lyons in 1895, was at Arkansas City, Ark., when last inspected.

The Innovator, tonnage 385, built at Rock Island in 1882, was at Pittsburg, Pa.

The Betsy Ann, built at Dubuque in 1899, was at Natchez Miss.

The Lady Grace, built at Clinton, in 187, was at Philadelphia Point, La.

The G. S. Bass, built at Dubuque in 1885, was at New Orleans.

The Will Davis, built at Lyons in 1885, was at Jonesville, La.

## The Gate City.

KEOKUK:

FRIDAY MORNING, MARCH 30, 1855.

STEAMER BULLETIN BURNED.—A dispatch received by the Captain of the Ingo-mar, states that the steamer Bulletin, No. 2, was destroyed by fire sixty miles above Vicksburg. It does not state when the catastrophe occurred, or give any other particulars; but it comes from a reliable source, and may be depended upon. The Bulletin was bound from Memphis to New Orleans. She was owned and commanded by Capt. C. B. Church, and has been one of the most profitable and successful steamers ever built.

THE GREAT DUST HEAP CALLED HISTORY  
E. I. BICKEL KEOKUK, IOWA

# The Gate City.

JANUARY 28, 1891.

## A NEW STEAMER.

The "City of Quincy" to Run in the Keokuk and Quincy Trade.

Last evening's Quincy Journal says: Capt. Parmelee, who is well known as the jolly captain of the Frankie Folsom, will soon tread the decks of a new steamer that will be one of the prettiest little crafts on the river. Yesterday he let the contract to the Quincy Marine ways for the construction of a new steamboat, which will run in the Quincy and Keokuk trade. The Folsom only ran as far as Canton, but the trip to Keokuk can now be made with a fast new boat in good time to accommodate people who live either in Quincy or Keokuk.

The boat, which will probably be called the "City of Quincy" will be completed and ready to go into commission by May 15, and will be one of the finest pieces of marine architecture on the Mississippi river. She will be a stern-wheeler, 130 feet long, twenty-five feet six inches beam, with a twenty-eight inch guard. Power will be supplied from two twenty-foot steel boilers, and her engines will be of the latest improved pattern, powerful enough to enable her to show her heels to any craft on the river. The work of construction will begin to-day, and will be hurried forward as rapidly as possible under the personal supervision of Capt. Parmelee. The contract for the engines was let to-day.

She will leave Keokuk every morning at 6 o'clock, arriving here at 9:30, leave on the return trip at 3 p. m. and arrive there at 7:30.

# The Gate City.

14, JUNE 9, 1891. Class

## THE CITY OF QUINCY

### Impressive Ceremonies in Connection With the Launching of the New Boat.

It is a Fine Looking Steamer and Will Run in the Trade Between that City and Keokuk—Other River News.

Saturday at Quincy occurred the launching of Parmallee Bros' new steamer, the City of Quincy. At 11:30 the lines were all adjusted, and five men stood by with uplifted ship axes ready to cut her loose at the command. The stay lines were eased off a little to see that the cradles would slide, and the big hull commenced to move towards the

water. "Chop" shouted Capt. Parmallee, the axes came down on the straining ropes, and with a rush the boat glided down the ways and struck the water with a tremendous splash. As she glided into her native element, Miss Anabel Brown, who stood on the bow, broke a bottle of Pieper Heidsieck over the bits and proclaimed: "I christen this boat the "City of Quincy." The Herald adds this bit of imagery: "The rain-drops kissed the American flag, the Frankie Folsom whistled out her greeting to the birth of her sister, the spectators cheered, the photographer on the opposite side got in his work—and the father of waters embraced another child."

The boat will be one of the prettiest specimens of marine architecture ever seen on the upper river. Her hull is beautifully molded, with broad sweeping lines at the bow and stern, combining the three essential qualities of strength, speed and carrying capacity. She is of 170 tons burden, and built entirely of oak without knot or speck, two and a half inches thick on the bottom and sides to the water line, where the planking is reduced to two inches. She is 130 feet long and twenty-six feet breadth of beam, with a twenty-eight inch guard, giving a width over all of thirty-one feet eight inches. The hold is seven feet deep at the bow, four feet amidship and six feet at the transom. With all her machinery and one day's fuel in the coal bunkers she will draw about twenty-five inches, sufficiently light draught to allow her to go over the sand bars in low water without difficulty. The saloon cabin will be seventy-eight feet six inches long and twenty feet wide finished entirely in hard wood, with the ladies' cabin at the stern separated by portierres. With large windows in the sides and a trunk skylight in the roof the cabin will always be light, cool and airy. There will be but two staterooms, but by an arrangement of settees and portierres any number of others can be provided if necessary. The engines are of the latest and most approved make, provided with the California cut-off and all other improvements. The cylinders are eleven-inch bore and six-foot stroke, and will have abundant power to turn the wheel, which is seventeen feet in diameter, with fifteen-foot buckets. Steam will be supplied from a battery of two steel boilers having five seven-inch flues, and being allowed a working pressure of 196 pounds to the square inch. The work will be pushed vigorously from now on, and the City of Quincy will be ready to go into commission inside of three weeks. She will run in the Keokuk trade, leaving here every morning about 7 o'clock, arriving at Quincy about 9:30 or 10, and backing out on the return at 3.

# Constitution-Democrat

AUGUST 11, 1896.

## THE QUINCY COMES.

The New Packet Passes This Point This Morning and Proceeds South.

In days gone by, when river steamboat business was in the height of its glory, a new boat's arrival was a great event in the river towns. Everyone, young and old, turned out to see the new craft and greeted her with cheers, and often with a band of music and a salute. In these latter days the excitement is not so great, but nevertheless a new boat attracts more or less attention and is invariably visited by a crowd of spectators.

The new Diamond Jo line packet, Quincy, came down from Dubuque this morning, and a beauty she is. She left Dubuque Sunday evening at 5:30 o'clock and all the way down the river the boat was given an ovation. Crowds flocked to the shore to meet the packet and to see her. At Burlington Monday evening the boat was crowded with visitors and even at Fort Madison, when the boat passed at 2 o'clock this morning, there was a crowd awaiting her arrival.

Those who went aboard the Quincy while she was here were well repaid, for the boat is fitted up beautifully. She carried down but few passengers as this is not her regular trip, which will begin at St. Louis, and the St. Paul had taken out a large load just ahead of her. She will undoubtedly be crowded when she comes up from St. Louis on her first trip.

The Quincy's just pride is her beautiful cabin. It is furnished in dainty white with gold trimmings. The floor is of hard wood and polished smooth, richly carpeted in the ladies cabin, which is beautifully furnished. It contains seventy state rooms, which contain 185 berths for the accommodation of passengers. A generous supply of improved wire cots is also furnished in case of emergency. The tables will seat 122 passengers.

The boat has a large barber shop and toilet rooms. A laundry is also fitted up below and has a drying room aft so that the boat is not decorated, as some are, with streamers of flying linen on the upper deck. Six private rooms are also fitted up on the outside of the cabin for the accommodation of those who desire such apartments and the whole boat is exceptionally cool, having been built with this end in view.

The great boilers are worthy of attention. They are very powerful, and take up very little room, being built with an eye to economy and compactness. The whole boat is very light and draws but twenty-eight inches of water.

The Quincy left the dock this morning at 9:30 and proceeded down the river. At Quincy she will be presented with a stand of colors and will take out an excursion of citizens. The booming of a cannon will announce her arrival. May-

or Steinbach will deliver the presentation speech.

Word comes from the lumber region that not in a score of years have interests been so quiet. This is especially the case on the St. Croix river, whence come many of the logs that are converted into lumber in the mills. The item goes on to state that with a light demand for logs, the booms full, as they now are, the log cut the coming season will be the lightest ever known. In former years the loggers at this season were doing their preparatory work. This year hardly a crew has yet been sent up river. Those that have standing contracts now bank enough logs to fulfill them, but no new contracts will be made. The end of the season will probably take place earlier than usual in consequence of the light demand for the product of the mills; nevertheless the mills here may not be so severely affected as the news from the pineries would seem to indicate.

The Van Metre Monday towed up to Montrose the new boat Mascot, belonging to Farris Bros., of that city. The Eagle Iron works supplied this boat with its engines and boilers.

The river came down .4 of a foot during the past twenty-four hours, and the gauge at the bridge this morning registered 29 feet of water.

### THE DAILY GATE CITY.

On FEBRUARY 9, 1858 <sup>rather</sup>  
A WESTERN PIONEER.

Probably the Oldest Living Settler in the Northwest—Mississippi River Towns Sixty Years Ago.

A correspondent of a Chicago paper has written an interesting article concerning the life of Capt. D. H. Smith Harris, of Galena, Ills. There are many facts of a decidedly interesting nature in the article. Capt. Harris left Cincinnati, Ohio, with his father, April 20, 1823, on board the keelboat Colonel Burnford, loaded with about eighty tons of stores, mining utensils, etc., for the lead mines of La Fevre, now Galena, and after a most hazardous and laborious passage, the entire distance being made in the Burnford, they made Galena on the 20th of June of the same year.

In describing his trip up the Mississippi after leaving the mouth of the Ohio, Captain Harris stated that at the place where Cairo now stands there was but one building, a sort of a storehouse for the benefit of keelboat navigators. At Alton and Clarksville were small settlements, and at Hannibal there was but one log cabin and a small blacksmith shop, kept by John S. Miller, who emigrated to Galena the same year (1823), and left the place without a settler. At what is now Quincy there was but one log cabin, built and occupied by Woods, who afterwards became lieutenant

governor and acting governor of the state of Illinois. This intrepid pioneer was "batching it" alone by himself and was engaged in clearing up a small place for farming purposes. At Warsaw, originally Fort Edwards, there was not a single family of settlers, and the same is true of what is now Rock Island, then Fort Armstrong. At both these places the government had garrisons of soldiers who entertained the Harris voyagers hospitality on their way up the river. The latter, in return for the cordial welcome extended them, presented the officers with a quantity of choice old whisky, and as the Captain states, "all hands got very mellow" before they parted. The last farm house between St. Louis and Galena was at Cotton Wood Prairie, the present site of Canton. It was occupied by one Captain White, who was prominently identified with the early history of that portion of the northwest. The settlement of Galena, when the Harrises reached it in June, 1823, consisted of about a dozen log cabins and one smelting furnace.

To Captain Harris and his brother, R. Scribe Harris, belongs the credit, no doubt, of building the the first steamboat on the Mississippi north of the Ohio. This vessel was the "Joe Davies," which was built at Geneva in the winter of 1833-4, and was run many years by the owners in the upper river trade. Captain Harris is of the opinion that the second vessel built on the river was the steamboat "Oak," which was launched at St. Louis the same year as the "Jo Daviess," though somewhat later in the season. The first steamboat to ascend the upper Mississippi was the "Virginia" from Pittsburgh.

Captain Harris, while commander of a steamboat on the upper Mississippi in 1834, became intimately acquainted with Jefferson Davis, who was frequently one of his passengers, and who was stationed at Prairie du Chien under General Taylor. He also knew Governor Cass, of Michigan, who visited Galena in 1827, on his way from Green Bay to St. Louis in a bark canoe.

### THE DAILY GATE CITY.

JULY 20, 1887.

Sudden Death of a Deck Passenger.  
A deck passenger on the steamer Josephine died at 4 o'clock Sunday afternoon just as the boat landed at LaGrange, Mo. The body was immediately conveyed from the boat to the packet warehouse and the coroner of LaGrange was notified of what had happened. He repaired to the place and in a short time a jury and two physicians were upon the spot to hold an inquest and make a post mortem examination. The clothes of the dead

man were searched but no papers could be found by which to reveal his identity. It was learned, however, that he in company with a friend, had taken passage at Quincy for Keokuk, both being thoroughly intoxicated. The man had been following a threshing machine in the state of Illinois for a livelihood, and having finished the season's work, was in all probability making a visit to friends up the river. His friend was so thoroughly intoxicated that he could not tell the unfortunate man's name, though he knew his given name to be George. After the two men had purchased second-class tickets and taken passage at Quincy, George fell on the deck and was soon in a drunken slumber. His head was bared and exposed to the broiling sun. Frequently between Quincy and LaGrange he gave strange utterances, but no one on board paid any attention to them, attributing them to his drunkenness. Just as the stage plank was lowered at the LaGrange wharf, he made a herculean effort to get up, but fell back dead. He had a discharge of blood and mucus from his nostrils, which would lead one to believe that his death was the result of heart disease. No medical attention was given the man on account of there being no physician on board the boat. After viewing the remains the jury returned a verdict stating that the deceased came to his death either from heart disease or sunstroke.

### The Gate City.

KEOKUK, IOWA. <sup>1886</sup>  
TUESDAY MORNING, OCT. 30.

### RIVER NEWS.

#### PORT OF KEOKUK.

- ARRIVALS SUNDAY.
- Steamer Burlington, Rhodes, St. Louis.
  - " Little Giant, Grant, St. Louis.
  - " Friendship, St. Louis.
  - " Lucy Bertram, Brolaski, St. Louis.
  - " Sterling, Davenport.

- DEPARTURES SUNDAY.
- Steamer Sucker State, Height, St. Louis.
  - " Grey Eagle, Bishop, Quincy.
  - " Sterling, Montrose.

- ARRIVALS YESTERDAY.
- Steamer Hawkeye, Worden, St. Louis.
  - " Helena, St. Louis.

- DEPARTURES YESTERDAY.
- " Rob Roy, Alfred, St. Louis.
  - " Friendship, Davenport.
  - " Burlington, Rhodes, St. Louis.

River falling.  
The fine steamer Hawkeye, Worden master, Griffith clerk, will leave for St. Louis this day.

The good steamer Lucy Bertram, Capt. Brolaski, Clerk Gunn, will leave for St. Louis at seven o'clock.

The popular Northern Line Packets are all doing a good business in the way of passengers and freight.



# The Gate City.

APRIL 10, 1892.

E GATE CITY COMPANY,  
KEOKUK, IOWA.

## RIVER ROMANCE.

Interesting Bits of Early History  
Along the Father of  
Waters.

Capt. Campbell Tells of the First Packets  
and Who Commanded Them—Pe-  
cularities of Pioneer Steamers  
—Tragedies in a Line.

Recently THE GATE CITY published a communication from Captain Jas. F. Daugherty, who has resided here fifty years, relative to old time steamboating. Captain J. W. Campbell, of Fort Madison, one of the earliest and best known river men, has furnished Captain Daugherty with some interesting additions to the previously published statement. It reads as follows:

"FORT MADISON, April 1, 1892.—J. F. Daugherty, Keokuk, Iowa: Dear Sir—I take pleasure in adding a few more names to your valuable list of upper Mississippi steamboats. My first recollection begins with the Mechanic. She used sails in windy weather to increase her speed. She sank on the rock now known by that name, three miles below Montrose, near the Iowa shore. The Mexico struck the rocks on the outside and near the foot of the island opposite Montrose. She sank and was raised and landed at the shore about the upper lock of the canal. She never left shore again, and was a wreck in 1830. I was too young to remember the captains' names of either of these boats. Robert Lincoln was engineer of the Mexico, and died in "Rat Row," in Keokuk, in a fit of delirium tremens in 1831. I will now endeavor to give the names of commanders and dates of other boats that were cotemporary with the first two, prior to and after 1830:

Red Rover, 1830, George Throckmorton.  
Black Rover, 1830, George Throckmorton.  
Chieftain, 1830, one-quarter pitch roof, Shell-cross.  
Astoria, 1830, R. P. Clarke.  
Shamrock, 1826, James May.  
Java, 1830, Otis Reynolds.  
William Wallace (single smoke stack, first Keokuk packet), 1832, N. Cameron.  
Warrior (one deck, cabin on barge towed alongside; changed to double deck and cabin above after the Black Hawk war), George Throckmorton.  
Winnetago, 1832, Thomas O'Flaherty.  
Onasconsin, 1832, George Crossley.  
Heroine, 1833, Paschal.  
Shlan, 1833, Otis Reynolds.  
Olive Branch, 1834, Holcomb & Ranney.

This boat always laid up on Sabbath day.

Smelter, 1836, S. Harris.  
Adventurer, 1836, Vanhouten.

This was the first stern wheeler on the upper river.

Missouri Fulton, 1836, Orin Smith.  
First St. Peters, 1836, George Throckmorton.  
Rosalie (second Keokuk packet), 2837, William Littleton.

First Quincy (third Keokuk packet), 1836, N. Cameron.

First Dubuque, 1835, George B. Cole.  
Emerald, 1838, Thomas O'Flaherty.

Sank in Sycamore Chain; hull ex-  
humed by government in Rapids im-  
provement.

Ariel, 1838, George Throckmorton.  
There was \$4,000, all silver, stolen from the hull of this boat while she laid at Prairie Du Chene awaiting Indian payment; money never recovered.

Pavillion, 1837, William Phelps.

This boat made a trip to Ft. Dodge, Iowa.

Palmyra, 1839, ———  
Chippewa, 1842, ———  
Indian Queen, 1841, E. Saltmarsh.  
Sarah Ann, 1842, John Laferty.  
Mermaid, 1842, J. Lusk.  
St. Louis Oak, 1843, J. Lusk.  
Agatha, 1839, John Laferty.  
General Brooks, 1844, George Throckmorton.  
Cecilia, 1845, George Throckmorton.  
Illinois, 1840, Robert McAllister.

Second boat to sink on Mechanic Rock.

Rapids, 1843, Mortimer Kennett.  
Prairie Bird (stern wheeler; sank above Keithsburg; wreck commanded by Larry McDonald, afterwards noted on account of attempted reprisal on Lake Erie, in the interest of the Southern Confederacy. Wreck removed by Capt. Edwards, U. S. E., 1889.

Irene, 1838, Atchison.  
Gov. Dodge, 1838, ———  
Brownsville, 1838, Miller.

Sank on head of Island above Tully. Saranac, 1856, Robert Riley.  
Fanny Harris, 1859, Samuel Harlow.

Dubuque opposition packet.

Gipsy, 1840, Thomas Gray.  
Denmark, 1857, Richard Gray.

First boat to carry calloope.

Latrobe, 1855, R. Gray.  
Envoy, 1844, J. W. Campbell.  
Senator, 1854, Orrin Smith.

Second packet boat in St. Paul line from Galena.

West Newton, 1854, Smith Harris.  
Third packet boat in St. Paul line.  
Lucella, 1852, E. Laville.

First boat with balance buckets.  
El Paso, 1849, Thomas Brearly.

This enumeration I have added to your list, excepting Mary Stevens, and is all I can now recall to mind and I may have mentioned the names of some of these boats you have already mentioned.

"Yours truly,  
"J. W. CAMPBELL."

# The Gate City.

JANUARY 26, 1892.

THE GATE CITY COMPANY,  
KEOKUK, IOWA.

## WARSAW BOYS

Who Have Become Prominent Mississippi River Steamboatmen.

The Leyhe brothers and G. W. Hill, who were among the founders of the old Eagle line which started out with the Grey Eagle in the Quincy and Keokuk trade, and the Eagle in the Keokuk, Warsaw and Alexandria trade, are now among the most prominent and extensive steamboatmen on the Mississippi, and are without doubt the most successful, says the Warsaw Bulletin. The interests include the Eagle packet company, the Clarksville packet company and the Cape Girardeau transportation company. Wm. Leyhe is president of the Eagle packet company and

superintendent of the Cape Girardeau transportation company. Henry Leyhe is vice president of the Clarksville packet company and general manager of the Cape Girardeau transportation company, and G. W. Hill is secretary and treasurer of the latter company. These several companies own and profitably operate a large fleet of boats, but they are seldom seen this far up the river. The Leyhes are old Warsaw boys who have hewed out their own way in life, and it is a gratification to observe that removal and prosperity have not sufficed to win them from their old home town and associates. Even now they send all the way to Warsaw for their carpenter and painter (Morris Baker and Jas. McKee) when they want work done, and in the season of navigation several Warsaw boys hold good berths with them. May they long continue to prosper.

## Constitution-Democrat

4, JUNE 24, 1896.

### ACCIDENT TO THE ST. PAUL.

Five Persons Injured by the Breaking of the Stage Boom.

The St. Paul, Captain Jas. Bolen, which left St. Louis on Saturday night for upper Mississippi river points, met with an accident at Alton which injured several persons and delayed the boat until almost midnight. Senator Henry M. Teller, of Colorado, was on board, on his way to Morrison, Whiteside county, Ill., to visit his aged mother. He was not hurt.

The men on the boat had lowered the plank to an almost horizontal position and three colored deck hands had sprung upon it with ropes in their hands ready to jump ashore and tie up. The supports of the big derrick attached to the upper derrick suddenly gave way and the whole mass came thundering down upon the deck. Two of the men on the boom heard the crashing and ran back to the boat. They were caught by part of the falling wreck and knocked down, but were not dangerously hurt. The third man was knocked into the river, but as the water was not deep he escaped with a ducking. Two other colored deck hands were also badly bruised.

An unfortunate woman who was hurt was crawling forward and before she could get from under she was caught by the falling beam and felled to the deck. An ugly gash was cut in her head, but her injuries are not considered dangerous.

All the injured people were put under the care of the boat's surgeon. After the necessary repairs were made the boat proceeded up the river, taking all the passengers with her.

**Constitution Democrat.**

CONST, JUNE 17, 1904.

**OLD RIVER PILOT.**

**DAVID CUMMINS STEELY IS DEAD.**

**PASSED AWAY EARLY THURSDAY MORNING AT HIS HOME.**

**PASSED AWAY EARLY THIS MORNING AT HIS HOME.**

**Had Been a Pilot for Forty Years, With Vixen for Nineteen Years.**

At 6:30 Thursday at his home, No. 1427 Park street, occurred the death of David Cummins Steely, one of the most highly respected residents of Keokuk and one who had lived here for over fifty continuous years. For nearly two years Mr. Steely's health had been far from good but no serious results were anticipated until about three weeks ago when he began to get worse, was obliged to take to his bed from which he was to rise no more. Death was due to a complication of diseases.

David Cummins Steely was born in Farmington, Iowa, July 5, 1841, and had he lived until the 5th of next month would have been 63 years of age. When about ten years old he came with his parents to this city where he had remained, with the exception of a year or two, up to the present time.

Early in his youth he displayed a fondness for the river and shortly after he came of age he took up his life work, that of a pilot on the Mississippi river steamboats. For forty years he had followed that vocation, being for a long time the pilot on the ferry boat which ran between Keokuk and Hamilton before the bridge was built. For the past nineteen years he had been the pilot on the United States steamer Vixen and was serving in that capacity when the failing of his health forced him to forego any regular employment. The deceased was known and respected by river men the length of the Mississippi. His untimely death has removed one more from the thinning ranks of the old river men who lived and worked and achieved great things in those bye-gone days when the Father of Waters was in its glory.

The deceased was married in Hamilton in 1863 to Miss Abigail C. Hummer. To them were born three children, all of whom, however have passed away. There are left to mourn his loss, only the bereaved wife and one

sister, Mrs. C. Flint, who lives in Nebraska.

Mr. Steely was an earnest member of the First M. E. church of this city and always active in the work of that organization. When the Second Presbyterian church was first built on the West Side, Mr. and Mrs. Steely felt that they should assist in putting the new church on a firm footing. Therefore they withdrew for a time from the Methodist church and allied themselves with the new organization. After it had been established they returned to the Methodist church.

**Constitution Democrat.**

OCTOBER 18, 1904.

OLDEST ON RIVER.

**Captain Hanks of Albany is the Pioneer Pilot.**

Hale and hearty at the close of his eighty-fourth year, and apparently good for a score or more years, Captain Stephen B. Hanks of Albany, Ill., is one of the few survivors of the day when the first steamer whistled on the upper Mississippi. The Albany patriarch is known in Keokuk, as he is indeed in every city and town along the stretch of the Father of Waters between St. Paul and St. Louis, and is a frequent visitor here, or was until recent years.

Captain Hanks was born in the state where the grass in the meadows is blue, as its residents declare. Moving from his home in old Kentucky in 1830, he became a resident of the town of Albany six years later, and that town is still his home. In the spring of the year 1840 Mr. Hanks "shipped" on a Mississippi river steamer, and he continued to "ship" every season thereafter for fifty-two years. In the more than half century of his connection with the great stream the captain collected a vast fund of river lore, legend and tradition, and perhaps no man living along its banks is more intimately familiar with the history of the development of the old Mississippi from St. Louis to St. Paul than is this same Albany pioneer. Mr. Hanks is said to be the oldest living Mississippi river pilot.

It is interesting to note in this regard that Captain Hanks had personal charge of the first raft which was floated southward on the bosom of the placid Mississippi from the pineries of the north to the city where today the peoples of the world are gathered to celebrate the accession of the Louisiana territory by President Jefferson. This was in the year 1844, years before the whistle of the rafter was heard. The rafts were steered by means of great sweeps which protruded from their sides and ends, and it was with great difficulty that the raftsmen guided their course down the stream, avoiding bars and obstructions and finally landing them when the desired point was reached. Among

Captain Hanks' companions on this memorable cruise were Matthew Thompson, William Ewing and Laver Laird, three names once familiar to the older residents of this section, but now perhaps nearly forgotten.

But the passing of the generations have dealt lightly with Captain Hanks and his step is light and his eye clear. Though his days of active duty on the river from which he derived his sustenance for half a century are over, the ancient Albany mariner takes an active interest in the doings of the boatmen, and hears with interest the latest news from up and down the stream he loves so well.

**THE GATE CITY:**

WEDNESDAY MORNING, JUNE 30.

**UNUSUALLY UNFORTUNATE.**

**The Steamer Northwestern Strikes the Bridge and Breaks a Wheel.**

**The Accident Felt More Keenly now than It Would be at any Other Time, Owing to the Rush of Business.**

As the steamer Northwestern came down yesterday morning, she struck the pier at the east end of the draw, breaking in her wheel and wheel house badly. The statement of Chas. Farris, who was at the wheel at the time, is substantially, that on nearing the bridge he gave the proper signal and receiving no reply checked up and again gave the signal, this time receiving the proper response. The boat had slowed up so much that the pilot found it impossible to handle her, and she came in contact with the pier with considerable force, luckily escaping without damage to either machinery or hull.

A landing was effected just below the packet depot, and a force of men immediately put to work to repair the damages, and will have her ready for departure by noon to-day.

The accident will be felt more keenly by the company at present than at any other time, as they have all the business they can attend to and the loss of the services of even one boat is a heavy one.

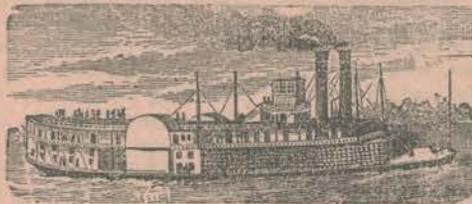
The Northwestern met with a mishap at the Burlington bridge a short time since, but did not stove a hole in her side, nor was she crippled as severely as on yesterday.

THE GREAT BRIDGE HERE CALLED HAMILTON  
AND RICKNEY KEOKUK IOWA

# FREE BOAT RIDE

o — TO — o

## KEOKUK AND RETURN.

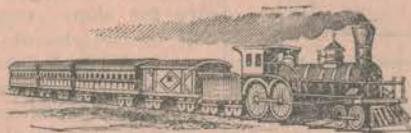


Until further notice, we will pay your fare on any steamboat under the following conditions: From Montrose, Nauvoo, Galland, Sandusky, Sonora, Warsaw and Alexandria, with all purchases of us to the amount of \$5.00 or over. To secure free boat ride all persons must buy a return trip ticket, where they can be bought, and by buying the required amount of goods of us, and showing us the return ticket, we will refund you your boat fare.

# FREE RAILROAD RIDE

o — TO — o

## KEOKUK AND RETURN.



Until further notice, we will pay your railroad fare to Keokuk and return, under the following conditions: From Montrose, Galland, Warsaw and Eivaston with all purchases of us to the amount of \$10 00 or over; from Sandusky and Alexandria, \$5 00 or over; from Hamilton, \$6 00 and over; from Carthage, \$15 00 or over, and from all other points in Iowa, Illinois and Missouri in proportion. To secure free railroad ride all persons must buy return tickets, where they can be bought, and by showing the return ticket to us and buying the required amount of goods of us we refund you your money for your railroad fare.

### CENTRAL COUPON

Cut this out, write your name in blank space, and deliver in sealed envelope, stating number of Coupons contained in package, on or before any of the dates on which the awards will be made.



THE GATE CITY: — MAY 19, 1897.

# THE CENTRAL,

824 Main Street, Keokuk, Ia.

## The Gate City.

— APRIL 29, 1897. —

Entered in Keokuk Postoffice as Second-Class Matter.

### AN EVENTFUL TRIP.

Trials of the Steamer Saturn While Towing a Raft for the Taber Lumber Company.

Early this week the steamer Saturn arrived with a raft for the Taber lumber company after a trip during which more disasters occurred than in any other case of a like nature on the river.

She started from the northern lumber ports and made fair progress until she reached a place north of Clinton where, owing to the high water and

shifting currents, she was driven out of her course and became entangled in the woods, which were submerged. The raft was badly broken up but after hard work was put in shape again, not without losing a quantity of logs.

When she reached Clinton the evil star under which she seemed to be traveling again exerted its baleful influence and the bridge at that point assisted in the train of disasters that make up the story of the voyage. There was another smash and the raft again went to pieces. More hard work followed and again the raft was put in shape with more logs missing. It would seem that these misfortunes were enough and that an evil fate would be satisfied with the trouble it had caused. But not so. This was but the beginning of the disasters which attended the raft in her journey down the Mississippi.

When the Davenport bridge was reached it was decided better to attempt to run the bridge with only a half raft, but fate again interposed and another catastrophe occurred.

When Muscatine was reached the hoodoo was complete. A storm was threatening at almost midnight Thursday night when the boat was approaching the bridge.

The Satellite was on the raft's bow far the passage through the bridge. The wind was on shore, but not very stiff. It looked to the bystanders as though the man at the Saturn's wheel had got rattled, for as he neared the bridge he seemed to fear that he could not pass through the wide and high span, and determined to drift over with the wind and take the next span west. The Satellite, however, pulled the raft out farther into the stream instead of straightening it up for the run between piers, so the whole thing came half broadside into the span west of the big one. The left hand forward corner of the raft was smashed up into loose logs, the Satellite was caught and killed, so that she was helpless, and the next pier west caught the right hand rear corner of the raft and tore it away past the bow of the Saturn, shearing off two-thirds of the width of the raft. In this shape the whole thing went through the span. The Saturn tried to back out and broke her wheel, but how badly was not known, on the loose logs with which the river was filled. Just then the storm broke hard, and the two boats and the dismembered raft went on down the river. Whistles, exhaust pipes and voices could be heard for some time, but were finally lost in the storm. It was feared that some of the piers below might have caught the boats and done them further damage, but this seems not to have happened.

The Satellite's wheel was wrecked, but she will soon be in commission again. Considerable time was lost in getting the raft together again. The raft arrived here without further mishap. No particular blame is attached to any one for the series of disasters, and it only tends to show the uncertainties of navigation in high water.

**The Gate City.**

MAY 12, 1896.  
Entered in Keokuk Postoffice as Second-Class Matter.

**TERRIBLE RIVER DISASTER**

Eleven Lives Lost by a Boiler  
Explosion on a  
Tow Boat.

**MANY SERIOUSLY INJURED.**

Boat Rendered a Complete  
Wreck and Sank in  
Five Minutes.

**EXCURSION TRAIN WRECKED.**

One Hundred and Fifty Passengers on  
Board, Forty of Whom Were More  
or Less Injured.

Vicksburg, Miss., May 11.—One of the most terrible river disasters in recent years occurred last night twenty-five miles below this city. The tow boat, Harry Brown of Pittsburg, upward bound, from New Orleans exploded boilers. The boat was a complete wreck, and sank in five minutes. Eleven lives are known to be lost, including:

Pilot Norman Drabo.  
G. W. Bardsley, steersman.  
Wm. Dougherty, chief engineer.  
Miss Annie Hess, chambermaid.  
Tim Judge, fireman.  
William Wilson, fireman.  
First Mate William Fitzsimmons.  
Second Mate Pat Carniff.  
Wm. Kelley, lamp trimmer.

Missing: Frank Adrian of Cincinnati.

The survivors and also wounded were brought to this city on the Honshell. Six officers and crew of the Brown are in Vicksburg hospital, as follows:

Captain John Kime, seriously injured; Wm. Grimme, carpenter, leg broken; Hardy, fireman, badly scalded; Denis J. Lomey, second engineer, badly scalded and internally injured, will die; two deck hands, names unknown.

The tow boat, Honshell, was near the scene when the explosion occurred and had her yawls lowered at once and thus saved many lives that would otherwise have been lost. The cause of the explosion is unknown.

**DAILY GATE CITY****GEO. FITCH TELLS  
ABOUT STEAMBOATS**

Humorist Writes About Them in His  
Usual Clever Manner, Describ-  
ing Them in Detail as to  
Construction.

**MOST DECORATIVE PART**

Fitch So Describes Them When  
Speaking of the Scenery of the  
Great Rivers on Which  
They Run.

TUESDAY, SEPT. 15, 1914

Steamboats are the latest objects of George Fitch's wit. The Illinois humorist should know all about them. He is a commodore himself, and runs the Siwash, or did, before it went to bed on Lake Cooper's sands. At any rate, Fitch is writing in the Illinois State Register about steamboats. How well he knows them may be judged from the following from the Register:

The steamboat is an engine on a raft with \$11,000 worth of jigsaw work around it.

Steamships are built of steel and are severely plain except on the inside, where the millionaire tourist is confined. Steamboats are built of wood, tin, shingles, canvas and twine, and look like a bride of Babylon. If a steamboat should go into the sea, the ocean would take one playful slap at it and people would be picking up kindling on the beach for the next eleven years.

However, the steamboat does not go to sea. Its home is on the river, which does not rise up and stand on end in a storm. It is necessary that the steamboat shall be light and airy because if it were heavy it would stick into the bottom of the river several feet and become an island instead of a means of transportation.

The steamboat is from 100 to 300 feet long and from 40 to 70 feet high above the water, but it does not extend more than three feet into the water. This is because that is all the water there is. A steamboat must be so built that when the river is low and the sand bars come out for air the first mate can tap a keg of beer and run the boat four miles on the suds.

Steamboats were once the beasts of burden for the great middle west and the city which could not be reached at low water by a steamboat with two large, hot stacks, twenty-five negro roustabouts on the bow end and a gambler in the cabin, withered away and died in infancy. But the railroad, which runs in high water or low and does not stab itself in a vital spot with a snag, came along and cleared the steamboat out of business. There are only a few left now, which is a great pity, for the most decorative part of a great river is a tall, white steamboat with a chime whistle and a flashing wheel in the far foreground.

Steamboats would still prosper if steamboat men would go to school and learn how to solicit freight and how to load and deliver it without depending on the umbrageous and dilatory roustabout. A course in a good cooking school would also produce a grateful change in steamboat travel. The government has spent a hundred millions improving the rivers, but the steamboat hasn't improved in fifty years.

**DAILY GATE CITY**

SUNDAY, SEPT. 6, 1914

**Low Fares**

For the

**Round Trip**

to

**St. Louis, Mo.**

During SEPTEMBER

Transportation only

**\$3.00**

Including meals and berth

**\$7.00**

Tickets on sale now.

**Last Low Fares  
of the Season**

STRECKFUS STEAMBOAT  
LINE.

T. S. Harrington, Agent.

WHY NOT AN

# EXCURSION

On The

## MOTORSHIP WANDERER (EXCURSION BOAT)

### 3 Trips Daily from Keokuk to Nauvoo

And Return

### DANCING---REFRESHMENTS---COLD DRINKS

LEAVES KEOKUK DAILY 2:30, 5:00 AND 8:00 P. M.  
Located Just Above the Locks

Beginning today the "Motorship Wanderer" (Excursion Boat) will make daily trips from Keokuk to Nauvoo and return. You'll enjoy a cool outing on the Wanderer. Dancing and refreshments and a good time by all. The Wanderer has a capacity of approximately 100 persons and caters to private excursion parties. Why not a trip tonight?

## ADMISSION ONLY . . . . 40c Plus Tax

For Private Parties Make Arrangements at the Boat—Reasonable Prices

THE KEOKUK DAILY GATE CITY MONDAY, AUG. 13, 1934

### Keokuk Is Likely to Be Without River

### Excursion for First Time in 60 Years

TUESDAY, JULY 20, 1943

According to present indications Keokuk seems destined to go through its first summer in 60 years without hearing the whistle or callope of an excursion steamer.

The Streckfus steamer President is scheduled to start north from New Orleans about August 1 or even later and is not likely to get this far up the river before the season ends.

#### Two Boats Laid Up.

Both the Capitol and the Senator, formerly the St. Paul, are laid up for the summer and the Admiral is operating out of St. Louis.

Steamboat excursions, as much a part of Keokuk summers as fish files and humid weather, had their start here about 60 years ago when Capt. Abe Hutchinson of Keokuk, father of the late Bard Hutchinson, brought a new steamer from the Ohio river to Keokuk—the Rescue.

#### Patterson Here Too.

The siren on this boat simulated the whistle of a mocking bird and

was the first to be heard in this vicinity. The Rescue made her headquarters in Keokuk and was always available for excursions.

The steamer Colonel Patterson, owned by Patterson brothers, operators of the Sonora stone quarry, also headquartered in Keokuk and both it and the Rescue towed excursion barges for popular moonlight dances.

Some years later the steamer Park Bluff and excursion barge carried large parties on river trips, and half a century ago scarcely a week went by without an excursion of some type. All of these were relatively small boats, however, about the size of the Keokuk and no one in those days ever dreamed of a river palace like the President or Capitol.

### DAILY GATE CITY

### STEAMER USED TO FIGHT FIRE HERE TUESDAY MAY 7, 1930

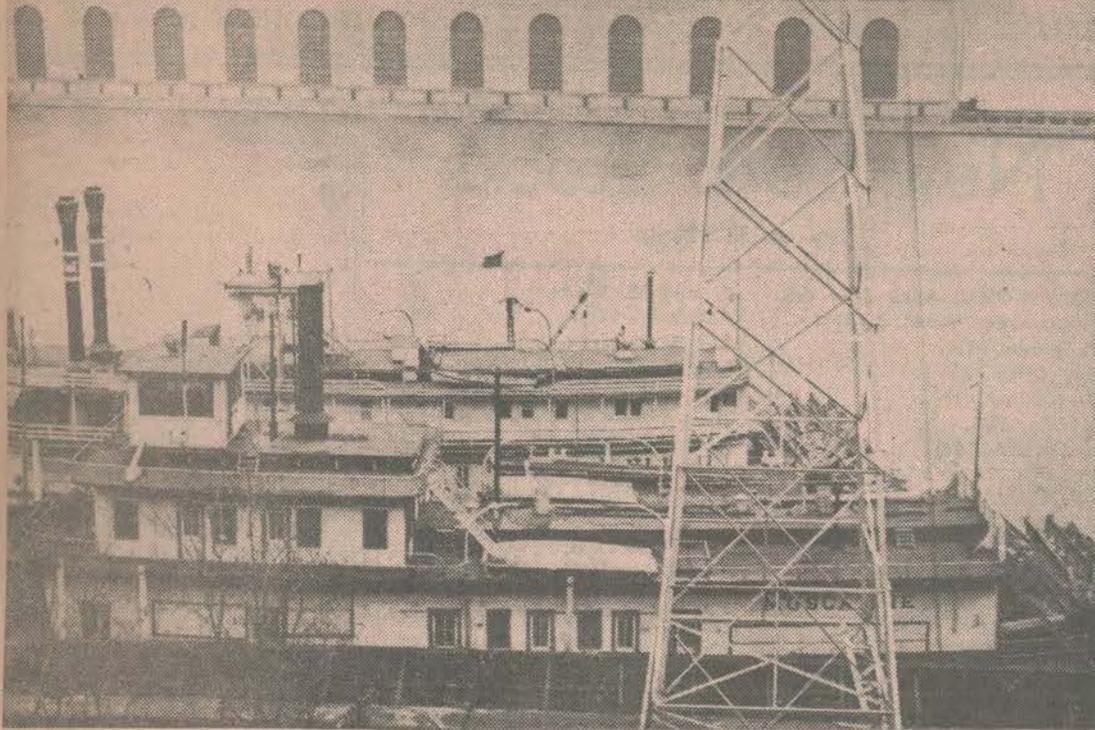
Keokuk took on the aspect of a large metropolis with a huge and valuable water-front to protect, and fire-steamers to protect it this morning at 1:30 o'clock.

This occurred when one of the old wooden booms stationed in the river near the boat landing caught fire, presumably from cigarettes tossed there by the steamboat crowd earlier in the evening. The fire department called upon the large steamer J. S. for assistance, and the ship responded with its pumps.

Using these pumps and one 500 foot line of water hose, the fire was quickly extinguished.

## U. S. S. MUSCATINE AWAITS NEW OWNER HERE

THE GATE CITY AND CONSTITUTION-DEMOCRAT



TUESDAY, APRIL 1, 1941

—Gate City Stafffoto.

Still tied up to the seawall in the Keokuk forebay, the U. S. S. Muscatine (in foreground) today awaited its new owner to come and take possession of it here. Sale of the Muscatine, one of the most familiar of the old steamers among local people, to J. T. McCarthy, Davenport contractor, for \$7,257.57 last week leaves only the U. S. S. Ellen as the last coal burning craft in the Engineer's fleet. The Ellen, flagship of the fleet, is the twin-stacked boat moored on the far side of the Muscatine while part of the Power House may be seen across the forebay.

THE KEOKUK DAILY GATE CITY.

## When They Dust Off Boat Anchors Spring Has Come

Excursion Steamers of the  
Streckfus Lines are Making  
Ready for Their  
Trek to the North.

APRIL 7, 1937

The groundhog, the weatherman and the robin may prove fickle harbingers of spring, but they're dusting off the anchors of Mississippi excursion steamers down in southern ports—and it won't be long now. Streckfus steamers have announced that the Steamer Capitol will begin moving up the Mississippi late this month. Three of the steamers have been in winter quarters at New Orleans and two at Paducah, where crews have been busy redecorating and repainting the steamers for the long summer season.

The Capitol, commanded by Captain Roy Streckfus, is the most traveled member of the Streckfus fleet, operating at New Orleans during a portion of the

fall and early spring season, and at St. Paul during the summer. In its 2,000-mile cruise to St. Paul, the Capitol will make many excursion trips through locks and dams recently completed on the upper river, arriving at St. Paul June 9.

The Steamer J. S., commanded by Captain Verne Streckfus, and known along the Mississippi and Ohio rivers as the "Garden Steamer," opens its season May 11. Following the course of the Capitol, the J. S. will make excursion trips out of ports enroute, until its arrival at St. Louis, where the boat will remain May 29, 30, 31 and June 1. This roving member of the Streckfus fleet then will proceed up the Illinois river to Peoria for a brief stand, then head northward again for a cruising season along the upper Mississippi.

The million-dollar, all-steel, oil-burning steamer S. S. President, the largest pleasure excursion craft on the inland waterways, opens its season at New Orleans, May 1, and starts its up-river cruise May 25 with an excursion

at Donaldsonville. Commanded by Captain John Streckfus, the huge pleasure craft will stop at ports enroute north for nightly dance outings.

FRIDAY, JAN. 29, 1937  
DAILY GATE CITY

## One Of Oldest Mississippi River Pilots Dies Today

LE CLAIRE, Iowa, Jan. 29.—(AP)—Capt. Joseph H. (Tansy) Hawthorne, 97, one of the oldest licensed pilots of the Mississippi river, died at his home here this morning after a short illness.

Captain Hawthorne started his river career as a raftsman and for 40 years was captain of packet boats.

At the age of 88 Capt. Hawthorne, at the invitation of army engineers piloted a government boat from Rock Island to Le Claire and return. Upon completion of the trip he was honored at a reception. He told engineers that piloting a boat on the improved Father of Waters was a job for a "softie".

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

# THE GATE CITY

MONDAY, SEPTEMBER 8, 1864

## The Hannibal City Sunk.

On Thursday morning last about five o'clock as the fine steamer Hannibal City was under full headway up stream, when about four miles below Louisiana, she struck a snag which, entering at the coal box, ripped through to the wheel-house beam, and raked a portion of the cabin. She filled, and in less than five minutes sank in nine feet water, settling smoothly and fortunately careening just enough to keep the water out of the cook house.—The terrific crash caused a great commotion on board, and the slumbering passengers were roused in great haste. But all alarm soon passed away, and they proceeded to enjoy themselves as best they could. All day long they stuck there, and no upward bound boat came along, though the McGill and the Jeanrie Deans hailed them in passing down. They danced and sang and ate and slept till 10 o'clock Friday forenoon, when the Warsaw came to their relief and brought them on rejoicing. There was quite a crowd of passengers, and we believe they all passed and signed a card speaking highly of Capt. Lee, and testifying that he and his officers were blameless.

No great amount of freight was injured—a little sugar dampened, a few beans spilt out, a few kegs of ale lost overboard, &c. It is feared that the hull cannot be saved, though the machinery and cabin can be. There was no insurance. The Hannibal City was an excellent boat, and had been repaired last winter at an expense of \$16,000. If she is not raised, the total loss will probably be about \$26,000. This is the first boat ever lost by this line while on a trip.

# THE GATE CITY

WEDNESDAY, SEPT. 14, 1864

**STEAMBOAT EXPLOSION.**—The Dubuque Herald says: "One of those terrible accidents occurred this week up the river that sends a shudder through the community, and makes widows and orphans to be dependent upon the cold charities of the world. The steamer Mrs. Partington, a light draught tow-boat, belonging to the Northwestern Packet Co., burst her boiler last Wednesday evening, three miles above La Crosse, blowing the boat into a thousand pieces, killing one man instantly and wounding nearly every

person employed on her. She had just run aground on a sand bar, and while the men were pushing her off the accident occurred, with a report that sounded like a 74-pounder, shaking buildings for miles around."

# THE GATE CITY

MONDAY, JULY 4, 1864

**FOR BURLINGTON, KEITHSBURG, NEW BOSTON, MUSCATINE, ROCK ISLAND AND DAVENPORT.**—The steamer City of Keithsburg, Capt. Chas. Morrison, will leave Fort Madison this morning on the arrival of the cars from Keokuk, making connection with the railroads for all of the above points, and at Davenport with daily line of steamers for Dubuque. Train leaves Keokuk at 7:15.

# KEOKUK CONSTITUTION.

KEOKUK, TUESDAY, NOVEMBER 14, 1876

—Captain A. M. Hutchinson, of this city, received a dispatch from St. Louis last night, stating that Captain Mulligan, an old and well known steamboatman was dead. Captain Mulligan, was, we think, a son-in-law of Geo. Knapp, of the St. Louis Republican, and was an old time Secretary of the Keokuk Packet Company. He had a number of acquaintances in this city who will receive the news of his death with regret. There were no particulars received, the message merely announced the Captain's death.

# The Daily Gate City.

SUNDAY MORNING, MARCH 30, 1873.

## CITY NEWS.

—The Upper Mississippi river papers are clamoring for the establishment of barge lines. They declare that for \$15,000 each two boats can be built with the Dowler wheel attachment, capable of safely towing eight or ten loaded barges. That the barges will only cost \$5,000 each, and the tow will be perfectly competent to carry 125,000 bushels of grain at a time. Cost of working the tow not to exceed \$2,000 per month.

# The Daily Gate City.

SATURDAY MORNING, MARCH 23, 1873.

**BARGE LINE FOR THE UPPER MISSISSIPPI.**—The St. Louis Democrat is discussing the

question of a barge line for the Upper Mississippi. In a recent number it has the following on the subject:

The Democrat has advocated the construction of a barge line for the Upper Mississippi for several years, but as long as Davidson's and the Northern Line of steamers were competitors for the trade of that region, and while the rapids remained in their unnavigable condition, we did not urge the enterprise with anything approaching the pertinacity which the subject seemed to demand. But now that the improvement of the rapids is nearly accomplished, and a consolidation between the White Collar and Northern Lines has been effected, we think it an opportune time for a renewed agitation of this subject so fraught with wealth to the commercial prospects of St. Louis. The one or two articles which we have already published upon this subject have attracted wide-spread attention in the upper country, and congratulatory correspondence is beginning to pour in upon us. In yesterday's paper we printed a letter from Central Iowa, signed J. R., in which the writer declares that Iowa is suffering for want of just such a barge line enterprise as has been proposed; that their only outlet is Chicago, except the St. Louis market, for wheat is five cents per bushel higher than the Chicago market, in which case they can ship to this city and their net returns are about equal to the returns from Chicago, on a market five cents lower. This is a wretched state of things, it must be confessed, and needs a prompt and efficient remedy. That remedy may be chiefly gained through the establishment of a barge line for the Upper Mississippi, which would bring wheat or corn at an average of ten cents per bushel to this city from any point, from St. Paul down. During very low water the rate might be advanced to 15 cents per bushel, but with properly constructed towboats and barges we believe money could be made at these two rates the year around. River business is governed pretty much by the same general laws that control business generally. A man with a scythe cannot mow grass as cheap per acre as a man with a two-horse mower can, and a man with a needle cannot sew as cheaply per yard as a man with a sewing machine can. Consequently, a man with one of the present style Mississippi steamers cannot carry freights for as small a price and make money as a man with an improved boat can. We believe a towboat, capable of towing a freight of 2,000 tons, can be constructed and fitted with Dowler wheels which can be worked to full capacity on \$75 per day. Steamboatmen sneer at a proposition of this kind. We remember a prediction once concerning lake boats which was sneered at too, but faithfully fulfilled, nevertheless. It was that the expensive and fancy steamers of the lakes costing \$350 per day to run them, would be replaced by propellers of equal tonnage which could be worked at less than \$100 per day. The sneerers have passed away, and the propeller owners now dominate the lakes and afford to Chicago a rate of freight on grain, which the Mississippi has never yet achieved. Yet it may achieve it, and we firmly believe it will do so. It is true, that with each expiring year every navigable river in the Mississippi Valley is made more navigable by the snag pulling and excavations done by the government, and we realize that it will be more profitable ten years hence, perhaps, to carry corn from St. Louis to New Orleans

for 5 cents than it now is at 10c. All of these things we are bound to consider, yet even now we maintain that tow boats can be constructed sufficiently powerful to handle barges in the Upper Mississippi which may be operated much below the cost entailed in the operation of the tow boats now afloat. We trust that some of our capitalists will undertake the creation of an Upper Mississippi River barge line before the close of the present year, and have it in full operation during 1874.

# The Daily Gate City.

SUNDAY MORNING, MARCH 9, 1873.

Keokuk - Northern Line Packet Company's Boats, and the Officers Appointed.

ST. LOUIS AND ST. PAUL PACKETS.

Northwestern—Captain, T. L. Davidson; clerks, F. E. Snow, O. P. H. Cooley.

Alex. Mitchell—Captain, John Stewart; clerks, J. Hauser, Nick Rhodes.

Belle of LaCrosse—Captain, Henry Carson; clerks, T. P. Perkins, Ed. Young.

Phil. Sheridan—Captain, W. H. Laugh-ton; clerks, D. Garin, Wm. Perkins.

Lake Superior—Captain, Jonas Worden; clerks, H. C. Tatum, George Dodge.

Red Wing—Captain, W. P. Hight; clerks, S. S. Grennell, Geo. Lemas.

Minneapolis—Captain, J. J. Wood; clerks, C. C. Mather, Lee Wells.

Muscataine—Captain, M. Green; clerks, W. W. Wells, John Robinson.

Rock Island—Captain A. Lamont; clerks, A. C. Jones, John Gormley.

Dubuque—Captain, T. B. Hill; clerks, C. Carroll, C. Gregg.

Minnesota—Captain, D. C. Smith; clerks, D. V. Dawley, John Smith.

ST. LOUIS AND KEOKUK PACKETS.

Andy Johnson—Captain, D. Asbury; clerks, Morehouse and Hallett.

Rob Roy—Captain, M. Hall; clerks, L. Cubberly, Wm. Fricke.

Harry Johnson—Captain, S. E. Gray; clerks, Geo. Walton, T. Northup.

\* LOUISIANA BOAT.

Bayard—Captain, Jo. Mackey; clerks, C. W. Mitchell, A. V. Hunter.

TOWBOATS.

Henderson—Captain, S. J. Ball.

Dan. Hine—Captain, R. Harris.

G. H. Wilson—Captain, Geo. Duncan.

Annie Johnson—Captain

Victory—Captain

Addie Johnson—Captain

Jennie Baldwin—Captain

Damsel—Captain

RESERVE STEAMERS.

Davenport, New Boston, Charlie Cheever, Lucy Bertram, Clinton.

# The Daily Gate City.

WEDNESDAY MORNING, AUGUST 31, 1870.

## CITY NEWS.

**HISTORIC GEOLOGY.**—We are indebted to Mr. Ansley, Assistant Engineer of the Bridge at this place, for a geological speci-

men-in the way of a piece of the rock on which the steamer Old Dominion was wrecked several years ago, in the Mississippi river in front of our city. The rock was afterward blown up with gunpowder and a piece weighing two tons taken from the river bed near where one of the ice breakers of the bridge is now being built.

# THE GATE CITY

NOVEMBER 22, 1870.

HOWELL & CLARK,

EDITORS AND PROPRIETORS.

## FIRES.

EVANSVILLE, Ind., Nov. 21.—A fire was discovered on the steamer Norman at 4:30 this morning. She was cut loose, and with the steamer Pine Bluff, floated out into the stream and burned to the water's edge. While burning they floated against the new steamer City of Evansville, and destroyed her. Humphrey & Co.'s wharfboat, with a large amount of freight, was also destroyed. The Norman was valued at \$15,000; insured for \$10,000. The Pine Bluff was valued at \$9,000; insured for \$4,500. The City of Evansville was valued at \$70,000; insured for \$50,000. Humphrey & Co.'s wharfboat was valued at \$10,000; insured for \$6,500. There was a large amount of freight on the wharfboat and the City of Evansville, almost all of which was destroyed. Mrs. Ward, a passenger on the Norman, from Newburg to Riley's Landing, to join her husband, became bewildered, and, failing to follow the chambermaid, who sought to save her, she was burned to death. Her remains have been recovered. Explosions of gunpowder occurred, but no other persons were injured.

# The Daily Gate City.

SEPTEMBER 4, 1870.

## CITY NEWS.

**THE NEW FERRY APPROACH**, on the Illinois side of the river, was completed yesterday, and Capt. Van-Dyke this morning commences to make his landings thereat. The new approach consists of a trestle bridge starting from the south side of the dyke, and extending down stream a distance of 360 feet, ending on a flat boat which is steadied by two cribs filled with rock. The flooring is of three inch oak plank on 4x12 stringers two feet apart; the side railings are of pine plank five feet high on braced posts, giving a wagon way 16 feet wide. The whole structure, though rough, is very strong and well put together.

Mr. Kauffmann has a barrel of beer to treat his friends to on the arrival of the first boat at the new wharf; he says it is to celebrate the opening. We have an idea, however, that the victories of his native country

is a motive power also. We hope he won't take too much, for now that he has enabled the ferry boat to land without going through the spans, we want to see him push along that iron work on the bridge.

# The Valley Whig.

**THE STEAMER EAGLE.**—This little steamer, which has been laid up a few days, for inspection, etc., starts out again on her regular trips to-day. She is a great convenience to our trade, and no less convenience to Alexandria and Warsaw, and as she makes punctual time, people know just when they can go and come. *AUG. 15, 1859*

# The Gate City.

WEDNESDAY MORNING, DEC. 28, 1870

St. Louis, Dec. 21.—A private dispatch from the Clerk of the steamer Nick Wall, Tuesday night, says twenty lives were lost. He mentions no names, but they were probably deck passengers. The boat was worth \$23,000, and was insured for \$15,000. She was laden with 3,000 barrels of flour and a large lot of assorted freight for the Red river.

The steamer Glendale, hence for Pittsburg, laden with 2,000 tons of iron ore, a lot of pig metal, and flour, was sunk at Turkey Island, sixty miles below here, on Saturday night. Loss not ascertained.

The steamer Illinois, which left Keokuk Monday for St. Louis, grounded near the mouth of the Illinois river, and fears are entertained that she will be cut down by the ice.

Vicksburg, Dec. 31.—The steamer Nick Wall, from St. Louis for Vicksburg, snagged on Sunday night, at Grand Lake, and sunk. The cabin fell and floated, with 125 deck and cabin passengers. About 17 dead bodies have been recovered, and many others are supposed to have been lost. Charley McClure was drowned. The hull is tied up at Maryland Island. The freight is badly damaged.

# THE CONSTITUTION.

KEOKUK, THURSDAY, APRIL 4, 1876.

## LATEST BY TELEGRAPH.

**Collision of the Steamer Clinton With the Bridge at Hannibal.**

RIVER MISDEEDS.

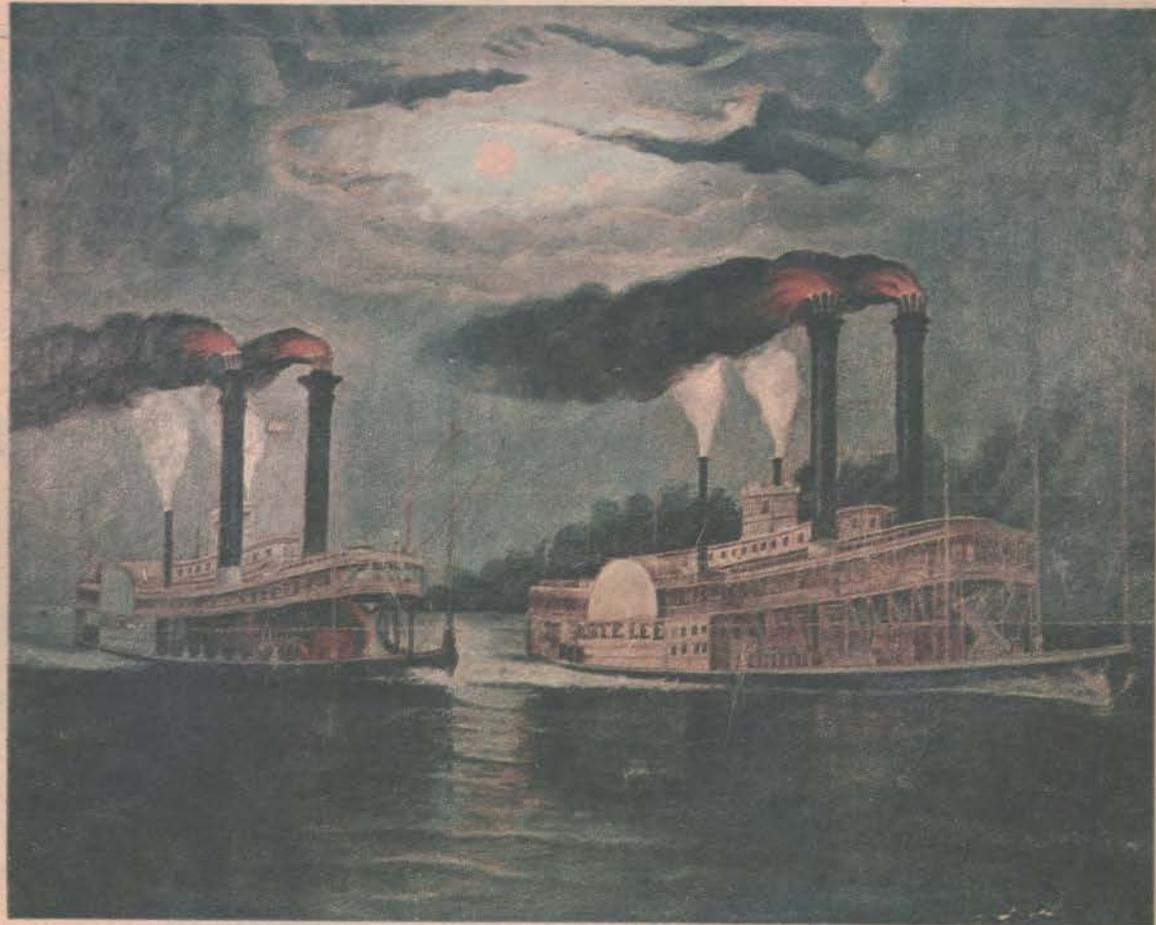
QUINCY, Ills., April 19.—The steamer Clinton, of the Keokuk and Northern line running between Keokuk and St. Louis, on her trip to-day, was driven with great fury against the pier of the Hannibal bridge and considerably damaged.

The steamer Clinton was loaded at Hannibal and expected to proceed to St. Louis last night.

The Cricket, lying at Hannibal, went to the Clinton's assistance, and took off the freight.

THE GREAT DUST HEAP CALLED HISTORY  
BY J. BUCKEL, KEOKUK, IOWA

# GREAT STEAMBOAT RACE



GLOBE-DEMOCRAT SUNDAY MAGAZINE, AUGUST 16, 1961

By **GEORGE R. BROOKS**

Director, Missouri Historical Society

**F**rom the time of the arrival of the first steamboat, the Zebulon M. Pike, at its waterfront in 1817, St. Louis was one of the most important ports on the great mid-continental network of rivers. For many decades boats lined two or three deep along the levee, bringing passengers and cargo to the thriving city. The boats themselves grew more elaborate over the years, earning the title "floating palaces" because of the grandeur of their gold and white interiors, and intricate "gingerbread" decorations.

The heyday of the steamboat came just after the Civil War before the railroads forced the graceful craft into submission, and perhaps no event of that period captured the imagination as much as the race between the Robert E. Lee and the Natchez, two of the proudest of the river boats.

On June 30, 1870, the two steamers left New Orleans to race through 1200 miles of winding river for St. Louis. Four days later, on July 4th, nearly 200,000 St. Louisans gathered to cheer the arrival of the Lee, which beat out its competitor by some four hours. Feel-

ings over the outcome ran high, and the results were contested, so much so in fact that many of the wagers on the race were called off. There was a good case against the Lee for her captain, John Cannon, had ordered the ship stripped for the race while Captain Leathers of the Natchez operated his ship under normal loads of cargo and passengers, which would naturally slow his progress. Further, a fog had been encountered which worked hardships on Leathers who was unfamiliar with the Mississippi north of Memphis.

While these points can still stir up a good argument among river men, the fact remains that as far as everyone else was concerned, the Lee arrived first and won, and the contest has gone down in the annals of river history as the greatest race of an exciting era.



St. Louis Bicentennial

**First Edition.**

12 O'CLOCK, P. M.

**FROM ST. LOUIS.**

St. Louis, July 5.—The steamer Robert E. Lee arrived at 11:25 a. m., being three days, eighteen hours and fourteen minutes coming from New Orleans, beating the Natchez on her last trip 3 hrs. 44 min., and James M. White's famous time the 4:55. The Natchez was delayed by a heavy fog below Grand Tower, 134 miles below here, and didn't pass that point until 8:30 a. m. The following is the time the steamer R. E. Lee made to principal points on her trip from New Orleans, taken from the steamer's log: Donaldsville, 4 hrs. 10 min.; Baton Rouge, 8 hrs. 25 min.; Red River, 12 hrs. 55 min.; Natchez, 17 hrs. 12 min.; Grand Gulf, 22 hrs. 6 min.; Vicksburg 24 hrs. 38 min.; Lake Providence, 1 da. 5 hrs. 46 min.; White River, 1 da. 16 hrs. 66 min.; Helena, 1 da. 23 hrs. 25 min.; Memphis, 2 da. 6 hrs. 9 min.; New Madrid, 2 da. 19 hrs. 50 min.; Cairo, 3 da. 1 hr.; St. Louis, 3 da. 18 hrs. 30 min.

The trip was an ovation from first to last along the river. Thousands flocked even from many miles in the interior to see the racers pass, and bonfires, cannon, anvils, and everything that could shoot were brought into use to give vent to feelings for the occasion. The crowd at the levee here was immense. The bank of the river was lined with people from Carondelet to above the city, a distance of six miles, and the windows and housetops along the city front were filled with enthusiastic spectators. No similar event ever caused such excitement or brought out such a crowd. A million dollars probably changed hands on the result.

Captain Leather, of the steamer Natchez, claims that, deducting six hours laid up by fog between here and Cairo, and thirty minutes lost repairing pump below Helena, the Natchez beat the Lee's time some twenty minutes.

**The Daily Gate City.**

SATURDAY MORNING, JULY 2, 1870.

**NEWS BY TELEGRAPH**

Exciting Steamboat Race—The R. E. Lee vs. the Natchez.

**FROM ST. LOUIS.**

St. Louis, July 1.—There is immense excitement over the race, from New Orleans, of the steamers R. E. Lee and Natchez. Large amounts are being bet. At Natchez there was eight minutes difference between the two.

**FROM CINCINNATI.**

CINCINNATI, July 1.—The race between the steamers Natchez and Lee has created more sensation here to-day than anything of the kind which has ever occurred. There has been much betting. Between one and two hundred thousand dollars are doubtless staked.

**The Daily Gate City.**

SUNDAY MORNING, JULY 3, 1870.

Wild Excitement all along the River over the Steamboat Race.

The Lee nearly an Hour ahead at Helena, Ark.

**FROM ST. LOUIS.**

St. Louis, July 2.—A dispatch from Helena, Arkansas, says the Lee passed there at 4:30 and the Natchez at 5:28. The Natchez claims to have broken her pump last night, and laid up thirty-six minutes. The Lee's time to this point is forty-seven hours and thirty-six minutes. The Natchez says her time is an hour and a half faster than her last trip.

**FROM MEMPHIS.**

MEMPHIS, July 2.—The excitement in regard to the steamboat race increases hourly. Betting is very heavy with little odds in favor of either. Experienced steamboatmen claim the Natchez has great advantage in the river hence to Cairo. Several boats leave here at four o'clock with excursion parties to meet the boats. Arrangements have been made to coal here by barges, without stopping.

**The Daily Gate City.**

WEDNESDAY MORNING, JULY 6, 1870.

**NEWS BY TELEGRAPH**

The Great Steamboat Race—The Lee Beats by Nearly Four Hours.

Most Intense Excitement at St. Louis on Her Arrival.

THE GREAT GUSTY TRIP CALLED HEISTON  
R. BICKEL KEOKUK, IOWA

# THE EVENING PRESS.

515 MAIN STREET.

THE EVENING PRESS COMPANY,  
DECEMBER 2, 1898.

## A NEW RIVER LINE.

### A Plan for the Restoration of the Halcyon River Days of Yore.

Old river men never cease to dream. "Glimpses of glory once forgot" are ever before their mind's eye and in their visions they see the Mississippi again teeming with life, and covered, as in days gone by, with steamers laden with freight and making profitable trips from St. Louis to St. Paul on the north and to New Orleans on the south. It matters not that the "fleet" is lessening in number every year; that the railroads have grid-ironed the western country to the almost total extinction of the river trade. The veteran who ran the river in the prosperous days can never bring himself to acknowledge that what has been may not again be brought to pass. Occasionally he sees, or thinks he sees, how it can be done.

H. H. Liemke is the latest of the veteran river men to come to the front with a plan for restoring to the Mississippi its lost prestige. He has issued a prospectus to the Liemke daily line of fast passenger and express steamers. Mr. Liemke's, as he outlines them, are apparently more feasible than most of the many schemes formulated with the same object in recent years. He says matters have progressed so far that the construction of a fleet of steamers is now assured, and he makes the further statement that they will be so equipped as to be formidable competitors to the railroad lines reaching upper and lower river points. Mr. Liemke is a St. Louisan of limited means, but he says that constant work on his part has resulted in the pledging of ample capital to insure the success of the new line.

In discussing his project he says: "I have already placed with Harland & Hollingsworth of Wilmington, Delaware, the order for the first of a fleet of seven boats, and will go east next week to make arrangements for the building of the other six. I believe that river men have themselves been mainly responsible for the decline in the river trade. They have supinely permitted the railroads to take their business away from them. There are thousands today who would travel and ship their freight by river if they were assured accommodations even nearly approaching those furnished by the railroads. The steamers I mean to oper-

ate will be unlike any that have ever run on the Mississippi. In point of speed they will be far in advance of the river steamer of today. At present a boat which makes twelve miles an hour up stream is considered a very fast craft, and there are few such on the river. The boats of the Liemke line will travel at the rate of from fifteen to eighteen miles an hour up stream, and from twenty-one to twenty-four miles down stream. Each boat will be steel hulled with a length of 300 feet and 50 feet beam. Their draught will be 32 inches light and 36 inches loaded. This will enable them to run even when the water is at its lowest stage. Their holds will be furnished with airtight compartments, like those of ocean steamers, rendering them practically unsinkable. It is estimated that the cost of each will be \$200,000, and I have ten times that amount pledged by merchants in every river town from St. Paul to New Orleans, including many prominent St. Louisans.

"The saving of time will not be entirely due to the speed of the boats. Forty naphtha tenders will be operated in connection with the line to obviate the necessity of making landings to take on passengers and freight. These tenders will patrol the river, collecting freight, express matter and passengers and will meet the steamer in midstream. There will be a short stop when passengers are to be taken on. Freight and express matter can be transferred while the boats are running at full speed, the result being a great saving of time. The tenders are being built at Madison, Indiana, and the upper structure and machinery at Jeffersonville, Indiana. The strong feature of the line will be that a steamer will leave St. Louis every day and there will be no disappointments.

Whereas, it now takes seven days to make the run from St. Louis to New Orleans, the new steamers will cover the distance in two and one-half days, and make the round trip in less than a week. The trip to St. Paul, which now consumes four days, will be made in thirty-eight hours."

The financing of the new line, according to Mr. Liemke's statement, is not its least remarkable feature. "There will be no stock company," he said. "The boats will be built entirely by subscription, the money being pledged by merchants in all of the river towns. They have been asked for no cash, but I have given each subscriber a ticket stating the amount of the pledge. When the money is needed I will collect it, and when the line is started I will give the subscribers discounts on their freight bills for the amount of their subscriptions. Though the new boats will not be completed for some months, I will lease boats to be used temporarily, and will open the line early in the year."

# THE EVENING PRESS.

515 MAIN STREET.

THE EVENING PRESS COMPANY,  
DECEMBER 19, 1898.

## FURTHER EXPLANATION.

Another Account of the Origin of the Steamboat "Texas".

A correspondent writing to the Waterways Journal says: "The rooms on our early steamers were designated by names of the several states, and this fact was the origin of the term state-room. This term was applied from the beginning, and not, as the general is made to say, later on. Prior to the building of the upper cabin, the officers occupied rooms in the forward part of the main cabin—the rooms being designated by the several titles over the doors—such as mates, pilots, etc. Thus quartered, they were just as comfortable as the passengers. This upper cabin, to which they were later removed, when first adopted, was of very crude construction, having no projecting roof, thus rendering it hot in summer and cold in winter, in fact anything but comfortable and inviting. As might be expected, there was a general aversion to the new quarters. Texas at that period in our history was a wild, rather uncivilized territory, and generally conceded to be a very uncomfortable place to live in. The officers, taking their cue from the fact that the rooms down stairs were named after the good states, concluded that no better title could be found for those upstairs than "Texas."

# THE DAILY GATE CITY.

MAY 13, 1892.

Entered in Keokuk postoffice as 2d class matter

## RIVER RACING.

Steamboats Have a Friendly Contest—

There was a good deal of excitement on the river front yesterday evening when it became known that there was a steamboat race coming up the river. The steamers Mountain Belle and Louisville, both raft boats, were seen coming up the river with red hot smoke stacks and puffing for all they were worth. It seemed at first as though the Louisville would win, she being on the outside, but as they drew near the landing the Mountain Belle slowly shoved ahead and landed half a boat length ahead. It is said that these two boats (the Louisville and Mountain Belle) had a race on this river some years ago in which one of them was badly damaged by her boilers bursting.—Quincy Journal.

## Steamboat Race on Ohio River Thrills Thousands



THE DAILY GATE CITY

FRIDAY, JULY 27, 1928

View of Ohio river stern wheelers, Chris Greene, right a steel vessel, and the Betsy Ann, left, a wooden boat, racing from Cincinnati to New Richmond, O., thrilling thousands—the Chris Greene pushing into an early lead, and finishing a victor over the 26-mile course by two minutes. Antlers, won by the Betsy Ann, a 15-year-old craft, in past races on the Mississippi, now go to the four-year-old Chris Greene. Inset is of Frederick Way, Jr., left, president of the packet company owning the Betsy Ann, congratulating Captain Chris Greene, right. Captain G. H. Ellsworth, of Betsy Ann, is seen in center.

as recent developments show, for the barge lines established now may be said to be almost exact counterparts of Chouteau's dreams.

### Chouteau's Dream.

"Mr. Chouteau of St. Louis, has gone to Europe to interest capitalists in a new system of boats and barges for navigating the Mississippi river," the article in The Gate City half a century ago states. Then follows the description of the barges.

They were "to be built of iron instead of wooden hulls, and would be divided into two compartments, for the purpose of preventing the sinking of the barges." He also figured that five barges could be propelled on the river for the same power as one boat, and that they would carry greater cargoes.

### Reduce Carrying Costs.

The feature of safety from sinking led Chouteau to believe that marine insurance would be reduced. This he argued would help to reduce the cost of shipping. He even suggested the interchange of freight between barges and railroads.

After fifty years the barge lines have come true. They are in a measure restoring the prestige of the old Mississippi, which once

was alive with passenger boats, lumber rafts and freight boats. Now the barges have come and with their tow boats are bringing back the old days on the Mississippi, yet no one called Chouteau a prophet.

## THE WEEKLY GATE CITY.

Entered in Keokuk postoffice as second class matter

MARCH 28, 1857

### CITY AND VICINITY.

—Capt. D. S. Harris, of Galena, the best living authority on early navigation in the northwest, states that the first steamboat that ever passed the mouth of the Illinois river was the Virginia. It came up in May, 1823, having as a cargo a supply of provisions for the government troops at Fort Snelling. Boats had come up the Mississippi as far as the mouth of the Illinois river prior to that time, but none had ever come above that point until May, 1823. The Josephine, Captain Clark; the Red Rover, Captain Throckmorton; the Missouri, Captain Culver, and other boats, all passed the mouth of the Illinois river prior to 1823. Captain Harris was never, as has been stated, captain of the Indiana. Neither did that boat plow the waters of the upper Mississippi in 1823 as has been asserted.

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

## DAILY GATE CITY

JULY 21, 1928

### OLD FILES TELL OF BARGE PLANS FIFTY YEARS AGO

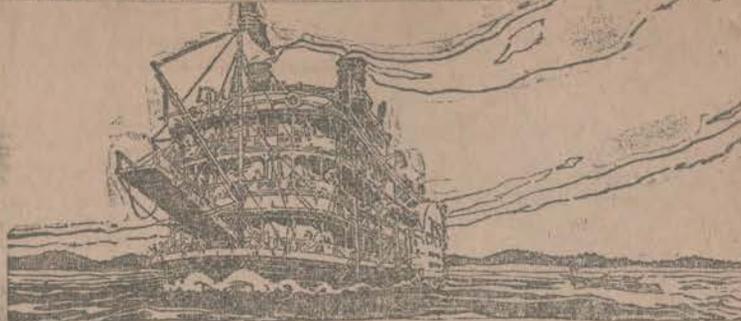
The Gate City of 1878 Carries Story of St. Louis Man's Plan to Build Barges of Iron and Tow Them Five to a Boat.

Fifty years ago a barge line was dreamed of for the Mississippi river.

Files of The Gate City for 1878 reveal the plans of a man named Chouteau of St. Louis, for the construction of iron hulls in place of wooden hulled barges, five of which could be towed "up and down the river for the power of one steamboat and the capacity of the barges would be increased, as the risk would be decreased, thus cutting down insurance rates and shipping costs.

The St. Louis man was just a half century ahead of his times,

THE DAILY GATE CITY



WEDNESDAY, SEPT. 10

THE ELKS' MOONLIGHT

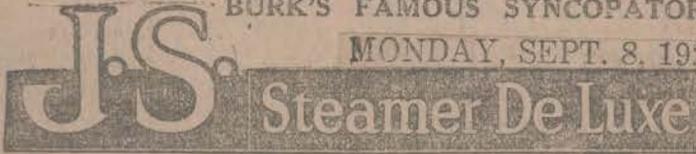
The only appearance of this Palatial Steamer. Leaves Keokuk 8:15 P. M.—Returns 11:30 P. M. TICKETS 75c

Ride the "J. S." Steamer De Luxe—the only boat on Western Rivers equipped with Steamer chairs, canopied decks and beautiful wicker furniture. A real floating palace.

Music By

BURK'S FAMOUS SYNCOPATORS

MONDAY, SEPT. 8, 1924



DAILY GATE CITY SATURDAY, SEPT. 6, '24

FINEST STEAMER AFLOAT COMING TO KEOKUK 10TH

The pride of St. Louis and the flagship of the Streckfus fleet, the "J. S." steamer de luxe, closed the St. Louis season Thursday night, and is now wending its way up the big river towards Davenport where the Streckfus line winter quarters are located.

The "J. S." will make six stops between St. Louis and Davenport, and Keokuk is scheduled for a moonlight dancing trip under the auspices of the Elks lodge No. 106, leaving Keokuk at 8:15 p. m. and returning at 11:30 p. m.

Many distinctive features make the "J. S." entirely different than any other steamer on the river, with its canopied ceilings, electric fountain, wicker furniture, and real steamer chairs, which are an innovation on the Mississippi. For the dancing programs, Burk's Famous Syncopators will be aboard to play the same kind of music that was exceedingly popular at St. Louis this summer. This will be the only opportunity for residents of this community to see and ride on this big palace

steamer, for the operating expenses are so heavy that it cannot be operated profitably away from St. Louis, and these few dates are sandwiches in on the fall tour to winter quarters.

DAILY GATE CITY

J. S. CROWDED LAST EVENING FOR EXCURSION

SEPT. 11, '24

The excursion given last evening by Keokuk Elks on the steamer J. S. was a huge success, and the Streckfus flagship was crowded on the lower decks. Although the weather was cool it was ideal for dancing, and the crowd enjoyed this feature, even though the dance floor, big as it is, was crowded at times.

The Elks' Glee Club sang during the evening, much to the delight of the crowd. This organization is under the direction of W. H. Bower. The Glee Club numbers were greatly enjoyed.

The excursion was given last night for the benefit of the Glee Club.

DAILY GATE CITY

TUESDAY, JULY 8, 1924

NEW RIVER BOAT BEING BUILT AT DUBUQUE

[Associated Press Leased Wire] DUBUQUE, Iowa, July 8.—One of the finest boats yet floated on the Mississippi river is to be constructed by the Dubuque Boat and Boiler works. Ira Davenport, general manager of the company, has just received a contract for the construction of the United States light house tender "Willow," the contract having been awarded by the Bureau of Light Houses of the Department of Commerce.

The boat, which will cost several hundred thousand dollars, will be used between St. Louis and New Orleans and will replace the "Olender" which has been in service for the past thirty years. The "Olender" was constructed by the same company which has been awarded the "Willow" contract.

The new craft will be 200 feet long, will have a 65 foot beam and the hull will be eight feet deep. It will draw eight feet, four inches of water.

Montrose Journal

Official County Paper

PUBLISHED EVERY THURSDAY

Editor—George H. Duty—Publisher

Showboat Here June 29

JUNE 24 1926

Prices Columbia Showboat will be at the river. Tuesday June 29". With a snappy comedy drama full of good clean comedy thru out, a laugh in every line. This play is keeping with the young generation of today, called "Dollie of The Follies" the late released production, and the best on the market today. Don't forget the name "Prices" always give you the best' the pioneer organization of all river shows Prices are within reach of all. Don't miss the treat of the season.

# THE WEEKLY GATE CITY.

APRIL 6, 1882.  
Entered at Keokuk Postoffice as second class matter

## A NEW BOAT

To be Built by Captain Fogel, Former Owner of the Bart E. Linehan.

Captain Fogel, who recently sold the steamer Bart E. Linehan to the St. Louis Harbor company, will have a new boat out in about 60 days. He was in Keokuk last week and contracted with the Buckeye foundry for the machinery, which is to be ready in 80 days. The hull and wood-work will be done by the Covington dry dock company. The new boat will be 20x120 feet, 10 feet shorter and 1 foot narrower than the Bart E. Linehan. Her machinery will be 10 inch bore and 5 foot stroke—lever engines. She will be built for speed and will be used in the rafting business in summer and as a packet on the Tennessee river in the winter season. Messrs. McElroy & Armitage built the machinery of the Bart E. Linehan, with which Captain Fogel was well pleased and he therefore determined to give them the contract for building the machinery for his new boat.

# THE GATE CITY

WEDNESDAY MORNING, AUGUST 8.

### River Ripples.

The War Eagle arrived at 4:15, having been detained three hours in a fog. She departed on her return trip at half past five. The Cricket took her passengers over the rapids connecting with the Alex. Mitchell.

Jim Wallin, of the Quincy Herald, gives the Golden Eagle boys away in this style: "The boys on the Golden Eagle don't like the recent change which takes the boat to Keokuk instead of Warsaw. Pat Cunningham, the mate, has now in course of preparation a book being "Life and Adventures in Hancock County, or Twelve Days at the Warsaw Springs." Ceph Gregg is disconsolate and like what's her name refuses to be comforted. The mineral water Ed Buckley don't propose to be cheated out of Sundays in Warsaw, and has chartered a hack to make weekly trips for his accommodation. If any of his friends ever want to communicate with him by dispatch a Sundays they should address the Warsaw operator. Billy Peniston is on the fence. He says: "Some like Keokuk and some like Warsaw, but give me a trip when the ladies are good waltzers." Robertson, the north and south express agent, thinks of quitting the river and trying an interest in the Warsaw Springs."

# THE WEEKLY GATE CITY

HOWELL & CLARK, Publishers.  
APRIL 27, 1882

## HORRIBLY HACKED.

A Colored Deck-Hand on the Steamer Bald Eagle Frightfully Cut About the Head by a Fellow Deck-Hand.

Tuesday afternoon a colored man walked into Dr. Payne's office, on Third street, and, stating he had been cut in the head by a companion, in a row, asked for surgical treatment. He had his head bound up with handkerchiefs and when they were removed the blood spurted forth in streams. Dr. Payne at once proceeded to sew up the injured man's wounds, which consisted of a long deep cut across the back of the head, extending from ear to ear, the left cheek cut through from the temple to within an inch and a half of the mouth, the left ear cut in two, and the flesh laid bare to the skull and several other smaller cuts on the side of the head and the ear. The man had received the cuts, he said, when the boat was several miles below Canton and he had come to Keokuk without attention and walked up to the doctor's office without assistance. He gave his name as Dick Snyder, and hailed from St. Louis. He did not know the name of his assailant, who got off the boat at Canton.

### LATER.

Late at night two colored men, giving the names Aleck Trewick and Sam Philips, were arrested and lodged in the 'boose, charged with the assault on Snyder. It seems that they remained on the boat until she reached Keokuk. One of the prisoners has a bad cut on the head and says Snyder struck him with an axe.

# THE DAILY GATE CITY.

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 com-

petitors and owners of boats more expensive to run, will be wiped out. The White Eagle was uninsured and was probably worth \$6,500.

# THE DAILY GATE CITY.

MAY 14, 1887.

Entered at Keokuk Postoffice as second class matter

## CITY NEWS.

—Davenport Democrat: The Sydney touched landing here Wednesday morning on her way south, Captain Stephens, one of her pilots, being in temporary command. Capt. James Corbett left the boat at Dubuque, and as he went down the gang plank remarked to one of his crew, "I will never make another trip on this river; I am going home to die." Captain Corbett has been ailing with consumption for some time, but the ravaging disease has taken such a hold on him of late that he has been obliged to give up. Superintendent Dickey put Captain Stephens temporarily in charge of the boat, hoping that Captain Corbett would recover sufficiently to again assume command. He is an able and experienced river man, one of the most efficient and trusted in the Diamond Joe service. He has been on the river the greater part of his life, working up from second clerk to the captaincy of one of the best steamers on the upper river, and the news of his condition will be received with sadness and regret at every steamboat landing from St. Louis to St. Paul.

# THE DAILY GATE CITY.

MAY 25, 1887.

Entered at Keokuk Postoffice as second class matter

### River News.

Flags on the Sidney and other boats were at half mast in memory of Capt. James Corbett, late of the Sidney. He left the boat on her last round trip a week ago last Tuesday, remarking as he passed the gang plank that he was going home to die. For a day or two before his death he became delirious and talked continually of river and steamboat matters, giving orders to tie up or cast off the line and telling the men what to do. It was remarked that in all his ravings he never gave utterance to an oath or profane language of any kind. His disease was thought to have been quick consumption. Capt. Corbett was one of the most popular men on the river and has been in the employ of the Diamond Jo company for fourteen years. He was an upright, conscientious man and a worthy member of the Catholic church. He was a comparatively young man, being about 40 years of age.

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

From the Cincinnati Whig—Extra.  
Wednesday night, 8 o'clock,  
April 25th, 1833.

**AWFUL STEAMBOAT ACCIDENT.**

It becomes again our painful duty to record one of the most awful and destructive occurrences known in the terrible and fatal catalogue of steamboat disasters.

This afternoon about six o'clock, the new and elegant steamboat Moselle, captain Perkin, left the wharf of this city—full of passengers—for Louisville and St. Louis, with a view of taking a family on board at Fulton, about a mile and a half above the quay, proceeded up the river, and made fast to a lumber raft for that purpose. Here the family was taken on board, and during the whole time of the detention, the captain was holding on to all the steam that he could create, with an intention of showing off to the best advantage the great speed of the boat as she passed down the whole length of the city. The Moselle was a new brag boat, and had recently made several exceedingly quick trips to and from this place.

Soon as the family were taken on board from the raft, the boat shoved off, and at the very moment her wheels made the first revolution, her boilers burst with a most awful and astounding noise equal to the most violent clap of thunder. The explosion was destructive and heart-rending in the extreme, as we are assured by a gentleman, who was sitting on his horse on the shore, waiting to see the boat start. Heads, limbs, bodies and blood, was seen flying through the air in every direction, attended by the most horrible shrieks and groans from the wounded and the dying. The boat, at the moment of the accident, was about thirty feet from the shore, and was rendered a perfect wreck. She seemed to be torn all to flinders as far back as the gentlemen's cabin, and her hurricane deck (the whole length) was entirely swept away. The boat immediately began to sink rapidly and float, with a strong current down the river, at the same time getting farther from the shore.

The captain was thrown by the explosion entirely into the street, and was picked up dead and dreadfully mangled. Another man was thrown entirely through the roof of one of the neighboring houses, and limbs and fragments of bodies scattered about the river and shore in heart-rending profusion. Soon as the boat was discovered to be rapidly sinking, the passengers who remained unhurt in the gentlemen's and ladies' cabins, became panic struck, and with a fatality unaccountable jumped into the river. Being above the ordinary business parts of the city, there were no boats at hand except a few large and unmanageable wood flats, which were carried to the relief of the sufferers as soon as possible, by the few persons on the shore. Many were drowned, however, before they could be rescued from a watery grave, and many sunk who were not seen afterward.

We are told that one little boy on shore was seen wringing his hands in agony, imploring those present to save his father, mother, and three sisters, all of whom were struggling in the water to gain the shore, but whom the little fellow had the misfortune to see perish one by one almost within his reach. An infant child belonging to this family, was picked up alive, floating down the river on one of the fragments of the hurricane deck.

Dr. Wilson Hughey, of the U. S. army, and brother-in-law to our estimable fellow-citizen, William P. Hughes, of the Pearl street house, is doubtless among the slain, as he was known to have been on board, and some pieces of the military coat he had on were picked up among the fragments.

Mr. Powell, a highly respectable grocery merchant, of Louisville, and brother-in-law of Mr. Wilson McGrew, of this city, is also supposed to be lost, as he was on board, and no tidings have since been heard of him, notwithstanding the active inquiries of his friends.

We are unable, as yet, to particularize any other person lost, as the boat sunk in about fifteen minutes after the accident, leaving nothing to be seen but her chimneys and a small portion of her upper works, and also as a scene of distress and confusion immediately ensued that altogether baffles description. Most of the sufferers are among the hands of the boat, and the steerage passengers.

It is supposed that there were about two hundred persons on board, of which number only from fifty to seventy-five are believed to have escaped, making the estimate loss of lives about one hundred and twenty-five!! O, tale of woe!

The accident unquestionably occurred through sheer imprudence and carelessness. The captain of the boat was desirous of showing off her great speed as she passed the city, and to overtake and pass another boat which had left the wharf for Louisville a short time before him. Dearly has he paid for his silly ambition. The clerk of the boat, we understand, escaped unhurt. These are all the particulars we have yet been able to learn. In to-morrow's Whig we shall no doubt be able to give the names of many others who have been lost or killed.

**DISTRESSING CALAMITIES.** We have published on the last page accounts of two most distressing calamities, involving the loss of more than one hun-

dred lives, by the bursting of the boiler of the steamboat Moselle, near Cincinnati, Ohio, and the destruction of a large portion of the city of Charleston, South Carolina, by fire, causing a loss of property estimated at nearly three millions of dollars, and several valuable lives. The particulars are, indeed, most heart-rending, and appeal warmly to our sympathies.

We learn from the Cincinnati Express, that the committee appointed to inquire into the facts concerning the loss of the Moselle, state that there were on board nearly two hundred and fifty-five passengers. Of this number, it is known that there are

- 58 dead,
- 56 missing,
- 16 wounded,
- 108 saved,
- 238

In addition to the 238 here enumerated, there were seventeen passengers not registered, who are known to have been on board, making up the total of two hundred and fifty-five. The probability is that they are among the dead.

**The New-York Times.**

NEW-YORK, THURSDAY, MARCH 19, 1838.

**DISASTER.**

**Steamboat Explosion on the Ohio—Terrible Loss of Life.**

CINCINNATI, Wednesday, March 18.

The steamer *Magnolia*, of the Cincinnati and Maysville regular packets, which left here at noon today with about one hundred cabin passengers and a large amount of freight, exploded her boilers twelve miles above this city at 1:30 o'clock this afternoon. The greater portion of the cabin was carried away, and the boat afterward took fire. About forty persons were killed, several of them being burned to death.

**SECOND DISPATCH.**

CINCINNATI, Wednesday, March 18.

The *Magnolia* had 120 passengers, and 40 members of the crew. Fifty-seven are known to have been saved. The following were brought to this city by steamer:

Alexander Eliot, N. D. Eidenhoar, Col. Charles Marshal, Mrs. Wiles and daughter, Rufus Martin and lady, Mrs. Albert N. Fulton, Wm. D. Ross, slightly injured.

T. Cox, editor of the *Flemingsburg Democrat*, C. D. Armstrong and G. H. Huston, of Berlin, are slightly hurt.

E. F. Jones, G. W. Kerr, Bridgeton, Ind., badly injured.

Also badly injured: Mrs. Baker, of Ripley, Ohio; Mr. Prather, brother of the Captain; Mr. Evans and Jackson, the steward, were saved; J. Stevens, First Engineer, and B. Gardner, Harry Clark, messenger Adams Express, leg broken; Lew. Mills, first mate of the boat, and the porter, all unhurt; W. Burton, bar-keeper, slightly injured; Thomas Curran, of Dover, Ky., slightly; J. M. Gillmond, of Ripley, two ribs broken; Jas. Miller, badly scalded; J. B. Haws, Minerva, Ky., shoulder broken and otherwise injured; Charles Lewis, of Ionia, frightful hole in his skull; J. P. Lawill, of Aberdeen, scalded badly; George Wilbur, of Higginsport, badly scalded.

The boat took fire immediately after the boilers exploded, and after the remaining upper works were destroyed, some powder in the magazines exploded, destroying but the hull which sunk.

Many of the passengers jumped overboard and were drowned, and others were burned, among these the Captain. The boat was valued at \$30,000, on which there was \$20,000 insurance.

**The New-York Times.**

NEW-YORK, FRIDAY, MARCH 20, 1838.

**THE MAGNOLIA EXPLOSION.**

**Later Particulars—The Names of the Killed and Missing—Eighty Persons Known to be Lost.**

CINCINNATI, Ohio, Thursday, March 19.

The steamer *Magnolia* was built in this city in 1839, and was owned by J. H. PRATHER, (her commander,) DAVID GIBSON, O. T. SHAW, first clerk, and MR. GARDNER, all of whom were on board at the time of the disaster. When she left this city she had over one hundred cabin passengers, a large number of whom were ladies. She had all the freight she could carry.

The scene at the time of the explosion was terrible. Some persons were blown high into the air; others were thrown into the river, where they struggled to keep from drowning. Many persons were scattered over the wreck, horribly mangled, scalded, burning, or already dead.

The following is a list of the passengers and crew killed, missing, or supposed to have been lost:

**KILLED.**

Capt. Prather, James Stevens, second engineer; Perry Miller, second mate; William Evans, bar-tender; Mary Cooper, chambermaid; John Rees, of Ohio; William Evans, boatman; Miss French, of Mason County, Ky., supposed to have been drowned; D. Bradford, of Ripley, Ohio, reported lost. Six deck hands, names unknown, reported lost. Total, 15.

**INJURED.**

Henry Clark, of Adams Express, badly wounded; Mr. Gardner, one of the owners of the boat, badly hurt; Mr. Burton, bar-tender, bruised; James McFarland, of Terre Haute, Ind., severely injured.

The *Magnolia's* yawl-boat, making trips between the wreck and the shore, picked up as many persons as she could carry, and several skiffs sent out from the town of California assisted in rescuing persons from drowning. Several persons jumped into the river from fright and were drowned. The Chief Engineer used the boilers a few minutes before the explosion and found them full of water. Those persons on the after part of the boat, who were not rescued by the skiffs, were either drowned by jumping overboard or were burned to death.

CINCINNATI, Thursday, March 19—Evening.

It is now ascertained that there were fully one hundred and forty persons on board of the ill-fated steamer *Magnolia*, eighty of whom were lost. The full list of names was lost, and its contents are unknown, as the books and papers were destroyed.

**DAILY GATE CITY:**

SUNDAY MORNING, JAN. 9, 1876.

**River Ripples.**

The Alex Mitchell arrived from St. Louis yesterday morning at 9, and departed on her return trip at 11. She took down 100 bbls pork from Hsgens & Co., 81 bbls hay, 10 horses, and a considerable amount of miscellaneous freight. She will be back here on Tuesday night.

The steamer Arrow, which has been in winter quarters at Galena, passed down yesterday at noon, enroute from Quincy, from which place she will tow a raft to St. Louis.

Two emigrant crafts passed down yesterday.

The *Gazette* says that while the departure of a steamer from Davenport for St. Louis on the 5th day of January is a remarkable occurrence, it is not the first time in the history of steamboating on the Upper Mississippi that such an event has transpired.

FIFTH SERIES. No. 10.—Vol. IV.] WASHINGTON CITY, MAY 5, 1838. [Vol. LIV.—Whole No. 1,838.

Old steamboatman call to mind one peculiar Winter when navigation was hardly closed at all—steamers arriving there and departing every month from November to the end of the Winter season. That was the Winter of 1850 '51. It adds: "About the 15th of January, 1851, the steamer Lynx, that had been in Winter haven over in Sylvan water, came to this port, took on two or three thousand barrels of flour for Burroughs & Prettyman, and left for St. Louis. The night of the 26th of February, 1851, Captains W. L. Clark and Le Roy Dodge arrived at this port with the steamer Uncle Tobey, which they had purchased, a few days before, at St. Louis. This same Uncle Tobey left here for Galena about the 6th of Dec. 1850 made that port and returned—and then received a cargo of flour from Burroughs & Prettyman's mill, went to Keokuk with it, and returned to Davenport, and went into winter quarters near Fulton's island. It is said that the steamer Mary Coleman, Capt. John Atchison, also went from Davenport to St. Louis in January, '51. In the first week in March, '51, steamboats commenced making regular trips between St. Louis and Davenport.

So the old settlers have the "bulge" on us yet, in this matter of open winters, with a record of twenty-five years ago."

**DAILY GATE CITY:**  
**DECEMBER 11, 1872.**

**TELEGRAPHIC**

**Burning of the Steamboat Emma on the Ohio River**  
**Narrow Escape of the Passengers.**

**FIRES.**

CINCINNATI, Dec. 10.—The Chronicle's dispatch gives the particulars of the burning of the steamer Emma, at Sawneetown Bar. She left Evansville Saturday, with a valuable cargo of furniture, whisky and poultry. She grounded on the bar that evening. At noon Monday fire was discovered running up her screen, and in a few minutes the whole forward part was in flames. The steamer Cambria coming up, sent her yawls and assisted in securing the passengers and crew, some of whom had been precipitated into the water by the upsetting of Emma's yawl. Two children and a woman were rescued as they were sinking for the last time. It is believed that all the passengers and crew were saved. The boat was totally destroyed. It was valued at \$12,000. The cargo was probably worth \$25,000; insurance unknown.

**THE GATE CITY**

SU **JULY 2, 1876.** 1876.

**Death of Captain Sheppard.**

(From the Globe-Democrat.)

Capt. David Sheppard, a well-known river pilot, and latterly engaged on the rivers, reached his residence, No. 1106 Locust street, a few days ago, on a visit to his family, in his usual health. On Wednesday he was taken ill, and on Thursday night he died. Capt. Sheppard had just reached life's prime, being only forty-two. He leaves a widow, a little son, and numerous friends to regret his sudden departure.

**KEOKUK CONSTITUTION.**

KEOKUK, TUESDAY, MAY 21, 1878

**CITY NEWS.**

**River News.**

We would like to know where the St. Louis Times gets its authority for stating that Capt. Grant Marsh was the first man to navigate the Yellowstone river. We kick against that statement, so do Capt. Abe Hutchinson, of this city, and Capt. Robert Bailey. The Times is respectfully referred to Peter Vandegrift, local inspector. If it makes investigations in that direction it will find that Capt. Hutchinson, of the steamer Chippewa Falls, and Capt. Bailey, of the Alone, took out licenses as pilots and navigated the Yellowstone at least four years before Captain Marsh entered that stream. Tote fair, Commodore, and give honor where honor is due.

**KEOKUK CONSTITUTION.**

KEOKUK, THURSDAY, APRIL 18, 1878

**CITY NEWS.**

Dubuque Times: "Com. Perrine, the great bee man, leaves New Orleans in a few days, with two barges and a boat of his own, fixed up with 20,000 bee hives on them. He expects to go from New Orleans to St. Paul, and return to the neighborhood of Dubuque and remain here until fall. His idea is to travel with his bees by night and stop during the day to give them a chance to feed. He intends to travel so as to let the insects feed on the different flowers, clover, &c., in their seasons all the way up the river. He has 16 men to run the boat and take care of his cargo. He will ship his honey direct to Liverpool."

**KEOKUK CONSTITUTION.**

KEOKUK, THURSDAY, MAY 23, 1878

**STEAMER LABELLED.**

**The Tow-Boat Minnesota in Trouble for Sinking an Ice Barge.**

Last evening, papers were filed in the United States District Court against the tow-boat Minnesota, a steamer used in rafting, by Hutmacher & Kiertz, of Quincy, who claim damages in the sum of \$2,480 for the sinking of an ice barge.

Complainants allege in their petition that they are owners of the barge Osceola, 300 tons burthen, which was used in transporting ice from Lake City, Minnesota, to Quincy.

On the 4th of May, while opposite Wabasha, Minn., the barge grounded on a sand bar in a part of the river which the libellants claim they had a perfect right be. About 6 o'clock in the morning the Minnesota came along with a raft in tow, struck the barge, sunk it, and by this means the water destroyed the ice which it contained.

Libellants claim that they were doing all in their power to get the barge off, had watchman on board, and that the sinking was caused by negligence on the part of the officers and crew of the Minnesota; also that they had the right of the channel as the steamer was coming down.

They claim damages for 200 tons of ice at \$10 per ton, and \$2,000 damages to barge, \$180, for delay, \$300. Total \$2,480.

Col. Root, United States Deputy Marshal, left on the early train this morning for Burlington to take possession of the steamer and hold her until bonds are filed or the case is settled in court.

**KEOKUK CONSTITUTION.**

KEOKUK, TUESDAY, JUNE 11, 1878

**NO DAMAGES.**

**A Verdict in Favor of the Steamer Enterprise.**

When the steamer Enterprise, the property of Weston & Co., was sunk by the Colossal, a young man named Owen Gordon was drowned. The Enterprise owners brought suit for damages and recovered, and recently Mr. Medes, administrator of the estate of Gordon, brought suit against Weston & Co., in the District Court for \$20,000 damages for the death of Gordon.

The case has been on trial for five days at Burlington, and was ably and exhaustively argued by counsel on both sides.

The case terminated this forenoon by a verdict for the defendant. Hon. D. F. Miller, attorney for the defendant, received a telegram to-day from his associate counsel, Hon. B. F. Hall, announcing the verdict as above. Mr. Miller left Burlington yesterday, after making the closing argument for defendant.

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

# The Daily Gate City.

KEOKUK, IOWA: 1868  
SATURDAY MORNING, APRIL 11.

## The Packet Lines.

KEOKUK, IOWA, April 11, 1868.

EDITOR GATE CITY: In the *Constitution*, of the 10th inst., will be found nearly one column of editorial remarks relative to the merits of the two regular Packet Lines that ply between our city and St. Louis. Said remarks are decidedly partial to the old "monopoly;" and, as they vary slightly from the truth, (nothing unusual, however, for articles in that publication,) they demand an answer. As a "shipper" allow me to state a few facts that are within my knowledge. Why was the Keokuk and St. Louis Packet Line a monopoly? Because for several years they have had a contract with the Northern Line not to interfere with freight or passengers at or below Keokuk, unless forced upon them, and then they were to carry at the established rates of the Keokuk and St. Louis Line. Those rates are still maintained by the Northern Line. The two companies now own and run two boats from Ft. Madison to Davenport, Iowa. The proceeds of both boats are turned to the Keokuk and St. Louis Packet Company. They divide the profits.

The *Constitution* says: "It is within the knowledge of every citizen of this city that near the close of navigation, when transient boats invariably charge from two to three prices for passage or freight to St. Louis, the Packet Company have always carried at their uniform and established rates, never taking advantage of the temporary necessities of the traveling or business public to increase them."

Allow me to say, that it is within the knowledge of shippers that during low water the boats of the K. P. Co. have picked their freights, leaving certain kinds behind. And, furthermore, on the two days of the week when the "Jasper" or "McPike" do not leave our landing, they charge a uniform advance of \$2 per passenger. Is that taking advantage of the "necessities of a traveling public."

The old company, by charging \$7 for passage, and freight accordingly, have made on three boats in one year \$300,000. Now it will be seen that by dividing that amount between the two lines, both will make a handsome thing of it. To say nothing of the increase of travel and freight from reduced rates, all that the new line are asking, through their efficient agent, Col. Archer, is that shippers give them one-half of their consignments.

The *Constitution* charges that the new line are carrying passengers and freight at rates much below the old line, and at "a dead loss to themselves." This is untrue in every particular. The new line are charging \$2 50 and \$3 00 to St.

Louis, one day's trip. This would pay a first class hotel handsomely; why not a boat? The last trip I made to St. Louis, on the steamer "Tom Jasper," no less than three hundred passengers, a freight to correspond, made up the trip. No dead loss about that. With such gentlemanly officers as "Burnett" and "Roberts," and a table supplied with all the market affords, one might well prophesy success for the "Jasper." The "McPike," though not so large a boat, is equally well managed.

The *Constitution* further says: "One line or the other must eventually go under, the only question is which 'cat has got the longest tail?'" It strikes me, that with the advantage the new line has, of being owned by shippers, between this point and St. Louis, the old line will find that the new line has rather a long tail. While most of the stock of the K. P. Co. was owned by shippers, with McCune at their head, it was an easy matter to sustain the monopoly and drive all boats from the trade. But a material change has taken place. One hundred and seventy-six shippers, between Keokuk and St. Louis, now own the Quincy & St. Louis Packet line.

It is further charged that the new line is making irregular trips to Keokuk and underbidding the old line. A lie. They are making regular trips from Keokuk to St. Louis—a fixed fact—and have never yet carried passengers or taken freight as cheap as the McCune line. From Hannibal, Missouri, passengers that come in on the H. & St. Jo. R. R. are charged the reasonable fare of \$2, by the "Jasper" and "McPike." Yet McCune & Co., with their characteristic determination to sustain their monopoly, even invite passengers to go on their boats free of charge.

Hoping that the above facts will be taken into consideration, as also the necessity of shippers sustaining the "new line," thereby making it one of our fixed traveling and shipping accommodations, I subscribe myself,  
"A SHIPPER."

# The Daily Gate City.

SATURDAY MORNING, OCTOBER 5, 1872.

## FERRY REMOVAL.

On and after Sunday, Oct. 6th, 1872, the Buena Vista Ferry will connect with the Wagon road leading from Fifth St., Keokuk. The traveling public should note the change.  
Oct 3-2w H. H. BLACK.

### ITEMS IN BRIEF.

—On and after to-morrow the Buena Vista ferry will connect with the road leading from Fifth street. The ferry is to be moved about a half mile down the river. The traveling public should bear this in mind, for if after to-day they go down the old road, they will have their trip for nothing, as they can't reach the ferry in that way.

45

# Tri-Weekly Gazette.

Davenport, September 23, 1854.

## DAILY

### Keokuk and Rock Island Railroad Line.

The two fast Steamers J. McKEE and BEN CAMPBELL now make Daily Trips, connecting with the Cars for Chicago at Rock Island, and with the Daily Line of Packets for St. Louis at Keokuk.  
The J. McKEE, Capt. Dodge, leaves Rock Island every Monday, Wednesday and Friday evening for Keokuk; returning leaves Keokuk every Tuesday, Thursday and Saturday evening.  
The BEN CAMPBELL, Capt. Matkin, leaves Rock Island every Tuesday, Thursday and Saturday evening. Returning, leaves Keokuk every Wednesday, Friday and Sunday evening.  
June 8, 1854

### Regular Semi-Monthly Passenger Packet EDITOR,

FOR ST. LOUIS, BURLINGTON, Rock Island, Galena, Dubuque, St. Paul, St. Peters and St. Croix.

The splendid, fast running passenger steamer EDITOR, R. J. F. SMITH, Master, will run regularly between the above points. She is one of the finest and fastest boats on the Upper Mississippi, and has superior freight and passenger accommodations.  
June 10

### REGULAR

#### St. Louis, Galena and St. Paul Packet.

THE new and splendid passenger Steamer MINNESOTA BELLE, HUNTERSTONE, Master, will run regularly between the above and intermediate ports.

The Minnesota Belle having been superbly fitted up for the above trade with every modern improvement, her passenger accommodations for safety and comfort are unexcelled.  
June 8

### REGULAR PACKET,

Between St. Louis and St. Peters, touching at all Intermediate Ports.

THE splendid fast running passenger Packet SEENANDOAK, having been thoroughly repaired and refitted has resumed her regular trips between the above mentioned Ports—her accommodations are superior and for safety and comfort she can not be excelled.

RENWICK & SON, Agts.  
Davenport, April 29th, 1854.

### ST. LOUIS,

The light and fast Steamer Mary C., H. A. FORCE, MASTER,

THE MARY C will make regular trips between Davenport and St. Louis, and being the lightest draught boat on the river, shippers may rely upon her punctuality.  
For Freight apply on board or to  
aug 24 BURROWS & PRETTYMAN, Agts.

# The Gate City.

KEOKUK:  
FRIDAY MORNING, MARCH 23, 1855.

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.

# The Valley Whig.

KEOKUK:

MONDAY MORNING, SEPTEMBER 6, 1853.

## Packets for the Fair.

The Hannibal City, which came up last evening, lies over to-day, and will leave for St. Louis to-morrow morning. This arrangement is made in order to accommodate those of our citizens and the towns below who wish to get to the St. Louis Fair on Monday morning.

The steamer City of Louisiana, we understand, will be up this evening and remain here till Monday morning. Persons desiring to visit the Fair in St. Louis will find that the Louisiana will get down in time to witness everything worth seeing.

It will be seen from an advertisement in another column that the up-river packets also run a daily line of fine boats to the St. Louis Fair, and have put down the rates of fare for this occasion.

FOR THE ST. LOUIS FAIR.—The steamer Marengo, H. C. McCallen, will leave for St. Louis and Cincinnati, Sunday morning, at 7 o'clock. She will be in St. Louis on Monday morning in time for the great day of the Fair. The Marengo is a first class boat and the price of passage to St. Louis is only three dollars.

ST. LOUIS FAIR.—The Northern Line of Packets will make trips to St. Louis for the accommodation of those desiring to visit the great fair. Mr. Tapping, at the Levee, is agent. See the advertisement.

1862. FOURTH OF JULY, 1862.

THE PACKET JENNIE DEANS.—The Quincy Herald of Wednesday, pays a fitting compliment to this splendid craft and its gentlemanly, whole-souled officers, in the following article which we copy, at the same time giving it our most unqualified endorsement:

"The Jennie Deans is the finest boat in the trade, and is officered by as clever a corps of gentlemen as are to be found upon any passenger boat in any country. Having occasion to visit St. Louis recently, we made it convenient to take passage on the Jeannie, with our old and esteemed friends, Capt. Sheble, and Peter Sheckley, and found them as we had always found them before, and as the traveling public generally have found them, the most agreeable of gentlemen, as prompt and efficient in the discharge of their duties as they were polite and attentive to the comfort and the wants of their passengers. Capt. Sheble came into the trade a few years ago a stranger to the people along the line, but by close attention to business, by his thoroughgoing efficiency as an officer, and his affable and gentlemanly deportment, has made himself universally known as a

most capable and popular steamboatman.—As an evidence of the high appreciation in which he is held by those who have had the good fortune to travel or do business with him, we may mention that he was recently presented with a magnificent marine chronometer, that cost something over \$400, one of the finest pieces of mechanism and art as well as one of the most accurate and reliable time-keepers, that we have ever seen. Under the command of Capt. S. the Jeannie has been one of the most prompt and regular boats in the line, as well as one of the most popular passenger packets, and at the same time a highly profitable boat to the company.

Mr. Sheckley, the clerk of the Jeannie, has been with Capt. Sheble for several years, and has proven himself a most agreeable, accomplished and popular officer. In their efforts to commend the Jeannie to the patronage and favor of the public, the captain and clerk have been greatly assisted by the successful and highly appreciated co-operation of the steward, Mr. Henry Kerr, who superintends the arrangements of the table. Henry thoroughly understands his business, and is deservedly popular in the discharge of its duties. Those who have never had the good fortune to make a trip on the Jeannie had better not be content with our word for it, but embrace the first opportunity to test the truth of what we have said about her splendid accommodations and the kindness and attentions of her officers."

## The Daily Gate City.

THURSDAY MORNING, MAY 23, 1862.

—The Hannibal Courier contains the following account of the sinking of one of the barges of the Victory at that place on Sunday last:

The steamer Victory, of the People's line, while passing through the bridge with four barges in tow, struck one barge against pier one, completely riddling the barge from stem to stern. The Victory very narrowly escaped being capsized by the sinking barge, this result only being avoided by the Captain ordering the lines which bound her to the barge to be cut. As the barge and the one preceding her had been detached, they floated down to the gravel bar, opposite the steamboat landing, where the injured one became water-logged and foundered in eight feet of water. The hands now commenced unloading the sunken barge, taking the freight onto the whole barge. Soon they had enough off from the bow of the sunken boat to admit of her floating again. The current threw her head down stream, when her deck, with all it contained, floated off, and the force of the current turned the hull bottom upward. By this time the Victory steamed up to the barge and towed her and the sunken remains ashore. Meantime the larger portion of the deck, lodged on the bar near the lower depot, while the remainder floated on down the river. Two men, with a skiff accompanied the part that floated away, and probably succeeded in saving a portion of the cargo.

STEAMBOAT INTELLIGENCE.—The Harry Johnson was due from below last evening. The Phil. Sheridan, with Captain Barnett in command and Mr. Paul in the office, arrived last evening, and will depart for St. Louis this morning at 6 o'clock. The former under the command of Captain Fi Lee will leave for that place at the usual hour, 7 o'clock.

The Davenport Gazette says that the steamer Countess had a hole knocked in her stern on Sunday, as she was crossing Sycamore chain, on her way down the river. The water was very shallow, and she sunk only a few inches, and rested on the bottom. The water was pumped out after a bulk-head had been built in her hold, and yesterday morning she floated, and then steamed back up the river, intending to go to LaCrosse for repairs.

The Diamond Jo, of the N. W. U. Line, will leave for St. Paul to-day at 6 p. m. Col. Archer Agent.

The following is from the Muscatine Journal of the 2d:

A dispatch received in this city to-day, by the agent of the Northwestern Union Packet Company, announces the sinking of the steamer Jennie Baldwin, on the upper rapids, yesterday. The catastrophe was occasioned by her striking a rock. No lives lost. Further particulars are not reported. The Jennie, for some time past, has been plying as a regular packet between Dubuque and Fort Madison. We presume her place will at once be supplied by another boat.

P. S.—Since writing the above, we learn that the boat has been raised and started for LaCrosse to be repaired.

The stage of water at Dubuque is reported improving, but business at that point remains very dull.

From the Burlington Hawkeye we learn that Captain W. H. Pierce has accepted the position of passenger agent of the Northern Line Packet Company at that place.

## The Daily Gate City.

KEOKUK, IOWA: 1862

WEDNESDAY MORNING, APRIL 1.

### RIVER NEWS.

ARRIVED—Kate Kearney, St. Louis.

R. P. Converse, "

Grey Eagle, Quincy.

Minnesota, Dubuque.

Bannock City, Dubuque.

DEPARTED—Grey Eagle, Quincy.

Bannock City, St. Louis.

R. P. Converse, Rock Island.

The Minnesota had two barges in tow, loaded with pork and flour.

The R. P. Converse was loaded exclusively with salt for Rock Island.

The steamer Andy Johnson, Asbury, Master, Lew Waters in the office, was due from St. Louis last evening, and will be the regular Packet for that place this morning.

The steamer Tom Jasper, of the St. Louis and Quincy line, Burnett, Master, Roberts, Clerk, will be up at 3 o'clock to-day and leave at 6 o'clock. Colonel Archer, at the Tepler House, is the Agent.

The river has declined six inches during the past forty-eight hours.

THE GREAT HUNT NEAR CALLED HISTORY  
A BUCKLE KEOKUK, IOWA

Entered JULY 14, 1887. natl. r.

THE BIG DAMAGE SUIT.

Neither Litigants Win in the Case of the Packet Co. Against the Keokuk and Hamilton Bridge Co.—War Eagle Disaster the Result of Physical Causes—Judge Love's Instructions.

The case of the St. Louis and St. Paul Packet Company, which has been on trial in the federal court for the past eight days, was concluded at 3 o'clock yesterday, when the jury returned a verdict in favor of neither of the litigants. On the evening of November 4, 1881, the steamer War Eagle ran into the Keokuk bridge and knocked out an entire span, which sank in the river. The steamer was badly wrecked. Suit was instituted by the packet company to recover \$50,000 damages, and the bridge company filed a counter-claim for \$100,000 damages. It was a hard fought legal contest and the result of the trial is one of considerable importance as bearing on the liability of bridge companies for damages or losses to steamers and boats sustained in passing through Mississippi river bridges. Testimony of the plaintiff was to show that the bridge was not constructed in accordance with the law of congress and therefore an unlawful structure and dangerous to navigation. Judge Love delivered his instructions to the jury at 10 o'clock and they were as follows:

THE COURT'S INSTRUCTIONS.

It is manifest that the principal and controlling question in the case is whether or not the piers were placed substantially parallel to the current of the river and whether or not if such was the case that fact caused the eddy by which the head of the boat was caught and turned to the Iowa shore.

The jury is called upon to decide this question by the fair preponderance of testimony, the burden of proof being upon the plaintiff.

Now the testimony upon this question is very conflicting; so very conflicting that the jury may find it irreconcilable. The jury may not be able to reach any satisfactory conclusion on this point. The jury have the testimony of experts on both sides apparently competent and of numerous observers who watched the currents with reference to the piers and noticed the course of the ice, drift wood, &c., and saw how these floats struck the piers of the bridge. These witnesses give testimony diametrically opposed to each other and if the jury find it a vain task to reconcile it or determine the preponderance it will be necessary to resort to the other well established facts in the case to determine the matter.

Now the whole scope and purpose of the plaintiff's testimony is to show that in consequence of the failure to comply with the requirements of the law of congress the bridge is a structure dangerous to navigation; that the passage

of the draw is perilous to boats; and that it cannot be passed with reasonable safety. This is not only the inference from but the direct tendency of the plaintiff's evidence.

It is competent for the jury, in order to test the truth of the plaintiff's allegations and proofs in this regard to consider the actual facts of navigation at the draw in question through the long period during which the bridge draw has been used. What is the best test of those machines and structures which are used in the practical arts? Is it not the actual experience of their use rather than the opinion and judgment of mere experts? If a railroad bridge has long borne its burden and carried over passengers and freight in safety, do you not conclude, even against the adverse judgment of experts, that it is a firm and solid structure? If a machine has long worked well and duly performed its proper function would you condemn it as a bad or imperfect machine because experts should give their opinions that it could not possibly perform its proper office? If a house should stand firm against storm and tempest for a quarter of a century would you tear it down in deference to the judgment of some wise architect who should declare that it was built on false principles and is therefore unsafe?

In all such cases you would apply the test of experience and govern yourself by that test rather than by mere opinion.

Now apply that test to the structure before you. You have abundant evidence of the results of the passage of boats and other water craft through the draw of the bridge from the time of its opening in 1871 to the present time. It is in evidence that steamboats and water craft of various kinds to the number in the aggregate of fifty thousand and more have passed through the draw during the intervening period. It is in evidence further that very few accidents have happened in the passage of the draw, so few, indeed, as hardly to be worth mention.

It is true that many, probably the most of these boats, vessels, rafts, etc., came through the canal, and many of them doubtless were small steamers, but the number has been so great and the period of time so considerable that I submit it to the jury to say whether, with all possible abatement, the test of practical use has not been sufficient and whether the number of accidents is any greater than might have been expected at any bridge, however well constructed? One pilot testified that he had passed the draw five hundred times in a single year without accident; and although it may be that he was, in most of these passages, in charge of small steamers, yet, in view of the number of these passages the test cannot be set aside as useless. It is not by large steamers alone that the safety of the draw is to be tested though it is beyond doubt that a very great number of large steamers have passed the draw in the time mentioned with perfect safety. The War Eagle herself has accomplished the passage safely about 150 times.

I therefore submit to the jury to say whether or not it is probable that if the bridge were faulty as claimed and represented so great a number of boats

and water crafts through so long a time would have been able to make the passage in safety, and whether or not the accident to the War Eagle was not a casualty purely fortuitous and unavoidable.

The jury may solve the questions in the case upon three different hypotheses depending upon the evidence.

First, That the construction of the bridge was faulty and not in compliance with the law, and that the accident occurred from this cause, without fault or negligence in the navigation of the boat. If this view is sustained by the evidence the verdict must be for the plaintiff.

Secondly, That the bridge was well constructed substantially according to law, but that the accident occurred in consequence of the failure of the plaintiff's servants to use ordinary and reasonable care and skill in the management and navigation of the boat.

If the jury shall reach this conclusion from the evidence the verdict must be for the defendant on its cross claim for its loss in the destruction of a span of the bridge.

Thirdly and lastly the jury may find if the evidence in their view requires it that the accident was without fault by any human agent; without negligence in the structure of the bridge and without any want of care and skill in the navigator. If the jury so find then their conclusion must be that the accident was the result of causes purely physical; that no human agency was to blame for it; and that the injury was the result of a casualty of navigation purely fortuitous and unavoidable.

If the jury reach this conclusion they will find two verdicts—one against the plaintiff on its petition and one against the defendant on its cross demand.

Of course the jury will not fail to consider that accidents will sometimes unavoidably happen in the navigation of a great river by the powerful agency of steam propelling vast and somewhat unwieldy machines; and when such a navigation meets numerous bridges in its way, however well constructed, it would be almost a miracle if accidents did not sometimes happen, especially in seasons of extreme high water in spite of all reasonable efforts for the safety of navigation. Bridges and boats alike must under such circumstances sometimes suffer from such casualties, and when they do build for their profit structures so exposed to danger, and use vessels in such perilous service they must bear the consequences which they have good reasons to foresee and anticipate.

When it became known that the jury had agreed a large number of attorneys and spectators assembled in the court room to hear the verdict, which was as follows:

"We, the jury find against the plaintiff in their claim and against the defendant for their counter-claim."

James Hagerman, of Kansas City, and Frank Hagerman, of this city, represented the defendant and Givin Campbell, of St. Louis, and James H. Anderson, of Keokuk, conducted the prosecution. The verdict establishes the lawfulness of the Keokuk bridge and is tantamount to the jurors saying the War Eagle disaster was the result of physical causes alone.

# Keokuk and Hamilton Ferry Co. issued stock in 1860's

By Pearl Gordon Vestal

Every once in a while, or oftener, some surprise is dropped into my mail box, as a loan or a gift from one of my tri-state readers. Maybe it's a book, a magazine of ancient date, a diary written by some one long gone to his reward. Perhaps it's a bundle of letters, written in dimming ink, an autograph album, an old photograph of a person or a place, a business account book—"or what have you?" Once it was a very early directory of the little city I love best of all. Sometimes a caller brings a treasured antique to show to me in person. Thank you all for the friendly interest.

Today, my "thank you" goes to Charles Lockhart of Warsaw, whom I have never met, but who did know my husband's family long ago. He had read my "Gate City" article about the ferryboat, "Salena," which sank at the elbow of the dike, and that seems to have reminded him of a paper treasure which, he wrote, he had preserved between the pages of his copy of the "Andreas' Illustrated Atlas of Hancock County," which was published in 1874.

## \$1,000 a share

His gift for my growing collection of historical items was a stock certificate with a face value of \$1,000 per share. It has value as an original article of history, and as a keepsake, but the fact that it was blank, unsigned, undated, makes it as valuable in a drawer of my desk, as it could be in a bank vault. Though the paper is yellowed with age, it is still sound, unbroken at the folds, not crumbling at the margins.

Suppose the certificate had been duly signed and dated, and otherwise made legal for its period, approximately a century ago, what would be its cash value in 1962, with the "Keokuk & Hamilton Ferry and Manufacturing Company," which issued it in the

The Daily Gate City  
2 — KEOKUK, IOWA THURSDAY, JUNE 14, 1962

1800's, dissolved long ago? Your guess is as good as mine! With the building of a great bridge to span the Mississippi river in the early 1870's a ferry service could not have lasted long under that competition.

Will you look over my shoulder as I scan the precious paper? It's dating was eighteen-sixty-blank, since the final figure for the year, within that troubled decade of the Civil War period was not filled in. The signatures of the president and the secretary of the Ferry Company, and

the numerals for the number of shares represented by the blank certificate also "came up among the missing." The spaces left for the registration number and the name of the purchaser are still waiting, about a hundred years later, for a hand to hold a pen.

## Quaint pictures

The quaint pictures adorning the page intrigue my curiosity. I can understand the use of the pictured steamboats, flag a-flying, smoke belching from the stacks. I can almost, in imagination, see and hear the big side-wheels turning, the water churning! I can almost hear the whistle blow! But why did the designer of the certificate add the pictures of two trains, each with a small, puffing engine, a coal car (probably filled with wood) and an assortment of small, wheeled cars to carry passengers or freight?

The two trains are on the track, back to back, ready to chug along in opposite directions. One of the carriers is a flat car, stacked with boxes, with no protection from the weather, save a partial covering with a tarpaulin. The livestock car, railed around, and unroofed, is filled with steers or cows, as evidenced by the horns showing above

the top of the fencing. A sheaf of grain, flanked by a plow and a spade, is understandable, since the ferry carried the fruits of the farms across the waters. The head of an animal, also decorating the paper slip, is that of a bear, — or of a shaggy dog?

As you read the print for the unfilled certificate you may like to fill it in with your own name, some date between 1860 and 1870, and a generous, large figure for the number of \$1,000 shares. Then read along:

## The certificate

"Office of the Keokuk & Hamilton Ferry and Manufacturing Comp'y, of Illinois and Iowa. Be it known that \_\_\_\_\_, Having made full payment therefor is entitled to \_\_\_\_\_ Shares of ONE THOUSAND DOLLARS each in the Capital Stock of the KEOKUK & HAMILTON FERRY AND MANUFACTURING COMPANY, Which Stock may be transferred by assignment of this Certificate and delivery. Subject to the liabilities of the Company, and their rules and regulations regarding transfers. In Witness Whereof, I \_\_\_\_\_, the President and representing said Company, have hereunto signed my name and caused the seal of said Company to be affixed, on the \_\_\_\_\_ day of \_\_\_\_\_, A.D. 186\_\_\_\_, President of K. & H. F. & M. Co. Attest, \_\_\_\_\_, Secretary.

Supplementing this come the blank forms for registration of the purchaser and his assignment of his rights when he may choose to sell his stock. I will quote one more detail: "Perpetual Charter from the State of Illinois. Incorporated under the Laws of the State of Iowa." Keokuk, Hamilton, Warsaw,

Nauvoo, Alexandria, Montrose, Canton and other towns to the north and south, — we all love the river and the lands on the beautiful bluffs, the background for our lives!

Washington  
SUPER-STEAMER

FRIDAY  
AUGUST 4

I. O. O. F.

Canton Lodge No. 44

FORT  
MADISON

Leaves LaGrange  
6:00 A. M.  
Leaves Canton  
7:30 A. M.

Leaves Warsaw  
8:30 A. M.  
Leaves Keokuk  
9:30 A. M.

Leaves Fort Madison  
time to return to Canton by 7:00 P. M.

Adults ..... 75c  
Children ..... 35c

MUSIC & DANCING

1927  
STRECKFUS STEAMBOAT LINE.

THURSDAY, OCTOBER 7, 1886.

DEATH ON THE RIVER.

A Mississippi Passenger Steamer Explodes Her Boilers.

Fifteen Lives Known to Have Been Lost - A Number of Persons Badly Scalded - Details of the Disaster - A Serious Charge.

TERRIBLE CATASTROPHE.

St. Louis, Oct. 7.-Shortly after noon Tuesday the steamer La Mascotte, bound from Grand Tower, Ill., to Cape Girardeau, Mo., exploded her boilers opposite Neeley's Landing, and was burned to the water's edge. The wreck floated nearly a mile below Willard's Landing, where it lodged on the shore. The reports of the accident are very meager and a full list of the killed and wounded can not be obtained. The tow-boat Eagle was within sight when the explosion took place, and rendered valuable assistance, rescuing all who were left alive. The Eagle took thirty-five persons to Cape Girardeau. No list of passengers could be obtained, as the register is lost, and the surviving officers were too excited to tell who was on board. The following persons all from Cape Girardeau, are known to be lost: Judge Hager and wife, Miss Krieger, daughter of Christ Krieger, Mrs. William H. Wheeler and two children, Fritz Lind and Charles Ansel, colored.

Two chambermaids and an unknown lady and two children are also known to be lost. The bodies of the last three and one chambermaid were recovered and taken to Cape Girardeau on the Eagle. J. R. Perkins, first clerk, Miss Julia Rabich, of Cape Girardeau, and First Engineer Porter are supposed to be lost. Out of the crew of twenty-four, fourteen are saved, and the total loss of life is placed at between eighteen and twenty-two. Those known to be badly injured are Lena Buchman, daughter of George Buchman, of Cape Girardeau, and Leon Adams, the first mate.

Later advices are to the effect that fifteen persons are known to have been drowned, six scalded to death and six others so badly scalded that they are not expected to live.

No cause is yet assigned for the explosion. 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 toward the 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 afforded a means of escape for several who were at that 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 smokestack fallen squarely across it, and all who were not killed by it were drowned. Captain Thomp-

son, 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 sank, the only thing visible at present being her wheel.

J. J. Hanton, the 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 Everts, pilot of the Eagle, told me that the captain ordered him not to go near the Mascotte, as he did not 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."

The La Mascotte was a new boat, having been built at Evansville, Ind., during the last summer at a cost of about \$30,000 especially for the packet trade between St. Louis and Cape Girardeau. She was owned by Durland & Perkins, of Evansville, and was considered the fastest stern-wheeler on the river. She had a very large business. The boat left here Monday afternoon with a large cargo of general freight and a full list of passengers.

The Gate City.

Enter MAY 26, 1896. 558

RIVER INTERESTS.

Steamboat Excursions are Now Meeting With Popular Favor Among Pleasure Seekers.

NEWS FROM THE BOATS.

Jasper Blines Writes Something About the Situation at Alexandria as Suggested by the High Water Scare.

The river is falling steadily and there is nothing to indicate anything but that the decline will continue. Last night Observer Gosewisch reported the stage at the government gauge as being at the mark of 9 feet and 5 tenths above the low water mark, a fall of 5 tenths since Saturday night and a fall of 1 tenth since Sunday night.

Excursions were the order of the day Sunday and the river came in for first honors in the excursionists' favor. The handsome Diamond Jo packet St. Paul arrived at 6 o'clock in the evening from Quincy bringing 376 people from Quincy. A large crowd was at the packet depot when she made the landing and 50 from this city were added to the passenger list for the down trip. The boat remained an hour, giving those who desired an opportunity of taking a walk up town, and this privilege was availed of by many. On the

down trip about fifty more passengers were taken on at intermediate points. For such an occasion the night was fine. The moonlight feature of the trip was slightly dimmed at times by the clouds. At times, however, it beamed forth and lighted up the water with pretty effect. The cooling breezes which continued to blow made up for any minor inconvenience.

The landing was made at Quincy at 11 o'clock and after lying at the wharf about fifteen minutes the boat turned back up stream with the number on board lessened by nearly 400. At La Grange there was diversion in the way of amusement and interest. When the gang plank was lowered the roustabouts shuffled on shore and began carrying on board what proved to be the paraphernalia of Herbert & Dashback's pony, donkey, dog, goat and monkey show. Considerable excitement and merriment was created when the deck hands began to bring aboard the donkeys and goats. One darkey would take the animal by the ears while another would twist his tail to make him submit to the undesired trip across the gang plank. They loaded on what seemed from the various toned barkings to be about seven dozen dogs which after they were deposited in their places among the cargo kept up their musical yelps all the way up the river to Warsaw where the same performances of twisting the donkeys' tails was repeated, that being the place where the show was to exhibit the following day. This show was organized at LaGrange last week and exhibited there three days. From Warsaw they will go to Canton and after showing there a route through small towns in Missouri will be taken. Owing to the delay occasioned by the taking on and discharging the circus it was quite late in the morning when the deep toned musical whistle blew for the Keokuk landing. All the delay, however, was fully compensated for by the amusement afforded by the incident of the trip.

It was just 4 o'clock when the landing was made and the excursionists dispersed to their homes. In every way the excursion was a success. Captain William Burke, First Clerk Cephas Gregg and Second Clerk Harry Barter are most hospitable entertainers and know how and are ever on the lookout for the comfort of their passengers and it is for this reason as well as because of the refreshing enjoyableness of a trip on the river, that the excursions on the St. Paul are so popular.

The Silver Crescent brought up an excursion from Quincy Sunday afternoon. The start of this was a railway excursion from Parsons and Fort Scott, Kan., to Quincy. From there they took the boat and went up the river and into the canal. On their return they went to Hannibal and from there took the M., K. & T. for their homes. They were a very tired and worn out looking lot of people and no

wonder considering the length of their journey.

The Cyclone passed down Sunday afternoon with a raft for the Taber Lumber company.

The St. Paul left yesterday morning for St. Louis.

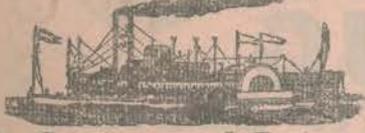
The Inverness passed down the river Sunday afternoon with a raft.

The Bella Mac and Quickstep passed down Sunday night with a raft.

Tonight the Silver Crescent will take the Maccabees' moonlight excursion to Canton and return.

Jasper Blines writes from Alexandria as follows: "After some days of anxiety on the part of our citizens and the landowners for several miles west and south of town, the danger line of the high water scare has quietly and peaceably withdrawn its forces. Let it be said in the interest of truth and for the success of agricultural and other business that the big series of rains and the fairly high condition of the rivers, are just the things that were needed for our land. Old earth had become so very dry that all things geological were likened unto powder ready for explosion. The protracted lowness of the rivers and the reduced precipitation had brought about a condition where all plant life were existing upon reduced nourishment. During the week the Mississippi river at this point never reached anything of an alarming height, while the Des Moines remained several feet below the high-water mark of 1892. Two miles west of town a few pieces of land outside the levee were overflowed for a couple of days. This brought only a temporary loss, and is about all the loss which resulted from the recent rise. Alexandria remained high and dry above the water regardless of the weather bureau and all sensational accounts in the papers."

THE FIRST MOONLIGHT EXCURSION OF THE SEASON



To Canton and Return, By the Knights of the Maccabees, Tuesday Evening, May 26 ON THE 1896 Steamer Silver Crescent and Barge Comfort.

Music by the Miller-Rutledge Orchestra. Boat leaves Hamilton at 7:45 p. m.; Keokuk 8 p. m.; Wareaw at 8:30; returning at midnight. Round trip tickets for one gent and one lady, 50c; each additional lady, 25c. Positively no intoxicating liquors allowed on board. Rights of admission reserved.

Constitution-Democrat

AUGUST 29, 1896

STEAMBOAT RACE.

The Silver Crescent and the Sidney Speed Up the River Other Local News.

Some of the departed glories of old steamboat days were renewed Friday evening between Quincy and this city, for the Silver Crescent and the Diamond Jo line steamer Sidney indulged in a genuine old steamboat race between that city and Keokuk. The Silver Crescent was pulling out of Quincy with a barge a little ahead of the Sidney, when the challenge was tacitly given and accepted. Both boats went steaming and straining up the river. The passengers soon caught the spirit of the contest and fully enjoyed the exhilaration of the race. At Gregory landing, twelve miles south of this city, the Sidney had caught up with the smaller boat and was forging past her. There the Silver Crescent hastily unshipped her barge and came up with the Diamond Jo boat. Then the exciting part of the race began. About 200 passengers on the big boat and about fifty on the smaller local packet, made the contest their own and were highly excited. The Silver Crescent was so small that the eddy of the Sidney drew her up close to the larger boat and for a long time both steamers ran along side by side, with their beam ends touching. Once in a while the Silver Crescent would try to break away and would succeed in forging ahead a few feet. Then the passengers would cheer and loudly call, "Goodbye." The boats were so near that the crowds would even shake hands with each other. Then the Sidney would force its way along a little faster and would crawl up and leave the smaller boat a foot or two behind. Then her passengers would retaliate. The Silver Crescent finally escaped the affectionate hugs of her larger rival and was a little bit ahead in the race at Alexandria, so that she landed at Wareaw about a minute before the Sidney. There she had less freight to unload, so she backed out from the wharf a few minutes sooner and was at Keokuk fully ten minutes before the Sidney came up.

The Sidney cleared for St. Paul later in the evening and is doing a good business both in freight and passengers. The Silver Crescent left for Quincy this morning with a good passenger and freight list.

THE DAILY GATE CITY.

Entered in Keokuk postoffice as 2d class matter JANUARY 11, 1890

The War Eagle is on the marine ways at St. Louis for repairs and will be thoroughly overhauled and new timbers put in. The cost of remodeling

her will be \$15,000, contracts to that amount having been let. Captain Maddill, of the St. Louis and St. Paul Packet company, said to a Quincy reporter that the bearings of the wheel on the St. Paul were loose, and was the cause of the wheel being so far out of the water, and that the Gem City was lying toward the east a little way, but it was a decided benefit to her, as the way she was lying is just the opposite to that in which she was lying when sunk last summer, and would have the tendency of forcing the cabin straight, as she was somewhat wrenched to one side at the time spoken of above. The running of the boats in the line will be somewhat different from last year. It is now the plan to have the Gem City run between St. Louis and Quincy, the War Eagle between St. Louis and Keokuk, and the St. Paul to have its old run, between St. Louis and St. Paul. The prospects are good for a big business next season, and the officials of the road are highly elated. They feel sure that they will be well repaid for spending so much money on the repairs, and say that if there is enough water that they will run the boats strictly on time.

THE DAILY GATE CITY.

Entered in Keokuk postoffice as 2d class matter

JANUARY 12, 1890

The War Eagle.

The steamer War Eagle, of the St. Louis, St. Paul & Minneapolis Packet company, was taken out on the docks at St. Louis Friday, to be rebuilt. Contracts have been let for about \$15,000 worth of work to be done on her, and when she comes out in the spring she will be a finer steamer than any now on the river. The forward stairway and hall will be changed and will be something entirely new and novel. She will be refurnished with new carpets and furniture, new beds and bedding; her state rooms will be enlarged so as to make a convenient wardrobe in each, and the whole will be lighted with electricity. The company will run this elegant steamer between St. Louis and Keokuk.

THE GATE CITY:

FRIDAY MORNING, DEC. 8, 1876.

The steamer Tom Jasper once such a favorite in these waters, has received a new hull at St. Louis, which is deeper and thirty feet longer than the old one. Thus changed, she will come out under a new name in the spring—and when you hear of the palatial steamer "Centennial," you may know it is the old Tom Jasper. She is going into the New Orleans trade.

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

# REAL STORY OF DIAMOND JO

Nickname of Famous Riverman and  
Great Line of Steamers Did Not  
Arise From Display  
of Stones.

## WAS FREIGHT BRAND

Later, in the Days of Prosperity Reynolds Wore Diamonds Because of the Cognomen.

JULY 19, 1911

The sale of the Diamond Jo line of steamboats to the Streckfus company this spring has resulted in a flood of reminiscences of the career and character of "Diamond Jo" Reynolds, the steamboat king who built up the famous river transportation company. Curiously enough, one much emphasized point in the history of the line has been almost universally mis-stated in the stories which have made the rounds of the river press. It has been asserted and reiterated that the Diamond Jo line was so called because of Reynolds' fondness for and display of diamonds. This, at first glance, seems to be the obvious explanation. But the real story of the christening of the big fleet is much more reasonable and in closer accord with the facts and the trade customs of the steamboat business in the days when Reynolds was building up his business. It is told by a prominent Keokuk railroad man who knew "Diamond Jo" and his business associates in the earlier days of their success.

In the early sixties, when Joe Reynolds was towing wheat with a small steamboat and a single barge, there was keen competition between lines and independent boats for the carrying business. It was customary then for the shipper to mark each box or consignment of freight with some letter or symbol indicating the line or boat which was to get the business. For instance, the Davidson line freight would be branded with a large letter "D." When Joe Reynolds, as he was universally known, got into the general carrying trade, his freight was marked with a "Jo" enclosed in a square. Sometimes the square was carelessly put on, and when some one thought that it looked like a diamond and called the mark "Diamond Jo" the appellation became common. It was taken up along the river as a nickname for Joe Reynolds. When

the small business grew to a large one, Reynolds adopted the old freight brand and his nickname as the title of his line.

As to the story that the name originated from Reynolds' display of diamonds, it is easy to suggest how the myth arose. When the steamboat business had made him rich he did wear the sparklers, although not with the profusion that has been suggested. He usually appeared with one shiner about the size of a hazel nut on his shirt front.

Later, when some doper started out to explain the origin of the riverman's cognomen, here was a most reasonable explanation right at hand. It did not happen to be the true one, but the old custom of branding freight consignments had passed away, the sparkler story went unchallenged and has persisted even to this day. It is hardly reasonable to suppose that when Joe Reynolds was a struggling young fellow with one barge and a wheezy tow boat he sported a great array of precious stones.

In after years Reynolds became one of the most successful of the old river kings. He removed to McGregor, which earlier had been his home. The "Mary Morton," the flagship of his line and the finest vessel on western waters, was built then, and was named after his wife. Later he went into the grain business and added to his fortune by buying wheat along the river and carrying it in his own steamers to the big markets at St. Louis and New Orleans.

Having abundant money for investment, he went in for mine exploitation in his later days. The last Keokuk man to meet him was the late Governor Irwin. When governor of Arizona he visited with Reynolds at the latter's mines. Shortly afterwards the veteran riverman was taken desperately ill and died before he could be gotten back to his home.

Reynolds left a great fortune to his family, while his trade name is perpetuated in the finest line of steamers running on the Mississippi.

JULY 3, 1913

**3 Safe, Sane trips  
To  
Bluff Park, Nauvoo and  
Fort Madison  
July 4th.**

ON STEAMER BLACK HAWK.

Leaves Keokuk at 8 a. m., 2 and 7  
p. m. Good order guaranteed. Return  
checks good on any return trip.

Telephone 264.

# JO LINE PACKETS

BIG STEAMERS WILL BE IN THE  
PRESIDENT'S FLEET.

Options on Two Big Packets Have  
Been Secured—President to  
Make Trip on Oleander.

Options on the Diamond Jo line steamers Quincy, St. Paul and Dubuque have been secured by President Kavanaugh of the Lakes-to-the-Gulf Deep Waterways association for service in the big pageant of river boats which will accompany President Taft on his trip from St. Louis to New Orleans October 25. The Quincy will be used to transport the congressional party, consisting of 125 representatives and eighteen senators. The Dubuque will carry a St. Louis delegation, and the St. Paul will be used by the members of the Illinois Manufacturers' association.

President Taft will go on board the Oleander instead of the steamer Mississippi, as was originally planned. The reason given for this change is that the party desires to arrive at Vicksburg three hours ahead of schedule. The Oleander is capable of making sixteen miles per hour and is much faster than the Mississippi. The president was reported as being much pleased when he learned of the change. The steamer Mississippi will carry members of the Mississippi river commission. Thirty-one state governors will accompany the president on the steamer Alton, while the secretary of war and his party will be on the David Tipton. There will be probably thirty steamers and 2,500 passengers in the parade. **OCTOBER 7, 1909.**

# EXCURSION!

**Saturday July 5  
to 1913  
Ft. Madison and Return**  
Given by

**Ladies of  
Maccabees**

ON STEAMER G. W. HILL.

Boat leaves at 2:30. Will wait for evening train at Fort Madison. No intoxicating liquors sold on board boat. Rights of admission strictly reserved. Street cars meet boat.

Admission—Adults 50c, children 25c

Experiences on the Des Moines When It Was Navigable.

H. Heaton in Fairfield Ledger: Many of the readers of the Ledger will hardly believe that between the years 1836 and 1860 more than forty different steamboats navigated the Des Moines river. The first one to ascend the stream as far as Keosauqua was the S. B. Science in 1837, and she brought a cargo of flour, meal, pork, groceries, and, perhaps, some whisky. In 1838 a keel boat was pushed up the river with setting poles to Keosauqua, and sold flour at \$18 a barrel, pork at \$18 to \$20 a hundred, and corn meal at \$2 a bushel, by which figures it may be seen how needy the pioneer settlers must have been. Many of the boats that navigated the Des Moines made their way as far as Raccoon Forks, or Fort Des Moines, carrying supplies to the soldiers stationed there, and in 1859 a boat named the Des Moines Belle made a trip as far as Fort Dodge, which was marked as the head of steamboat navigation in a geography that I studied when in school.

Some will regard with a smile the statement that boats navigated the Moines, because they will fancy they must have been launches in size, but the Flora Temple, which went as far as Des Moines in 1859, was a three-deck, side wheel boat, which would compare with the average Mississippi river steamboats of today.

In the spring of 1857 the writer lived at Pittsburg, two miles above Keosauqua, and remembers half a dozen steamboats passing by that place on their way up the river. The Badger State was one, and a very fine boat it was, too, and the Skipper was another. The latter boat was laden with several hundred stoves from Quincy and St. Louis, with many barrels of sugar, vinegar, groceries of various kinds and a quantity of pressed zinc cornice for the new state house then being built at Des Moines. Opposite Pittsburg the Skipper struck a boulder in the river and knocked a hole in her bottom, and her cargo was unloaded on the river bank. Then the boat went down stream, was repaired, returned and took the cargo to its destination. By this time the river had begun to fall, and she was compelled to remain at Des Moines all summer, which gave a city paper occasion to boast of the active condition of trade on the river--that there had not been a day for months in which there had not been a steamboat at the wharf. However, the river rose and the Skipper made another trip in the spring of 1858, and carried a number of members of the legislature to their homes, as the roads were in such a condition that stages

could scarcely travel. Much of what above I have taken from Tacitus Hussey's "History of Steamboating on the Des Moines River."

The importance of the Des Moines river as a highway of travel may be inferred from the rapid growth of population on its banks. No one can visit the river towns and villages without being struck by the number of substantial brick residences, all of which were built before the railways brought in the cheap, pine-board house, before 1855. Many of the houses built near the Des Moines river in those days will more than favorably compare with houses built at the present time. They were constructed, as we have seen, within fifteen years of the first settlement of the country, proving the great activity that there must have been in those days. When one sees the evidences of energy and prosperity that mark the times, when the Des Moines river was navigated, he can but regret that the river has been neglected for forty years. Of course, we have the railways, and most people think they fully supply any want that the river might have done; but in England, which is at no place far from the sea, and a land even better provided with railways than Iowa, one sees canals everywhere. Between Oxford and Warwick the railway is beside a canal that is alive with tow boats, and the country seems about as well adapted for the construction of canals as the prairie between Fairfield and Packwood. Neither do the English merely use canals made before railways were introduced less than years since. The city of Manchester constructed a ship canal that cost more than \$20,000,000, so essential is water communication thought to be in a land so near at all points to the sea, and where a yankee is said to be afraid to walk out at night lest he might walk over the edge.

That the Des Moines river shall ever be made navigable seems very doubtful, but of late public attention has been called to its possibility, and the matter has gotten so far as to receive emphatic rebuff from Speaker Henderson, but even a rebuff is some consideration.

HANGING OF PAINTING ATTENDED BY IMPRESSIVE CEREMONY.

Pleasure Party On Steamer Helen Blair Were Present—Breeze From the Mississippi.

As one enters the cabin of the steamer Keokuk the first thing his eyes will rest upon is a large oil painting of the old Indian chief, Keokuk, after whom the little steamer and this city were named. The large oil painting of the oft heard of old Indian chief occupies the most prominent position in the cabin and it will not fail to attract attention, for it is the first thing that can be seen upon entering the neatly arranged cabin.

This large oil painting was placed in its present position by Captain Walter A. Blair, president of the White Collar line, Sunday afternoon shortly after 12 o'clock. The steamer Helen Blair, carrying the captain and pleasure party to the Cumberland river, steamed up alongside of the steamer Keokuk in the Quincy port Sunday afternoon at 12:15 o'clock and the entire party boarded the little packet to be present at the ceremony which attended the hanging of the painting.

After the painting was placed in the desired position Mr. Junkins, a member of the party and a prominent historian of Cedar Rapids, delivered a very appropriate address, in which he recited the complete history of the old chief, of this city which was name after him and of the surrounding towns. Captain Blair also gave a short talk on the same subject. The crew of the steamer Keokuk were also present and everyone enjoyed the distinction of being present at the hanging of the oil painting. The ceremonies were very interesting and impressive, particularly the addresses of Mr. Junkin and Captain Blair.

Breeze From the Mississippi.

The ferry boat B. B., which in former years plied in the Quincy-West Quincy trade, has been sold by the Quincy owner to parties in Rock Island. The ferry boat came up from Quincy last evening, remaining in the local port over night and departed for Rock Island at 5:55 o'clock this morning.

Fast time is being made by the steamer Keokuk in its daily run between the local port and the port of Quincy, this being due to the high stage of the river.

The Grand Hotel bus, which was repaired and repainted in Quincy, was brought to this city by the steamer Keokuk.

The Mississippi river is falling gradually.

MAY 7, 1909.

OIL PAINTING OF CHIEF KEOKUK

HANGS IN THE AFT END OF THE CABIN OF STEAMER KEOKUK.

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

# STEAMBOATS ON THE DES MOINES

Capt. Thomas of Ottumwa Believes  
That the Installing of Special  
Steamers Would En-  
force Commerce.

SEPT. 13, 1909.

## BRIDGE NO HINDRANCE

Illinois River and Hennepin Canal  
Are Used by Little Tugs and  
Barges Which Could be  
Used on Iowa River.

Captain E. H. Thomas of Ottumwa, who is an old steamboat man and greatly interested in the plan of again having boats run on the Des Moines river, has written the following article on the subject:

When Major Montgomery Meigs, the United States engineer, passed down the Des Moines river on his recent trip of inspection, at all of the towns along the course he was asked this question:

"Do you think the Des Moines river can be made navigable?"

His answer to all was this:

"The river is now navigable, just as much so as it was in the 50's, when the Mississippi steamboats were passing up and down it. The only obstructions are those placed there by man—the bridges and the dam."

A few of the early settlers are still living who remember the steamboat days upon the Des Moines. Among them is Hon. James J. Daugherty, who has been a resident of Keokuk for more than sixty years. He not only remembers those days, but he also has

almost a complete record of the names of the steamboats in the Des Moines river trade at that time. This is what he says about it:

"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 Glancus, Badger State, Skipper, Col. Morgan, Charles Rogers, 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. Millburn, Revenue Cutter, Geo. H. Wilson, a powerful tow-boat; Time and Tide, S. B. Science, Alexander Rogers, Pearl, Providence, The Maid of Iowa, Light, Pandaioning, and New Georgetown. A few odd trips were made in this river by other steamers. Often there would be over a dozen of these river boats lying at the Keokuk wharf receiving and discharging freight."

As Major Meigs says, the river is now navigable for from four and a half to five months of the year. Those who have watched the stream will tell you that there is a larger volume of water in it, and that the low water period is shorter than it was in the 50's. It could not be otherwise for the reason that an extensive system of drainage has been created along the valley during the past twenty-five years. The tributaries are furnishing more water for the river than ever before. For many years the Des Moines has made a record of four and a half to five months during the year with an average stage of from six to eight feet, ample water for steamboating. So we must agree with Major Meigs that so far as the water is concerned, the river is now navigable, and has always been so.

Of course the big three deck Mississippi river steamboats with their 60-foot chimneys cannot come up to Ottumwa and Des Moines as in the former years, but we have the water and we must get a class of boats which will do the same work and go under the bridges at all stages of water. A large fleet of them have been doing business between Chicago and St. Louis, using the Hennepin canal and the Illinois and Mississippi rivers. They do the same work as the tall steamboats and go through the canals and under the bridges. The steamboats are tow-boats and the barges are all of the same pattern, 103 feet in length and 17½ feet wide, with a height of 8 feet. A fleet consists of five boats, the steamer and four barges. The machinery of the steamer is placed down in her hull, and she has sufficient power to tow four barges against the current of a river.

Now Des Moines, Ottumwa and the other towns along our river can have the same benefits. The distance from Des Moines to Chicago by the river is about 460 miles, from Des Moines to St. Louis is 330 miles. If navigating the Des Moines with six feet of water these five boats could be loaded to the canal depth of four feet, eight inches. With this load the fleet would have a cargo of 800 tons of freight, and go through water under all of the bridges on a space of five feet. At high tide they could be loaded two feet more and be put under the bridges on a space of three feet. Our bridges have an average height of twenty-four feet and the ordinary high

water mark is about fifteen feet. If there were but three feet under the bridges, there would be twenty-one feet of water in the river, a stage we have never had but once.

It is a safe proposition to say that this fleet of five boats would go under the bridges at all times. With the low deck boats the bridge problem would be solved. The total expense of the trip from Des Moines or Ottumwa to Chicago with 800 tons of freight would not exceed \$300. These figures can be verified and the shippers and the expert makers of rate sheets can make their own figures. It is evident that with six feet of water in the Des Moines river, the owners of the boats could make a very low rate from Des Moines, Ottumwa and other points along the Des Moines river to Chicago, St. Louis and other Mississippi river points.

## WENONA STAYS IN KEOKUK TRADE

WILL NOT BE SUPPLANTED BY  
THE BLACKHAWK.

NO REASON FOR SUBSTITUTING  
ANOTHER BOAT.

JULY 23, 1909.

Captain Blair Has Not Decided What  
He will Do With Blackhawk—  
Major Meigs at Quincy.

The steamer Wenona will not be replaced in the trade between Burlington and Keokuk by the new steamer, Blackhawk, which is being built by the White Collar line at Wakasha, Wis. Captain Blair, who was in Burlington yesterday, said: "The steamer Wenona has been doing so well in the Burlington-Keokuk trade that I see no reason why we should put any other boat in her place. The Blackhawk will be ready for inspection about September 1, but I have not yet determined what I will do with her. I have not investigated the trade condition above Davenport and I do not think that a steamboat line through the Hennepin canal would be much of a success."

"Early this season a man came and started a boat in between Peoria and Davenport by way of the canal. When the boat was loaded with freight on her second trip he received word that the canal had caved in. That put the boat and the canal out of business for the year so far."

## River Paragraphs.

**Quincy Whig:** The government boat Grace arrived here Thursday afternoon from Keokuk, bringing Major Meigs, in charge of the work of deepening the harbor in Quincy and other places. As the steamer came in port members of the crew tested the depth of the river in the places where the work has been in progress. The local part of the work is rapidly nearing completion and steamboat men are expressing satisfaction over the results that have been accomplished. The Hecla and the pontoons will be moved from here to Louisiana, Mo., where about the same amount of work will be done.

**Quincy Journal:** The local packet Keokuk brought in a large list of passengers Thursday, many of them being round-trip tourists. Among the number were the following: Miss Emma Riepe and Misses Esther and Emma Norfolk, from Burlington; J. H. Hansworth and family and W. H. Young and family from Davenport; Miss Nannie Barr and four lady friends from Keokuk. The two first named will remain over in Quincy for two weeks, visiting friends.

Captain Fetter, who has the contract for the river work between Burlington and Quincy, says: "Wing dam construction and revetment work along the banks are the two principal things needed for the installation of the projected six-foot channel. In this connection it is pointed out by experienced river men that if both shores were protected, doing away with the washing of earth into the channel, the annual expenditure for keeping the channel navigable would be very slight. In fact, by the use of wing dams the channel would maintain its own depth, the current being so strong that it would carry away every kind of deposit."

## LOW WATER IN EARLY 40'S

A Veteran Pilot, Capt. Edward Cahalan, of the Upper Mississippi River Gives Interesting Facts.

KEOKUK IS MENTIONED

### He Speaks of Very Low Stage at Local Landings—Trips to St.

Paul Made in Three Separate Boats.

FRIDAY, AUG. 5, 1910.

In these days of extreme low water stages it is timely as well as interesting to note the fact that there are men still alive who recall other low water periods.

Capt. Edward Cahalan, one of the oldest living upper Mississippi river pilots, in a communication to an up river paper, refers to very low water in the summer of 1846 and 1847, and also in 1852. His communication is as follows:

"I see by the papers, the low water has gone below the record of 1864. The lowest water that was ever known on the upper Mississippi river, up to that time, was in the year 1846 and 1847. At that time I was pilot on the old steamer Bon Accord. I have heard pilots say that was the lowest water they ever saw. There was less than 30 inches between Montrose and Davenport. At Keokuk the only place to land was at Brown's warehouse where the Keokuk bridge is now.

"I know we had to lay three stage planks to get out to get the freight over the lower rapids. We would load the flats from 8 to 9 inches, then tow them up with horses. At Montrose we would load the flats 12 to 14 inches on the upper rapids, bring barges over drawing 21 inches, then get aground and stick for several days. There was quite a number of places where wading was a common sight.

"Then the next low water was in 1852. I was on the steamer Golden Eva with Capt. Hiram Bersie; then there was a scant three feet below Keokuk. You will kindly publish this so our younger generation will know what low water is. Any information I can give I will gladly do so.

Yours truly,

"CAPT. EDWARD CAHALAN."  
Forest Theory Exploded.

J. H. Spencer of Dubuque, the local forecaster, has issued the following interesting statement in relation to the river:

In a recent number of the Times-Journal I gave some historical data on the unprecedented low water of 1864. Further research shows that during the previous year (in 1863) the river was also extremely low and caused rivermen no end of trouble in spite of the fact that many of the packets of that period drew less water than those of today. As early in the summer as June 15, 1863, the heavy draught boats were unable to make the trip to St. Paul, but were obliged to connect with lighter draught boats at Winona. By July 1, 1863, it was stated in the newspapers that to make a trip to St. Paul a person had to perform the journey on three different boats. The one leaving Dubuque went only as far as Alma. At that point

the Milwaukee was unable to get below the bar, and ran to Prescott, where another connection was made with lighter draught boats, thus reaching St. Paul. St. Paul, it was said, would soon be at the head of a long slough, reaching from Dubuque up.

On July 16, 1863, it was stated: Winona is the head of navigation for the packets. Up at St. Paul they don't take the trouble to cross over the bridge, but drive through the river, which is only ten inches deep.

Unquestionably the channel today is in very much better condition than it was in 1863 or 1864 due to the improvements of the United States engineers for many years past. The fact, then, that navigation did not cease in 1863 and 1864, in spite of exceptionally low water, must be attributed very largely to the light draught boats of the early days.

It is also an interesting and significant fact as shown by the historical data available, that periods of low and high water on the upper Mississippi river were as frequent in the early days as now. It would seem, therefore, that the conclusion is inevitable that the cutting down of forests at the head waters of the river has had little or no effect upon the stage of water.

## THE GATE CITY:

WEDNESDAY MORNING SEPT. 12, '77.

—Our Fort Madison correspondent writes: "Capt. Sam. S. Sample brought the fine steamer 'Keokuk' up yesterday, and took back the Niota Belle, having traded the former for the latter to Mr. Atlee, receiving the difference in their value. The Keokuk will be used as a ferry boat here, and is considered quite an addition to the fleet in this harbor.

## AUCTION.



The Centre-Wheel Ferry Boat "NIOTA BELLE" of 76 tons burthen, 20 team deck capacity, having cylinder 16 in. bore and four feet stroke, 42 in. boiler, 18 ft. long with five flues, good doctor, strong wheel and complete equipment; all in good condition and running order, will be sold, on board, at Keokuk, September 27, 1877, to the highest bidder for CASH. Needs small crew and little fuel. SAM. S. SAMPLE. sep15dtd

## THE GATE CITY:

SUNDAY MORNING, SEPT. 16, 1877.

—The ferry boat "Niota Belle," for which Captain Sample recently traded the "Keokuk," is to be sold at auction here, September 27th. She is a well-built and completely equipped boat, in good condition and running order, and requires a small crew and little fuel.

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

TUESDAY MORNING, APRIL 7, 1874.

A correspondent at Alexandria sends us the following account of a steamboat race on Saturday evening:

ALEXANDRIA, Mo., April 4, 1874.

**GATE CITY:** An exciting time was had on our Levee this evening by near a hundred citizens watching a very closely contested race between the Rob Roy and Spread Eagle. From passengers on both boats your correspondent learns that the Rob Roy had got through the Quincy bridge before the Eagle left, and landed at Lagrange and Canton in advance of the Spread. Between Canton and Alexandria was the "tug of war." The boats came around the point at Gregor's "nip and tuck," and nip had it, but it was hard to tell which was nip until about three miles below Alexandria, when the Spread just spread herself and waltzed around the best boat owned by the K. N. L. P. Co. The Spread was welcomed at our wharf by shouts from the excited crowd, and we reckon if there ever was such a thing as an Eagle wearing horns Capt. Leyhe is entitled to put 'em on his craft.

## DAILY GATE CITY.

WEDNESDAY MORNING, MARCH 26, 1874.

## TELEGRAPHIC

**Explosion of the Steamer Crescent City—Several of the Officers and Crew Killed.**

## CASUALTIES.

MEMPHIS, March 24.—A special from Helens, Ark., states the tow boat Crescent City, the property of the Mississippi Valley Transportation Co., with five freight barges and a trading boat laden with thirteen tons of sugar, blew up at 8:30 this morning at the foot on Montezuma Island. The boat sank in three minutes and the barges burned.

The following were lost: Capt. James Dawson; mate Henry Gesler; pilot John Ostrander and wife; pilot Wm. Mundy; watchman Dan Mettle; cabin boy unknown, and three colored firemen wounded and a number of others bruised, scalded and crippled. The wounded were taken by the steamer Phil Allen to Memphis and are under the care of physicians. The Phil Allen arrived a few minutes after the explosion and rendered every assistance. The Crescent City was valued at \$70,000. Capt. John Ostrander leaves six children in St. Louis.

THURSDAY MORNING, MARCH 26, 1874.

## TELEGRAPHIC

**The Explosion of the Crescent City—Statements of the Survivors.**

## FROM MEMPHIS.

MEMPHIS, March 25.—The survivors of the Crescent City arrived here this morning. Wm. Briggs, first engineer, who was on watch at the time, states that at the time of the explosion he was at, welding the fire hook. He was suddenly knocked down by the concussion, though he heard no unusual noise. On springing to his feet he started forward but was stopped by steam, and a moment afterward he found he was standing in water, and, realizing the danger, ran up stairs closely followed by the water. Within three minutes of the explosion the boat sunk, only the after part of the roof being above water, on which the survivors were huddled, until relieved by the Phil Allen's timely arrival.

The engineer states that at the time of the explosion she was carrying 140 pounds of steam and five minutes before he had tried the water and found it flush. He can give no theory as to the cause of the explosion. The boat had five barges in tow containing 500 tons of coal, 600 tons of sugar, and about 200 tons of queensware, all of which was lost.

In addition to those reported last night, Frank Kelly, day watchman, of St. Louis; Clarence Adst, cabin boy, Cairo; Wm. Bunn, cook and the third colored fireman were lost and seven persons more or less injured.

Geo. E. and Albert Hall, sons of the proprietor of the trading boat from Davenport, Iowa, were considerably bruised. Their father is also badly scalded about the chest.

The following are the unhurt: James O. Sponnor, Pittsburg; Frank Miller, Peoria, Ill.; Lyus Sauer, Jake Liehle and Joe Miller, Morris; D. H. Ener, Henry Erlenstein, Chas. Harrison, Henry Murphy, Alton Cooper and George Felley, St. Louis; Altress Ross, Cairo; Mrs. Hall and four children, Davenport, and six colored firemen.

All of the wounded, together with those unhurt, except George Vanhouten, pilot, whose left leg is dislocated, left for St. Louis, in the City of Vicksburg.

The survivors speak in the highest terms of the treatment received from the officers of the Phil Allen.

Nones of the bodies of the killed were recovered.

MEMPHIS, March 25.—The loss by the explosion of the Crescent City it is estimated will foot up \$300,000.

FRIDAY MORNING, JUNE 26, 1874.

The St. Louis *Globe* of Wednesday contains the following particulars of a collision between the Spread Eagle and the tow boat Beaver:

A fatal collision, between the steamer Spread Eagle and the tow boat Beaver, occurred Monday night between the hours of 10 and 11 o'clock. The Spread Eagle was on her down trip from Grafton, and when making the crossing from Plasa Island, about thirty miles above here, collided with the upward bound tow boat Beaver, which latter had in tow two large empty ice barges.

The Spread Eagle's larboard guards, main and boiler decks, were broken from just forward of the furnaces to the after-end of the boilers, and two of her state-rooms were demolished. This was caused by striking one of the immense ice-barges, and, sad to relate, one poor fellow, who was asleep on the guards of the Eagle, had both legs, from above the knees down, crushed to a jelly, and his right arm broken. He lived for about two hours afterwards, and said that his name was Robert Alleyne, and that his father lived in Europe. No friends in this country. A coroner's inquest was held on his body at Alton, and his remains were buried there.

George Peterson, a colored roustabout, is missing, but it is hoped that he escaped by jumping on the Beaver. The damages to the Spread Eagle will amount to full \$1,000. The Beaver's damages were nothing. Captain Bruner, of the Spread Eagle, exonerates the Beaver from all blame in this collision, and, as is usually said, it was unavoidable, but this will not do in this present enlightened age; that there was gross recklessness somewhere is certain, and we want to see a thorough investigation of the matter by the U. S. Inspectors.

The Spread Eagle will be thoroughly repaired by Friday, and will resume her daily trips to Alton and Grafton. Captain John Bruner, her commander, deservedly has the confidence of the traveling and shipping community, and will, no doubt, be able to show that he was not to blame for this sad accident.

The St. Louis *Globe* says "Capt Hank Peavy of the tow boat Penn Wright, distinguished himself in recovering the rafts which broke loose on Sunday. One of the rafts composed of 111 cribs stuck on the bar at Widow Beard's. Capt Peavy took down the Penn Wright and commenced the operation of getting the raft off on Monday morning. By noon he had the entire raft afloat although the river had fallen four inches. The Capt. worked hard and skilfully in the water and met with entire success in getting the raft off, although it was supposed to be an impossible task." Capt. Peavy passed this city about ten days ago in charge of a number of rafts, two of which went to pieces on the bridge. But he gathered them all up a short distance below town.

# THE CONSTITUTION.

By S. H. CLAGETT.

APRIL 18, 1876.  
STEAMER SUNK.

**The D. A. McDonald Strikes a Pier  
of the Bridge, and Sinks in  
Fifteen Feet of Water.**

**A Number of Ladies and Children  
Rescued by a Yawl from the  
Andy Johnson.**

**Inhuman Conduct of the Officers  
of the Eagle.**

This morning about six o'clock the steamer D. A. McDonald, of Le Claire, Vansant, master, with two barges loaded with ice in tow, in attempting to pass through the draw of the bridge, came into collision with the pier just east of the draw pier, and in less than ten minutes sank in fifteen feet of water immediately opposite, and about forty yards from the elevator.

Captain Vansant stated to us this morning, that in coming through the draw the boat was not held near enough to the draw pier, and the larboard barge coming in contact with the pier east of the draw, literally crushed in the hull of the McDonald. There was quite a party of ladies and children on board, the guests of Captain Vansant, the captain's wife being among the number. Of course great consternation prevailed among the ladies and passengers when the boat struck and it was found she was sinking, but the officers and crew remained cool, and succeeded in backing the boat below the elevator and up to the spot where she sunk, where she lays with the bow down stream, and the water on a level with her hurricane deck.

The guards on the starboard side of the hurricane deck were crushed in, and one of the chimneys has a decided lean. The smallest of the two barges was cut loose, and picked up by the Jennie Brown, below the island, and towed into Warsaw, where it sunk as far as the ice would permit it, up to the gunwales. Captain Van Dyke, of the Jennie Brown, informed us that parties in Warsaw wished to purchase the ice. The other barge had a hole stove in her hull, and was leaking badly, but she was landed at the elevator, and with the aid of pumps has been kept afloat.

Luckily no lives were lost, but had all the steamboatmen acted as the officers of the Eagle did, the situation would have been much worse. When it was found that the McDonald was sinking, the whistles of the bridge and of the wrecked steamer, both sounded the distress signals, and the Eagle, which was under way, and about four hundred yards

below the McDonald, never paid the slightest attention to them, but kept on her course down stream.

The officers of the Andy Johnson, finding that she paid no notice to the signals, manned a yawl, and proceeding to the wreck, took off all of the ladies and children, and transferred them to the Andy.

The conduct of the Eagle's officers may be susceptible of explanation, and, perhaps, we should not blame them until we hear from them, but as matters now stand it will take good proof to clear themselves of the charge of negligence and unfeeling conduct.

Mrs. Vansant was so badly frightened that she was seriously ill, and needed a physician's care.

The other passengers and the crew were all rescued, but they lost what effects they had on board.

Pilot Coleman and the engineer stuck to their posts manfully until the boat sunk. The stove in the pilot house upset during the excitement. Mr. Coleman gathered a bucket of water, put out the fire, and then took charge of the wheel again.

Captain Vansant telegraphed for a wrecking steamer from St. Louis this morning, and will remain here until the boat is raised.

The barges contained about six or seven hundred tons of ice, on which there was no insurance; neither was the boat itself insured.

A force of men were at work rescuing what they could from the wreck to-day, and although it presents a bad appearance now, it may, when it is raised, be discovered that the damages are not as serious as supposed. The scene of the wreck was visited by a large number of people to-day.

# THE CONSTITUTION.

JUNE 2, 1876.

By THOS. W. CLAGETT.

A CUTE CAPER.

**Cut by the Captain of the Leopard—He Sails Away with a Keokuk Policeman.**

Last evening the steamer Leopard, with three ice barges in tow, pulled into port and tied up at the private wharf of the Keokuk Northern Line Packet company. The wharfmaster, George Smith, when he saw where the Leopard had landed, went aboard and informed Captain Jacobs, the commander of the steamer, that he was using a private wharf, and the packet would be along soon, therefore, he would have to move the Leopard to another landing further up stream. The captain refused to do so, and all that George could say did not alter his

determination a whit.

Mr. Smith, finding that reasoning and arguing the case would be of no avail, finally concluded to resort to the law to enforce the removal of the steamer. He proceeded to the Recorder's office and filing an information against the captain, had a warrant issued for his arrest. The papers were placed in an officer's hands to serve, and he hied away to the levee to take possession of the body of the commander of the Leopard.

Arrived at the wharf the officer boarded the boat, and on finding Captain Jacobs, served his warrant.

As soon as the captain found out the game, he determined that the Leopard should exercise its prerogative and change its spots, and then and there he hatched up a little plan, the development of which, will transpire further along in this narrative.

Capt. Jacobs told the officer when he served the warrant, that he could not leave just then, but would go with him in a few minutes. The peeler seeing that the crew were busy getting the barges in line, sniffed no mice in the air, and supposing everything was regular, informed the Captain it was "all right," and bided his time.

The pilot was on deck and saw what was up. There was a wink of great portent passed between the Captain and him. The pilot ascended to the upper deck and took charge of the wheel.

George Smith had accompanied the officer to the levee, and he sat on the ring-bolt—to which the Leopard's line was attached—to see that there should be no "shenanagin"—no casting loose and going down stream.

The Captain went back aft and whispered a few words to one of the crew, and a moment afterwards a roustabout came out on the bow of the boat. "Ting-a-ling," went the pilot's bell; swish, went the steam; a clang from the engines; a blow from the roustabout's little hatchet—a tightening of the line; a snap—and the Leopard was free and sailing off down stream with a Keokuk policeman on board for a prize. And there was Geo. Smith, sitting on that ring-bolt, one of maddest men in America, sending his blessings after the boat as she moved out in the stream.

We shall not attempt to describe the officer's feelings. Suffice it to say, that he told the Captain, when he put him off at Warsaw, that he was much obliged to him for the ride, and that he had an interest in the Leopard, that would bring him down to the Keokuk levee whenever her whistle sounded, and he should always be particular to inquire after Capt. J. W. Jacobs.

"Ta ta!" says the Captain.

"Good evening!" says the officer, and

then he boarded the train for home, arriving, it is needless to say, without being accompanied by the devilish sly commander of the Leopard.

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

# DAILY GATE CITY:

THURSDAY MORNING, JUNE 11, 1874.

## A STEAMBOAT IN A STORM.

### The Disaster to the Alex. Mitchell.

The report which reached this city on Tuesday, that the steamer Alex. Mitchell had been blown up, proves to be true. It was done by a violent storm, however, instead of a boiler explosion. The Dubuque Times, of Tuesday, gives the following particulars of the disaster: The Alex. Mitchell had reached the head of Maquoketa slough, about ten miles above this city, when the gale struck her with terrific force, tearing down both chimneys and rolling them into the river, a section of one of them driving a hole through the hurricane deck just forward of the washroom. This deck was carried away as far back as the chimneys. Several state rooms on the left side were crushed in, but fortunately none, with the exception of the one occupied by James A. Hauser, clerk, were occupied, and he was not injured.

The boat up to this time had experienced but little difficulty from the storm, but was pressing forward under a good head of steam. The passengers were quietly sleeping in their berths, and no one but those whose duty compelled them to be out, were up. The shock came suddenly, like the gust of a hurricane; the boat careened and seemed suddenly to be stopped in its course, to tremble and groan as if in a mighty struggle for the supremacy, and then the crash came, the chimneys fell, and the boat, helpless in the gale, was swept ashore to an island. Just at this moment mate Krunnel, who with a line was endeavoring to reach the forward part of the hurricane deck, leaving the shelter of the pilot house, was lifted from the deck and carried thirty feet away from the boat, landing unhurt in the sand and mud of the island. Not until the crash of the falling chimneys were the passengers awakened, and then for a few moments there was a wild scene of confusion, which, however, was quickly quieted by the calm demeanor of the officers. The boat remained in this position until the storm died away, and then recovering her chimneys, by means of derricks, from the water, which was but a few feet deep where they fell, she steamed down to this city, presenting a very dilapidated appearance, indeed.

Her bell, weighing eight or nine hundred pounds, was lifted from its position; but we opine that this was from the jar of the falling pipes rather than the wind, as is claimed.

To further illustrate the force of the wind, two hundred sacks of wheat that were piled

up on the fore-castle deck were swept from it into the river.

The description of the scene as given by the passengers was wild and graphic indeed. To them, awakened from a sound slumber to feel the awful frenzy of the storm, the night will ever be one of vivid remembrance.

The damage to the boat is in the neighborhood of two thousand dollars. She lays in Third street slough, where a large force of workmen were all day yesterday busily engaged in clearing away debris and making repairs. Her passengers—about fifty in number—will be transferred to the Belle of La Crosse on her down trip.

# KEOKUK CONSTITUTION.

KEOKUK, WEDNESDAY, AUGUST 16.

## River News.

From a long article on the two new Keokuk Northern Line packets in the St. Louis Times we take the following:

The hour of departure from this city will be 4 p. m., arriving at Quincy at 7 o'clock the next morning, and at Keokuk at noon the same day. Returning, will leave Keokuk at 4 p. m. and arrive at St. Louis early the next morning. This arrangement will be peculiarly advantageous to the residents of Quincy, Clarks-ville, Louisiana, and points below, as it will afford them the opportunity for taking a run down to St. Louis in the night, and after spending a day in the city return home in the evening. The boats are 275 feet in length by 40 feet beam, and 6 feet depth of hold. Their water lines are as graceful as it is possible to make them, and no one can look at these steamers without being impressed with the beauty of their symmetry. The cabins which are very handsome, are 200 feet in length and contain 64 rooms each, and furnish berths respectively for 152 passengers. The cabin is painted in colors, and is very pretty, being at once neat and lively in appearance and therefore superior to the old style of plain white. In the rear of the ladies' cabin of the War Eagle will be seen a fine landscape view of the city of St. Louis, as seen from the river, including the bridge, and, again, several views of Forest Park, such as the Bates monument, a cottage, the cascade, the Pacific Railroad bridge; in another a number of steamers are moored at the landing, and the steam tug Rescue is towing a great barge of coal four times her own size, in the direction of the War Eagle, upon which steamer the coal is evidently intended to be loaded. The ladies' cabin furniture is made of rosewood, with a covering of green plush velvet, chairs, sofas and divans to match. The carpets are elegant English Brussels. The boats cost \$60,000 each. They will come to the landing in a week or ten days and take their places in the trade for which they were built. The officers have not yet been named.

# KEOKUK CONSTITUTION.

KEOKUK, FRIDAY, DECEMBER 29.

## The Sunken Steamers.

The *Globe-Democrat* has been taking a peep at the sunken steamboats at St. Louis, and reports the situation thus:

The Davenport is still sunk to her cabin deck. The Centennial is lying in free water, as straight as a string, and not leaking badly. As a necessary consequence of the great strain she received she is leaking somewhat, but steam pipe connections with a pump on her have been made from the Northwestern, and she is floating nicely. Robert Medill, the Master Mechanic of the Company, with his assistants, were busy at work on the Centennial, getting her "nigger" engine in working order so as to do her own pumping, and it is probable this will be accomplished to day and steam raised. As soon as this is done it is proposed to drop the Northwestern down, push the Centennial into the Northwestern's present place, and have the latter take the former's position. Mr. Medill stated that the rising of the Davenport and Rock Island was in contemplation as soon as the weather moderated sufficiently to admit of the work. Prior to this, however, the upper cabin works will be removed.

# DAILY GATE CITY.

FRIDAY MORNING, FEBRUARY 27, 1874.

**DEATH OF CAPT. JOHN S. McCUNE.**—Col. Archer, agent at this place of the K. N. Line Packet Company, received a telegram yesterday announcing the death of Capt. John S. McCune, the President of said Company. He died at his home in St. Louis yesterday morning. He had been unwell for some time, and a few days ago went up to Jefferson City on business, where he was taken with typhoid pneumonia. He returned home last Friday, and, in spite of all that medical skill could accomplish, gradually sank away.

Capt. McCune has been for many years identified with the steamboat interests of the Upper Mississippi, and his death will be a severe loss to the Company over which he presided.

# THE GATE CITY

PUBLISHED BY

**HOWELL & CLARK,**

Steamers Burned.

St. Louis, April 7.—The steamers Majois, Effie Dean, Nevada, Fannie Ogden, and Frank Bates, were burned at the foot of the levee this morning. The loss on the boats is about two hundred and twenty-five thousand dollars. The cargoes, and about thirty thousand bales belonging to the North Western Fur Company, and heavily laden with supplies for trapping posts, were lost. Insurance not ascertained.

# THE GATE CITY:

SATURDAY MORNING, JAN. 20, 1877

## THE RIVER.

Preparations for the Navigation Season of '77—Appointments of the Eagle Packet Company—Annual Meeting of the K. N. Line Co.

The annual meeting of the Eagle Packet Co. was held at Quincy this week for the purpose of winding up the business of last year and making arrangements for the coming season. Reports of the past season were made, which showed very satisfactory results.

Plans for the coming season were discussed, and among other things it was decided to construct a new tow boat to take the place of the Little Eagle, and to build a barge, both to be completed as soon as possible. It was decided to run the Spread Eagle, Eagle and Grey Eagle. We have already given a list of the officers and directors elected. The following appointments were made:

Spread Eagle—Captain, H. Leyhe; mate, Aaron Hall; first clerk, not appointed; second clerk, Ed. Young; pilot, Frank Lesson; first engineer, Frank Anthony; second engineer, Charles Lohr; steward, Samuel Williams.

Grey Eagle—Captain and clerk, not appointed; pilot, W. H. Cutler; engineer, U. H. Hyde.

Eagle—Captain and clerk, G. W. Hill; pilot and mate, F. R. Condit; engineer and steward, not appointed.

The new tow-boat Captain, William Leyhe; pilot, Frank Slater; engineer Charles Stiller.

Among the agents appointed were: J. M. Earel, Quincy; J. F. Bohon, La Grange; Pritchell & Gartrell, Alexandria; D. H. Cox, Warsaw, and A. B. Ball, Keokuk.

The annual meeting of the Keokuk Northern Line Packet Company, for the election of Directors and officers, took place at St. Louis on Wednesday. The following were elected: Wm. F. Davidson, Wm. Rhodes, P. S. Davidson, R. C. Gray, T. L. Davidson, D. Hunkins, T. Griffith, Peter Conrad, Thos. I. Buford. The Directors then elected the following officers for the ensuing year: Capt. Wm. F. Davidson, President; Capt. John Sheather, Secretary; Capt. P. S. Davidson, General Superintendent. Executive Committee for 1877—Capt. W. F. Davidson, Capt. Peter Conrad, Capt. Thos. H. Griffith.

The boats of the Keokuk Northern Line are in the ice at St. Louis. It is proposed to be prepared for the "break up" and have steam raised when the movement commences, and back down with the ice. If that plan does not suc-

ceed there will be no way to save the fleet in case the ice goes out with a rush, as is most probable.

The Colossal is lying near Clarksville, and it is thought that her position is such that the ice will not harm her.

# THE GATE CITY:

SUNDAY MORNING, FEB. 18, 1877.

## RIVER RIPPLES.

Sinking of the Ferry Boat Niota Belle--The Ice at this Place Moves Out Again --Other Items.

There was a general movement of the ice in the river yesterday afternoon. By a special dispatch from our correspondent at Fort Madison, we learn that a break up occurred at that place at half past two. Commodore Doerr's ferry boat, the Niota Belle, which was lying at the opposite landing, was struck by the ice and sunk. The precise damage is as yet unknown. The Commodore's many friends will be sorry to learn of his misfortune and hope that the loss will not prove to be a serious one.

At Montrose the ice broke up without doing any damage. Messrs. Wells, Felt & Spaulding had about 700,000 feet of legs in the boom there and did not lose a single one of them.

At this point the ice commenced moving out about two, and at half past three the channel was almost entirely clear except where the ice had lodged along the shores. The water has fallen about three feet since the ice started. The oarsmen were soon out in force, and quite a number of skiffs were seen on the river last evening.

At 8 o'clock another big gorge of ice came down from above with a rush and could be heard crashing against the piers, but at half past 8 all was quiet again.

Steamboats will soon be running now. Capt. Van Dyke informs us that he will start the Jennie Brown between here and Alexandria and Warsaw as soon as they can get her out of the ice with which she is at present surrounded.

# THE GATE CITY:

WEDNESDAY MORNING, MAY 23.

### Personal.

Col. C. K. Peck departed last evening on a trip up the Big Muddy.

### COL. PECK'S CONTRACT.

The Real Extent and Nature of It.

We published an item yesterday morning from the Dubuque Times stating that Col. C. K. Peck, of this city, had been awarded the contract for one-fourth the transportation of Indian supplies on the Missouri river during the present season. We have since learned that the portion awarded to Col. Peck and his associates is about seven-eighths instead of one fourth. The following concerning the award is from the St. Louis Times of Sunday:

Col. C. K. Peck was in the city yesterday, having just returned from New York, where he went to attend the awarding of the contracts for transporting the Indian supplies on the Upper Missouri. A large number of bidders were present, or represented by proxy, including all the parties now engaged in navigation in the far West. The amount of goods to be moved will approximate five million pounds. C. M. Primeau, of Keokuk, secured the contracts 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 and for Red Cloud and Spotted Tail agencies from all points. H. C. Akins acts as agent for both parties at Sioux City and Yankton, and the freight will be carried on boats connected with the military contracts. Colonel Peck and Mr. Primeau left for Keokuk last night, and go from there to Sioux City in a few days, where they will give the matter in hand their personal supervision. There are over forty steamboats now engaged in navigating the Upper Missouri, and from the present outlook they will all find plenty to do until the close of the season.

# THE DAILY GATE CITY.

APRIL 30, 1884.

### Another River Disaster.

Thos. Gilbert, first pilot of the steamer Sidney, of the Diamond Jo line, telegraphed to his family in this city yesterday that the Sidney struck the Clinton bridge and was wrecked. Mr. Gilbert was not on watch at the time. The Sidney had just left winter quarters and was on her first trip down stream. She was due to arrive here to-day. Our exchanges heralded the coming of the Sidney as the flag ship of the Diamond Jo fleet for 1884.

# The Gate City,

PUBLISHED EVERY MORNING, (SUNDAYS EXCEPTED,) BY J. B. HOWELL & CO.

## NOTICE TO Excursionists & Pic Nics

THE new, fast, light-draught Ferry Boat KEOKUK, arrived at our wharf this morning and is at the service of the public for Excursions, Pic Nics and Pleasure Parties, day or night, at reasonable rates. 1st St. dtf. VAN DYKE, MARTIN & CO.

THE GREAT DUST HEAT CALLED HISTORY  
R. J. BIGNEL KEOKUK, IOWA

# THE GATE CITY:

## Steamboat Disasters.

The Davenport *Gazette*, in an article relative to accidents on the rivers during the present season, cites the following:

The Libbie Conger ran one of her barges against the draw-pier and sunk it in mid-summer, and with the barge 15,000 bushels of oats went down. The same boat lost a barge of lumber in Fever river, near Galena; the barge tipped over and the loose lumber was scattered promiscuously. The Little Eagle was sunk at the head of Campbell's chain. The Arkansas sunk a barge loaded with bulk barley on the Burlington bridge, and neither the barge nor the barley has since been heard of. The Grand Pacific now lies at De Soto with a broken shaft. Two weeks ago the Hartford and Alfred Tow collided up the river; sinking the former. Not long ago the Hiram Price went under the bridge at Burlington instead of through the draw. Her stack and pilot house were knocked into a state of demoralization. When we come to add to the above the wrecking of the Jennie Gilchrist a week ago last Thursday, with the loss of ten lives, and the War Eagle wreck of last Friday night at the Keokuk bridge, the list becomes a formidable one. 11/10/1881

# CONSTITUTION - DEMOCRAT.

WEDNESDAY, OCTOBER 9, 1889.

## HEARD ALONG THE LEVEE.

Picked Up by a Reporter During a Stroll Along the River Front.

The steamer White Eagle, a large stern-wheeler of light draft, has entered the Keokuk and St. Louis trade for the St. Paul and Minneapolis Packet company, and will make two trips a week, leaving Keokuk Monday and Thursday mornings. Her officers are well known river men and are as follows: Capt. Jerry Woods, master; Capt. Wm. Kelly, pilot; Capt. Lon Bryson, clerk; Capt. T. B. Isherwood, mate. All these men were connected with the old Northwestern Union Packet company.

The new government steamer Elsie which was built at Jeffersonville, Ind., arrived at 8:30 o'clock last night, having made the distance of 800 miles in ten days. She did not run at night. Her average speed is eight miles per hour up stream with 140 pounds of steam. The longest distance made in any one day, was Sunday, Sept. 29, when she ran from Jeffersonville to Troy, Ind., down stream, 121 miles, in thirteen hours. Her best time was made on Monday last when she ran 84 miles against a strong current in thirteen hours. The Elsie has a steel hull and steel cylinder timbers, and

draws 22 inches of water. In dimensions she is 65 feet long and 12-foot beam. Her boiler is 10 feet by 34 inches, and her engines are 6 inches in diameter, with a 40 inch stroke. She is provided with a water-tight apartment in the bow, which may be filled with water to hold her head down. This is a departure from the ordinary mode of constructing steamers, as rock is usually used for ballast. Her officers are Capt. C. P. Martin, pilot; Geo. Cowley, engineer; Clarence Carpenter, fireman; Wm. G. Barnes, cook. Major M. Meigs accompanied the boat on her trip. The boat will depart for Winona, Minn., tomorrow, and be put on the river improvements in progress at that point. As an experiment, this new steel boat will be regarded with no little interest.

# CONSTITUTION - DEMOCRAT.

JULY 15, 1889

## MADE HIS LAST TRIP.

Death of Capt. Spencer Grennell, the Well-Known Steamboat Officer.

The death of Capt. Spencer Grennell occurred at his home, No. 312 Fulton street, at 2 o'clock this afternoon. This event was not unexpected, as the deceased had been a sufferer from diabetes and consumption for eleven years. Captain Grennell was, for thirty years, one of the most popular steamboat officers on the upper Mississippi river. He filled the positions of clerk and captain on the best boats of the old Northern Line, and the Keokuk Northern Line Packet companies, and afterwards was clerk and commander of boats of the St. Louis and St. Paul Packet Co. He had lived in this city about fourteen years, occupying a pleasant home at the number above mentioned. He came to Keokuk from Alexandria. He is survived by his wife, who, in the hour of her sad bereavement and deep affliction, will have the sympathies of the entire community.

Spencer Grennell was born near Hornesdale, Pa., January 18, 1830. He was married to Miss U. J. Ochiltree at St. Francisville, Mo., November 25, 1856. Although long an invalid he had been confined to the house only about six months. He was an upright, honorable gentleman in all his dealings with his fellow men, and one who had in the fullest measure the respect and confidence of all who knew him. The remains will be interred in Oakland cemetery, but the time and place of the funeral have not been determined upon.

# THE GATE CITY:

TUESDAY MORNING, AUGUST 14, 1889

## A HARD FALL.

The Cook of the Belle of La Crosse Tumbles from the Hurricane Roof to a Barge.

On Sunday the Cricket brought down from Mentrose a young man named Ed. Hammond, first cook on the steamer Belle of La Crosse, who had met with a severe accident. On Friday night, after the boat left Davenport, Hammond with others was out on the hurricane roof, when by some means unknown to him except that he had been drinking, he walked or fell off the roof, alighting on his feet on a barge which the steamer was towing. He laid there sometime but was subsequently picked up by some of the deck hands and carried in on the freight deck, where he was left until Sunday when he was placed on the Cricket, brought to this city and taken to the Green Tree House. On his arrival here Dr. Sanford was called to see him and found that he had sustained an injury of the spine and that his lower limbs were completely paralyzed. His injuries are of a serious and possibly fatal nature. As he is without means he was turned over to the county authorities and is now in charge of Dr. Tate. An effort will be made to have him taken to the Marine Hospital at St. Louis.

The young man complains of the lack of care and attention on the boat after he was injured.

# THE DAILY GATE CITY.

Entered in Keokuk postoffice as second class matter.

NOVEMBER 10, 1881.

—On the steamer Gem City, yesterday, appropriate resolutions were adopted by the passengers who were in the War Eagle disaster, expressing their appreciation of the noble services rendered by the gallant Captain Wood, the brave pilot, Hi Beadle, the efficient clerk, Ceph Gregg, the cool and daring engineer, Harry Blaisdell, and mate, Wm. Conners, and other officers and employes of the boat. This is all well enough in its way, but had those passengers brought forth their pocket-books with their hearts and raised a purse for Hi Beadle, Harry Blaisdell, Wm. Conners and others who risked their lives that the passengers might live, it would have been more to the point. 11/10/1881

**THE GATE CITY:**

WEDNESDAY MORNING, JUNE 6. 1877

**Picnics and Excursions****The Steamer  
Jennie Brown**

Tenders her Services to Picnic and Excursion Parties.

Will Run to any Point on the River on Reasonable Terms. For information apply to Capt. Van Dyke on board, or to A. M. HUTCHINSON, may 9-dtm At Depot, foot of Johnson street.

**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. 1877

**THE GATE CITY:**

SUNDAY MORNING, JUNE 3. 1877

**EXCURSIONS.**

A Multiplicity of Them Yesterday.

Yesterday was a good day for excursions—in fact a smashing big day. There were excursions from the city, to the city and past the city.

At 8:30 a. m. a special train on the K. & D. M. R. R., consisting of six coaches and a baggage car, left for Meek's Grove with the United Presbyterian and Wells Mission Sabbath Schools and their friends. The party numbered over five hundred, and the coaches were all well filled. It was one of the largest excursions of the kind that ever left the city. The day was pleasantly spent, and the party returned last evening. The train was a special both ways.

At 9 o'clock the Jennie Brown left for Burton's Grove, near Nauvoo, with about two hundred excursionists, consisting of the Unitarian Sabbath School and its friends. While going over the rapids the boat came to an unexpected halt, and the excursionists spent some little time admiring the beautiful landscape on either side of the river. This was not down in the programme, but there was no extra charge. Presently another boat came up alongside the Jennie, and the two moved off together.

P. S. We omitted to mention that the Jennie Brown got aground on the rocks and had to wait for another boat to come and pull her off. The party returned last evening and report having a delightful time.

At noon the De Smet arrived from below with an excursion under the auspices of the Christian Sabbath School of Quincy. About five hundred excursionists were on board. They went to Nauvoo and passed down on their return trip in the afternoon.

In addition to these there were several private excursions in various directions.

**THE GATE CITY:**

FRIDAY MORNING, JUNE 29. 1877

**20 HOURS 20  
On the Fast Packets!  
4th of July  
EXCURSION!**

Fare for the Round Trip \$2.50, from Keokuk, Alexandria and 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, which will take them to Keokuk. Arriving at Keokuk, on return, at 11:30 a. m., July 5th.

Round trip tickets for sale by Packet Company's agents at Keokuk, Warsaw and Alexandria. je26td

**THE DAILY GATE CITY.**

Entered in Keokuk postoffice as second class matter.

**OCTOBER 6, 1886.****RIVER DISASTER.**

A Steamer Explodes Her Boilers and Burns to the Water's Edge—Eighteen to Twenty-two Lives Lost.

CHICAGO, Oct. 5.—The Daily News' St. Louis special says: Shortly after noon to-day the steamer La Mascotte, bound from Grand Tower, Ill., to Cape Girardeau, Mo., exploded her boilers opposite Neely's landing, burned to the water's edge and floated nearly a mile below Willard's landing, where she lodged on the shore. Reports of the accident are very meagre, and a full list of the killed and wounded cannot be obtained. The tug boat Eagle was within sight of La Mascotte when the explosion took place, and rendered valuable assistance, rescuing all who were left alive. The Eagle took thirty-five persons to Cape Girardeau. No list of passengers could be obtained, as the register was lost and the excitement was so intense among the officers

that no one could tell who was on board. Among the lost are known to be Judge Hager and wife; Miss Kneigher, a daughter of Christ Kneigher; William H. Wheeler and his two children, and Fritz Lared, all of Cape Girardeau; Charles Anslie (colored); two chambermaids, and an unknown lady with two children. The bodies of the last three and one chambermaid were recovered and taken to Cape Girardeau on the Eagle. J. R. Perkins, first clerk; Miss Julia Rabich, Cape Girardeau, and First Engineer Porter are supposed to be lost. Out of a crew of twenty-four—fourteen were saved and the total loss of life is placed between eighteen and twenty-two. Those known to be badly injured are Lena Buchman, a daughter of George Buchman, Capt. Girardeau and Lon Adams, first mate. Among the saved are Capt. J. B. Thompson, Henry Leonary, steward; James V. Donahce, pilot; J. J. Harlan, second clerk and D. C. Mantz, second engineer.

**THE GATE CITY:**

SATURDAY MORNING, MARCH 3. 1877

**FORT MADISON.**

Sale of the Ferry Boat Niota Belle—Dropped Dead—Odd Fellows Excursion.

(Special Correspondence.)

FORT MADISON, March 1st, 1877.

SALE OF THE NIOTA BELLE.

Commodore Doerr has sold his ferry boat Niota Belle and ferry franchise to S. & J. C. Atlee. Sam. says inasmuch as the junior member of the firm does the loafing while he does the work, he is willing the old gentleman shall have the title of Commodore conferred upon him, and from this time forward it will be Commodore J. C. Atlee. A barge is expected here to-day to be used in raising the Niota Belle, which it is thought can be accomplished and the necessary repairs put on her to make her ready for service in four or five days. In the mean time a small boat used by the Atlees to move log rafts from the bay above the city to their mills, will be used to transfer foot passengers between this city and the opposite shore till the Belle is ready for business.

**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 26 47.

# THE DAILY GATE CITY.

Entered in Keokuk postoffice as second class matter.

**AUGUST 9, 1894.**

## PARK BLUFF IN PERIL.

The Excursion Steamer Strikes a Rock and Sinks in Shallow Water.

Loaded With Colored Pleasure Seekers Returning from This City.

Recipient Panic Among the Passengers. All of Whom Were Finally Put Safely Ashore.

The excursion steamer Park Bluff sank here last night about 250 feet from the shore at the foot of Exchange street and now rests gently in about six feet of water. About 4 o'clock yesterday afternoon she arrived here with an excursion composed of colored masons from Quincy, LaGrange, Canton and other intermediate points with announcement that she would leave at 8 o'clock p. m. About that hour she puffed out from the landing but was signaled to return for several stragglers. Obeying the call the dallying excursionists were taken aboard and a second start made. Backing out and just in the act of gently swinging around a crash was heard and it was evident that the steamer had come in contact with what is supposed to have been a ledge of rocks in the stream which has heretofore given trouble to other steamers recently, the river being very low.

Following the crash came screams and general consternation among the colored population aboard, notably with the female passengers. Life preservers were sought and general dread of a watery grave was felt. The officers and others acted well and coolly in allaying the general excitement and not an accident occurred to a single passenger.

All aboard were hurried onto the barge in tow as a part of the excursion accommodation. Ropes were sent out from shore by means of skiffs and the barge was drawn safely to shore. Soon the excursionists were as happy as happy could be, driving away their troubles as only colored people can by singing and dancing, and other amusements, while some of the more conservative were discussing ways and means as to getting away from here and to their homes.

It was impossible to ascertain the damage sustained by the boat as she lay out in the water and no critical examination was made. Steps will be immediately taken to bring her out of her present crippled condition.

The excursionists with the barge were taken down last night by the City of Quincy.

# THE DAILY GATE CITY.

**AUGUST 10, 1894.**

Entered at Keokuk Postoffice as second class matter

The sunken Park Bluff which went down Wednesday night at the foot of Exchange street still rests quietly on the bottom of the river in about six feet of water. The job boat Innovator arrived here from Quincy about 10 o'clock yesterday morning and immediately went to work preparing to raise the unfortunate craft. The Park Bluff from appearances is rather badly broken and it may require some time to pump her out and lift her, and there is some doubt as to the result.

# THE GATE CITY:

WEDNESDAY MORNING, AUG. 17.

—The White Collar or St. Louis and St. Paul Packet company, says the St. Louis Republican, sent out the beautiful steamer Bright Light, on Saturday at 4 p. m., from their wharf-boat at the foot of Olive street, to St. Paul and way landings. The Bright Light is one of the finest steamers on the western waters, light draught and fast. Her cabin is large and commodious, and her staterooms roomy, airy, and finely furnished. Her accommodations are unsurpassed. Commodore Davidson has placed a fine and competent crew on her, who will spare no pains to make her guests at home. Capt. James Best is her efficient and gentlemanly commander, and Capt. Archie Woods is her chief clerk, assisted by Thomas Calhoun, late clerk of the steamer White Eagle, in the freight department. The officers are well acquainted with the wants of the traveling public on the upper Mississippi.

## Constitution-Democrat.

**MARCH 21, 1900**

## SILVER CRESCENT

### ENTERS THE TRADE

Monday the Silver Crescent made her first trip of this season to Quincy, reaching here about 9:30 o'clock last night. Referring to the arrival of the steamer at Quincy the Journal said:

"The steamer Silver Crescent, contrary to expectations managed to plow her way through 14-inch ice in the Keokuk canal last night and cleared from Keokuk at 6:30 o'clock this morning for Quincy and midway points. The packet arrived at this port at 10:30 o'clock with a fair list, looking brighter and prettier

than ever. The steamer was in charge of the following crew: Master, Capt. S. R. Dodds; pilot, J. E. Short; engineer, Frank Goldsmith; clerk, John Wolf; mate, James Bloomfield.

When Captain Dodds was seen by a Journal reporter, he stated that his crew had a hard time getting the boat out of the canal, as it was necessary to cut her way out of 12 and 14-inch ice. The boat's rudders were of no use and this made it difficult to steer her through the heavy ice. It was 3:30 o'clock this morning before the boat passed the locks. The captain said that they did not encounter any ice to speak of between Keokuk and Quincy. There was some heavy shore ice in the Quincy harbor, but the boat stuck her bow through it all right. Asked if the boat would run regular now the captain replied that it would and that the same low rates would be in effect this season as last between Quincy and Canton, which was 25 cents a round trip from Quincy to Canton and 3 cents a hundred for freight. The steamer has been thoroughly overhauled inside and out and painted till she looks as good as new."

# THE CONSTITUTION.

KEOKUK, FRIDAY, JULY 14, 1876.

## Moonlight Excursion.

The captain of the Northwestern announces that those who cannot find it convenient to go to Price's Grove on the excursion next Monday, will have an opportunity to go by this fine boat on a moonlight excursion, as the boat will leave Keokuk at eight o'clock in the evening for Canton, returning the same night. Those who intend going on the excursion to the grove, had better secure their tickets as soon as possible as there are but a limited number.

# THE GATE CITY:

THURSDAY MORNING, NOV. 17.

## THE FERRY BOAT.

Ten Trips Made Yesterday—Hundreds of Passengers and Dozens of Teams Brought to Keokuk and Taken to Hamilton.

The ferry boat S. C. Christie made ten trips yesterday, bringing hundreds of passengers and dozens of teams to Keokuk, and taking nearly as many over to Hamilton on the return trips. On one trip, yesterday morning, the ferry brought over 32 teams and a large number of passengers. The people of Hancock county appreciate the convenience and Keokuk merchants are already beginning to feel the effects of the beneficial work being done by the ferry. A large amount of grain, hay and produce has been brought to Keokuk from Hancock county since the boat commenced running.

# THE DAILY GATE CITY.

MAY 1, 1881.

## The River.

In recording the sinking of the steamer Sidney at Clinton the Davenport Democrat says: At 7 o'clock Tuesday morning as the Sidney entered the draw channel of the bridge there came a powerful gust from the southwest which sent her side against the west pier with a violence that racked her from stem to stern, crushed her star-board guards, and parted her timbers forward and midship. She righted, however, and went on—but in a minute Captain Best saw that she was sinking. The pilot sounded the signal of distress with the whistle, and so did the engineer on the bridge. The steamer Pittsburgh, the tow-boats Chauncey Lamb and Erastus Fulton, and the government light-house steamer Joseph Henry, were all within hearing, and all steamed to the assistance of the unfortunate packet. The Sidney kept on, and her assistants helped to crowd her towards an island nearly a mile below the bridge—and she sank on a bar that jutted out from it, in four or five feet of water. Two of the steamers took off her passengers and relieved her of all her freight that was above water, and steamed back to Clinton. There is no doubt that the Sidney will be speedily raised and then towed back to Dubuque for repairs—for she lies straight with the current and will not careen. She is worth \$20,000 to \$25,000. The Sidney is comparatively a new steamer. She was built for the Cincinnati and Wheeling trade in 1879, and ran between those cities two years—and on the Tennessee another year. In 1882 Diamond Jo Reynolds bought her and placed her in his line. She was thoroughly repaired on his ways at Dubuque this spring. Her cabin was lengthened by encroaching upon deck room, allowing space for seven new state rooms. The barber shop and office entrance to the cabin were changed to the head of the stairs instead of the side, as formerly. The offices were changed to a more convenient location. In the stern of the boat marked changes were made; the laundry was made an apartment by itself, as was the ladies' ordinary and dressing room. Her cabin was refitted and refurnished, and her whole exterior ornamented in the same style that the Josephine is.

# THE DAILY GATE CITY.

Entered in Keokuk postoffice as second class matter.

OCTOBER 2, 1886.

## RIVER NEWS.

Sinking of the Steamer White Eagle on the Upper Mississippi—The Rafters—Movements of the Packets.

An avenging Nemesis seems to pursue the St. Louis and St. Paul Packet company, which has met with numerous misfortunes during the past few

years. The freight steamer White Eagle has gone to the bottom of the river. She sunk in six and one-half feet of water at 10 o'clock Wednesday night, near Lynxville, Wis., 555 miles above St. Louis. It is not known whether she can be raised or not. She was downward-bound from St. Paul to St. Louis with a big trip of freight. Her value is about \$5,000, on which there is no insurance. It is probable that a considerable portion of her cargo will prove a loss. The White Eagle was in command of Capt. James Johnson, a well-known steamboatman. The probable loss of this boat will reduce the number of steamers in the St. Paul line to three, the Gem City, War Eagle and the St. Paul. What may be their fate cannot be foretold.

# THE DAILY GATE CITY.

Entered in Keokuk postoffice as second class matter.

JULY 30, 1886.

## RIVER NEWS.

Owner of the Centennial to be Prosecuted for Violation of the Navigation Laws.

Yesterday the Rescue arrived from Quincy, and leaves for that city at 2 o'clock this afternoon to connect with the Gem City.

Steamer Pittsburgh was due up last evening for St. Paul.

Yesterday the Josephine arrived and departed for Burlington and is due down to-day.

The Gen. Barnard took aboard at St. Louis a large quantity of light house supplies and will give her attention to the government lamps for several weeks. Frequent shifting of the channel in this low water requires frequent changing of the beacon lights.

### THE CENTENNIAL.

The owner of the steamer Centennial is to be prosecuted for violation of the navigation laws and the papers will be filed in the United States court to-day. The steamer's permit expired July 12, and it was after this date that the huge excursion of over 1,000 persons was carried out of Burlington, only to repose two days and a night upon a sand bar. It appears the master had written to the inspector at St. Louis stating that his license had expired and that he would renew it upon arrival there. In reply the master was informed that it would be advisable to procure the permit of the inspector at Dubuque if it was the intention to use the Centennial as an excursion boat on her trip down the river to St. Louis. A penalty of a \$500 fine attaches for violation of the law and the steamer can enter the service again only by filing what is called a bond of value. Any individual may bring suit and recover \$10 for every person carried in excess

of the number allowed the boat. As the Centennial had no permit at all, judgment for something like \$9,000 might be procured if such an action was instituted and prosecuted.

### UNION OF STEAMBOAT MEN.

The steamboat men of New Orleans have published a communication to the New Orleans Times Democrat, in which they set forth the necessity of a union with steamboat men all along the river. They think that a long pull and a pull together would be very effective in reaching the best results for river improvements and river protection. These ideas are good, and as there are many interests in common from Lake Itaska to the gulf, all who are interested in water transportation would be bound together in a perfect union with the object to keep the natural highway of waters free from obstructions, and so regulated and managed that the benefits of its cheap transportation and the pleasures of river traveling may always be extended to the general public. In the past the river men have trusted too much to others to work for them and to speak for them, and such representatives not being familiar with the case have invariably taken hold of the wrong end of the lines, and the turns they cast being incorporative, as a consequence the most desirable measures have been allowed to float away hopelessly adrift. At the conclusion of the communication mentioned the new Orleans steamboatmen say: "There are other statutes to be changed, other attempts on the part of patentees and dealers to force their sales through the mandate of a law, are to be thwarted; and last, though perhaps not least, there is the fight against the low bridge at Cairo to be kept up—which bridge, if built as proposed, will work an irreparable injury to the free and safe navigation of the Ohio river and prove the precedent of other attempts to destroy competition by river."

# THE DAILY GATE CITY.

Sat. OCTOBER 1, 1886. WED

## FOR ST. LOUIS

### FAIR and EXPOSITION.

Steamer Gem City leaves Keokuk every Monday, Wednesday and Friday at 8 a. m. Fare for the round trip, \$3.00.

The steamer St. Paul leaves Keokuk Sunday at 8 a. m., and will remain in St. Louis until Wednesday evening. Passengers can remain on board by paying two dollars a day board.

C. A. HUTCHINSON, Agent.

THE GREAT WEST BEAR CALLED HISTORY  
R. J. BICKEL KEOKUK, IOWA

# 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.

# 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 re-

mained 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.

# DAILY GATE CITY.

FRIDAY MORNING, APRIL 21, 1876

## THE McDONALD.

### An Examination of Her Hull.

Captain Quigley, the diver of the wrecking boat Eckert, arrived in the city Wednesday night and yesterday morning proceeded to make an examination of the sunken steamer McDonald. He donned his diving apparatus and descended to the bed of the river. He found the hull of the boat only slightly damaged. On the starboard side there is a crack about one or two inches wide at the joint which unites the sides and bottom, and on the larboard side the guards are raised about four inches. With these exceptions the hull is remarkably well preserved. The cabin is badly demolished on the starboard side, but this can easily be repaired. The machinery is not damaged to any extent.

Captain Vaneant is very much gratified to find the boat in such good condition and left for St. Louis, via the T. P. & W. yesterday afternoon, to make arrangements with the Eckert to have her raised, which it is thought can be done very easily. Capt. Quigley, who made the examination, is one of the oldest and most expert divers in the country, and has been as far as seventy feet below the surface of the water. He receives \$25 and expenses for every day he is engaged in subterranean explorations. He returned to St. Louis last evening.

# DAILY GATE CITY:

SATURDAY MORNING, FEB. 5, 1876.

**THE NEW PACKETS.**—Of the two new fast packets which are being built by the Keokuk Northern Line for the St. Louis and Keokuk trade, the

63  
St. Louis Times says: "Andrew Warren, agent here for the celebrated Homogeneous Steel Works, exhibited samples of his boiler sheets to Commodore Davidson and others on the Keokuk Northern Line wharf-boat yesterday. This is the material of which the Mary Bell's boilers are constructed, and it is pronounced a very superior article, being almost a proof against explosion. Mr. R. H. Medill, who built the steamer Susie Silver and other boats in days gone by, has been engaged by the Keokuk Northern Line Packet Company to repair the whole fleet with the utmost practical dispatch. The Lucy Bertram's cylinders, which are twenty-two inches in diameter by seven feet stroke are to be placed in the Northwestern, and her cylinders, twenty-six inches by eight feet stroke, go in one of the new boats. The other new boat gets the Harry Johnson's cylinders, twenty-seven inches by seven feet stroke. Mr. Medill, who has good judgment in such matters, says the new packets will be very fast."

# THE GATE CITY:

THURSDAY MORNING, APRIL 20 1876

## The Steamboat Bill.

The new steamboat bill introduced by Congressman Saylor, of Cincinnati, passed the House last week almost without alteration. Steamboatmen and people residing in the Mississippi river cities, will read a synopsis of the bill with interest.

The bill provides that for damages sustained by the passenger or his baggage, the total liability of such owner or owners shall in no case exceed the amount or value of his or their interest in such vessel and freight then pending; and any person sustaining loss or injury through the carelessness, negligence, or willful misconduct of any master, mate, engineer, pilot, or his neglect or refusal to obey the laws governing the navigation of such steamers, may sue such master, mate, engineer, or pilot, and recover damages for any such injury caused by any such master, mate, engineer, or pilot, and such officer may also be imprisoned not exceeding three years. Moities are generally abolished. All patent-right contrivances are left out, and owners are free to use them at their own discretion. Any life-saving apparatus may be introduced by the Board of Inspectors after receiving six months' testing upon three vessels, and approval by the Secretary of the Treasury. A certificate of inspection is made prima facie evidence in court of the facts it sets forth. Engineers and pilots are recognized as officers, and only citizens of the United States can be licensed. All boiler iron and steel must be stamped by the manufacturer. Oil and spirits, and

spirits of turpentine, and all varnishes may be carried in good metallic cases, or in barrels securely bound with iron. Friction matches may be carried when securely packed in strong, light chests or boxes, and placed in vessels at a secure distance from any fire or heat. Petroleum must be in hermetically sealed metallic cases, securely packed in boxes or casks, or in iron-bound barrels, at such temperature as will not ignite lower than 150 degrees Fahrenheit. If in iron-bound barrels, not lower than 110 degrees. If in hermetically sealed cases it may be carried in such parts of passenger steamers as the local inspectors shall designate in writing.

## The Gate City

TUESDAY MORNING, APRIL 25, 1876

—It is a remarkable coincident in the loss of the Dictator, that the Dictator and Friendship were built on the Wisconsin river in 1865, at Boscobel, launched the same day, and brought down the river and put into the towing business. They were engaged in towing principally on the Upper Mississippi river. On the 17th of April, 1874, the Friendship collided with the bridge at Hannibal, capsized, and was totally lost. Two years to a day after, the Dictator was lost in the same way and at the same place.

## THE GATE CITY:

SUNDAY MORNING, DEC. 10, 1876.

### STEAMBOAT SUIT.

The Eau Claire Lumber Co. Want \$5,000  
Damage for the Sinking of the Vansant.

The Eau Claire Lumber Company have commenced suit in admiralty in the U. S. District Court at this place against Wells, Timberman & Co., owners of the steamer Cricket, claiming damages in the sum of \$5,000, for the sinking of the J. W. Vansant, on the rapids, on the 26th day of October last. The papers were filed yesterday. The plaintiffs allege in their petition that on the day in question the Vansant was passing up stream in the main or proper channel of the river known as "Hole in the Wall" and while in the exercise of all due care and caution, and while in compliance with the rules and regulations governing steamboats, was overtaken by the steamer Cricket, and that at a dangerous and narrow point in the channel the Cricket undertook to pass the Vansant, and in so doing collided with her on the starboard side, pushing her stern or causing the same to be pushed to the left, where the wheel caught upon a rock and

the vessel became unmanageable and was carried by the current upon a bed of submerged rocks, causing her to sink in about three feet of water, breaking, straining and racking the timbers, and otherwise damaging the boat. They allege that the said injury was caused by improper management of the Cricket by the parties operating her, and pray for damages in the above mentioned sum. The owners of the Cricket it will be remembered, claim that the Vansant was sunk through the carelessness of her own officers, and that she—the Cricket—was in no way responsible for it.

Blake & Hammack, of Burlington, and Howell & Anderson, of this city, are attorneys for the petitioners.

## THE WEEKLY GATE CITY.

Entered in Keokuk postoffice as second class matter

MARCH 21, 1895.

### FATHER OF WATERS.

Something About a Possible Source of the  
Big Stream—Old Steamboat Days.

Prof. J. W. Spencer says that the first conjecture as to the age of Niagara Falls was made by Andrew Ellicott in 1790, says the Cleveland Marine Record. Ellicott believed the falls to be 55,000 years old. About 1841 Lyell estimated the age of the falls as 35,000 years. All of these estimates were pure conjectures, but they were correct in assuming that the gorge had been excavated by the river. Prof. Spencer, in outlining the progress of the falls, says that a little stream draining the Erie basin once fell about 200 feet from the brow of the Niagara escarpment. This stream was not over one-fourth the volume of the present cataract, and consequently excavated the gorge at a much slower rate than at present. During the early history of the river the waters of the three upper lakes emptied through the Huron basin by way of the Ottawa river. The height of the falls has increased several times. The first epoch, represented by a small river falling 200 feet, lasted 11,000 years. Then the height of the falls was increased to 400 feet, and took drainage of all the upper great lakes. At the same time there was a series of cascades, three in all, the lowest gaining on the upper until finally they were all united in one great cataract, much higher than that of today. Subsequently the waters were raised at the head of Lake Ontario, and the falls approximated to the present conditions after a lapse of 1,000 years was probably occasioned by transitoral changes of a very gradual character. It is now 800 years since Lake Huron emptied into Lake Erie for the first time. The land has risen about the outlet of Lake Erie, and if the present rate of change continues, in 5,000 or 6,000 years the waters of the four lakes will be turned into the

Mississippi river drainage at Chicago.

An old Mississippi river steamboatman at Davenport, in speaking of the old time craft on the river, says: "Judge Browning tells of some of the old time boats and he says the Grey Eagle struck the bridge and sunk in 1880. My recollections impress me that it was in the 60's. He speaks of the Northern Light being fast. I know her; I was Texas tender on her when she knocked a wheel off on the old bridge. For the amusement of some of the old boys I will try and add a few names to the judge's list of side-wheelers which struck their bows into the Davenport banks occasionally. I will mention first a few boats that were in my estimation as good and as light as the Northern Light: Hawkeye State, Northwestern, Key City, Red Wing, Lake Superior, Minneapolis and Milwaukee, let me say, were not slow. A few others could make the time, to-wit: Alexander Mitchell, City of St. Paul, City of LaCrosse, Davenport, Denmark (the callope boat), Frank Steel, Favorite, Galena, Henry Clay (sunk running a blockade at Vicksburg), Keokuk, Metropolitan, Minnesota Belle, Minnesota (the big whistle boat), Northern Belle, Ocean Wave, Northern, William L. Ewing, The Old Ben Campbell (burned at Buffalo), and Luzerne. Now we have the two Queens, Lucy Bertram and Tom Jasper. One of these boats had the honor of being the first boat to back through the draw; I think it was the Lucy B. The judge forgot to mention the Big Buzzard on the Rock Island's wheel house—it soon died. The Muscatine took part in a little excitement on the 19th of May, 1879; she struck the bridge, and the Burrow flour mills were burning at the same time. In finishing my recollections of up-river steamers, what's the matter with the stern-wheelers? They surely did their part in building up the upper Mississippi. Here we have the Alhambra, Fred Lorenzo, Savanna, Fanny Harris, Tidal Wave (the long boat), LaCrosse, Winona, Kate Cassel, Bill Henderson, Jennie Whipple, Keithsburg, New Boston and the Reserve (whose skipper, Captain Lamont, is still on deck running out of St. Louis). Can't some old timer tell us about the old commanders, Webb, Weiden, Ward, Green, Buford, Davis, Harris, Campbell, and the rest?"

## The Gate City.

### SAND.

Come to the MASCOT for Des Moines and  
Mississippi River Sand

and when your structure is erected it will have the appearance of the handiwork of the supreme architect of the universe more than that of living hands, because you used Mascot Sand.

1898

# The Gate City.

APRIL 9, 1896.  
THE GATE CITY COMPANY,  
KEOKUK, IOWA.



## 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

JOHN McNAMARA,

Agent at Keokuk.

Or, ISAAC P. LUSK,

Gen. Pass. and Freight Agt., St. Louis, Mo.

1896

### ON THE MISSISSIPPI.

Some of the Matters Talked About Among  
The River Men.

Navigation outside of the strictly local trade has now fairly begun. There is prospect ahead for a better stage of water. The river is stationary at up river points and no rise of much consequence is expected until the lakes and tributaries at the head waters are free from ice. Last night the gauge at the Keokuk and Hamilton bridge showed a mark of .05 of a foot above low water mark, a rise of .02 of a foot since the preceding night.

Speaking of the difference between the condition of the river as a navigable stream and of high water in general a citizen who has a personal knowledge of the subject said that in 1851, the year which produced the high water mark, by which the stage of the river is measured from the top, the rise began in May of that year and continued to raise uninterruptedly for 100 days, when it reached the highest point. There is one higher point on record and that was in 1844.

In May, 1851, when the water began to go down, Abe Brown, who was known as "Citizen Brown" and who lived and conducted business in the building occupied by Moseley's poultry establishment, rowed around to the front of the building in a skiff in company with Louis Barnesconi. On the line left by the falling water, showing where the high point was Mr. Brown drove a nail. There are several nails now driven into the wall and just which one is was is not now definitely known, although some one who witnessed the marking, if such person is now living, might be able to point out the right one.

The packet Pittsburgh left her winter quarters in the canal yesterday

and passed down the river at 4:30 o'clock in the afternoon on her way to St. Louis. She will leave St. Louis Saturday for the first up river trip. She is under command of Captain James Boland, with Charles Tibbals, clerk; Edward Paul, second clerk; Hi Beadle, jr., pilot; M. Murphy, mate, and William Byers, steward.

The Silver Crescent was in and out with her usual good cargo and passenger list.

A new acquisition on the river at the levee is a shanty boat, which, unlike the usual floating houses, will remain here permanently during the summer and used by the fisherman proprietor as a fish market.

## The Gate City,

APRIL 18, 1896.  
Entered in Keokuk Postoffice as Second-Class Matter.

### ON THE MISSISSIPPI.

Boats up and Down—A New River Town of Rapid Growth.

The Pittsburgh came down yesterday morning on her return trip to St. Louis. She will be up Sunday and will leave Monday morning on the down trip. While on her way from Burlington to this city she encountered a little difficulty on the rapids between Montrose and Nauvoo. The high wind blowing caused her to get out of the channel. A rock was struck and a slight injury done to the hull. The boat went into the government dry dock at the middle lock and after an hour's work the difficulty was remedied.

The government boat Lucia, passed down yesterday morning with two barges of rock to be used on the government improvement on the levee along the Lima lake district.

The government dredge was put to work in the morning cleaning out the channel below the bridge. Owing to the presence of some big boulders in the river at that point and the deadening of the water by the boom between the bridge pier and the canal, bars have been formed on the inside, making steamboating and rafting troublesome business. The work will be pushed until there is a good depth all along the levee front and the approach to the lock. The Vanmetre passed up yesterday afternoon on her regular Burlington trip. The Silver Crescent passed down in the morning and returned last night.

In these days when it is the popular and not altogether erroneous belief that there is no new life along the river, the mention of an exception to the rule would not be out of place.

In the early days towns and cities along the banks of the Mississippi and its tributaries relied wholly on the boats as a means of commercial communication with the world at large, and there was but little prospect of the growing up of a town of any consequence inland. In those days the busiest portion of the river towns was nat-

urally along the river fronts and near the steamboat landings. An observing stroll along the levee, (Water street) and a glance at the large store rooms, now either vacant or for the most part used for cheap storage, are the evidences of what this portion of the city once was.

Some of the old steamboat life in miniature is revived at the steamboat landings now when the Vanmetre and the Silver Crescent are in loading up. On her daily trip the Silver Crescent invariably has among the consignments of freight, goods, wares and merchandise for merchants at the new river town, Meyer, Ill. This town has been of phenomenal growth, rivalling even the proverbial mushroom cities of Kansas in the boom times.

Meyer is situated about one and one miles above Canton. The Canton ferry-boat makes its landing just across from Canton and the transfer of freight from there has to be made with wagons and hence the most of the merchandise received at Meyer is brought by the boats.

Since the government has begun the work of improving the levee from Warsaw to Quincy there has been continued activity all along the river between those points and particularly in the Lima Lake district. Last year the lake was drained and an immense tract of valuable land reclaimed. Wood-chopper camps are numerous in the big timber, most of which has been cut off and converted into cord wood.

One year ago Meyer consisted of one store and one house. Today it is a thriving little town, having five general stores, a restaurant and a postoffice. There are now fifty houses, with prospect of the building of more in the near future. The stores are always busy and the streets are filled with farm wagons and teams. The greater portion of the goods sold at Meyer is bought from Keokuk wholesale houses and all this is carried on the Silver Crescent, it being the only local packet making that point.

The growth and prosperity of Meyer is gratifying to The Gate City, and it can be said of the merchants of the town, that they are business men who know where to buy, a fact evidenced by their patronizing Keokuk dealers.

The gauge at the bridge last night registered 1.6 above low water mark, the stage of water having remained stationary for the past forty-eight hours.

## THE EVENING PRESS.

PRIL 1, 1898.

THE EVENING PRESS COMPANY,  
GOVERNMENT BOATS.

Movement and Personnel of the Fleet  
Along the River.

The movement and personnel of the government fleet is of much interest to Keokuk people. Not only are the offices for work in this district located here, but the men who command the

various boats and dredges are from here, and are well known to all citizens. The government boats will leave their winter quarters and start the spring business in a few days; some of them will go out today or tomorrow. Through the courtesy of Major Montgomery Meigs, U. S. C. E., the following data concerning the fleet has been secured.

Under orders from Lieut. Colonel W. R. King, the following assignment has been made for the government boats wintering in the canal:

The steamer Vixen starts out April 1, with David Steeley as captain, Hugh McKenzie, second pilot; Wm. Schoel, first engineer, and Wm. Oldenberg, second engineer. The dredge Phoenix, with Ed. Schlotter as first engineer, Dalton Reynolds as second engineer. These two boats will, for the next month, be used in dredging in the canal. Mr. John R. Carpenter will have charge.

Steamer Louise will go out early in April if the water is low, with Mr. A. Wempner as master and pilot. This boat will be used for improving the river in the vicinity of Dallas, Ill., and will be in charge of Mr. Byron Layton.

Steamer J. G. Parke will go in the dry dock for heavy repairs in a few days, after which she will go to the vicinity of Alton for work, where she will be under the orders of Lieut. Chas. Keifer. The captain has not yet been appointed. Captain William Mills, who formerly commanded this boat has had a fine position offered him by the Alaskan Commercial Co., a firm doing business with millions of dollars, and who have some 27 boats. Captain Mills will command a large packet next season on the Yukon river, and everybody will be sorry to have him leave the Mississippi where he has won an excellent reputation for himself.

The steamer Coal Bluff has been condemned as no longer sea-worthy and will probably be broken up. The steamer Vixen will be transferred to Mr. S. Edwards about May 1, for work on the river below Quincy. The Lucia with Captain Wm. Adams, will continue to ply the canal and serve as a supply boat along the river. The General Barnard is undergoing repairs and the same are being hurried so that she may go out about April 15. Captain David Tipton will command her as usual.

If the sundry civil bill passes, two large contracts will be let between Burlington and Quincy. This work will be under Maj. M. Meigs U. S. C. E. The dredge Beta of the Mississippi river commission, is on her way up from St. Louis and will be docked at the dry dock for extensive repairs and alterations. This is an immense steel boat of such weight that they hesitated to put her on any of the ways along the river. She is to be widened so as to diminish her draft, which has been found too heavy for the lower river. She draws about 5 feet light.

# THE EVENING PRESS

JUNE 6, 1898.

THE EVENING PRESS COMPANY.

## LYNCHED FOR MURDER.

Four Negroes on Ottumwa Belle Excursion are Hanged.

The excursion which started from here on the Ottumwa Belle met with a disastrous ending at Clarksville Sunday noon. The excursion was given by a colored organization and started from here late Saturday afternoon, with only a few passengers on board. The boat stopped at every landing and by the time Clarksville was reached Sunday morning quite a large crowd was on board.

Arrived at Clarksville a quarrel was started between three or four of the negroes on board the boat and a general fight ensued. City Marshal W. S. Malone of Clarksville endeavored to interfere and stop the row. He was shot dead by the fighting negroes. Two of these, Sam Young and Curtis Young, from Hannibal, were secured and imprisoned in the city jail. Last night they were taken from the officers about midnight by an infuriated mob and hanged to a tree a few miles north from Clarksville. The other two men who had been fighting and were parties to the murder of Marshal Malone, were secured and hanged this morning.

# THE DAILY GATE CITY.

FEBRUARY 14, 1887

### Steamboat Inspections.

Capt. George Hays, inspector of steam vessels in the fifth district, which includes the Mississippi river and its tributaries above Keokuk, returned to St. Paul Friday. He has been in Washington, D. C., attending the annual meeting of the board of supervising engineers of steam vessels. Capt. Hays made a brief statement of the work accomplished in the past year, which he says was regarded as very favorable by the authorities at Washington. He said:

Last year we made 6,425 inspections, an increase of 521 over 1887, and licensed 29,541 officers. The net tonnage of these vessels was 1,235,134 tons. Thirty-six accidents resulted in the loss of life. The total number of lives lost was 202, a decrease from last year of 18. Of these 85 were passengers and 117 officers and employes.

# THE DAILY GATE CITY.

JANUARY 4, 1889

Entered in Keokuk postoffice as 2d class matter

### THE MISSISSIPPI HORRORS.

There Are Jim Bludso's Now as There Were in the Days Gone By.

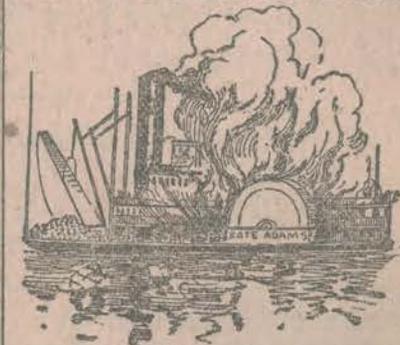
A comic paper printed in New York recently contained a picture of a young man talking to an old dorky. In the background is a river steamboat. This is printed under the picture:

Citizen (to aged Mississippi roustabout)—Ah, my friend, the good old days of boating on the Mississippi have passed away. No more racing with a nigger on the safety valve; no more poker; no more keeping "her nozzle to the bank till the last galoot's ashore;" no more fights on the lower deck—the last reminder of those glorious days has vanished.

Aged Roustabout (brokenly)—Ya'as, stranger; and I'm mighty glad of it.

The ink on this picture had scarcely time to dry when the news of the second terrible river disaster of December was printed the wide world over, and the next day came word of the heroism of John Gevins—not an engineer like Jim Bludso, but an attache of the river steamer John M. Hanna—who "held her nozzle to the bank" with all the nerve displayed by Mr. John Hay's Jim Bludso.

Many newspapers have referred to the similarity between the act of John Gevins and Jim Bludso, and some of them have essayed to quote a part of Mr. Hay's famous poem. It is too long to quote entire, but here is that part of it detailing the burning of the Prairie Belle and the heroism of Jim:



BURNING OF THE BELLE ADAMS.

The fire burst out as she cleared the bar,  
And burnt a hole in the night,  
And quick as a flash she turned and made  
For that willer bank on the right.  
There was runnin' and cursin', but Jim yelled off,  
Over all the infernal roar:  
"I'll hold her nozzle agin the bank  
Till the last galoot's ashore."

Through the hot, black breath of the burnin' boat

Jim Bludso's voice was heard,  
And they all had trust in his cussedness,  
And knowed he would keep his word,  
And, sure's you're born, they all got off  
Afore the smokestacks fell.  
And Bludso's ghost went up alone  
In the smoke of the Prairie Belle.

Unfortunately John Gevins' sacrifice did not save all the passengers of the Hanna, but the poor fellow lost his life in his brave attempt to save the lives of others. Where is the singer who will put the story of John Gevins' deed in verse?

The cut given is of the burning of the Kate Adams some days before the destruction of the Hanna.

# The Gate City.

KEOKUK, WARSAW AND ALEXANDRIA  
FERRY AND PACKET CO.

### STR. HOCK WHITE

Leaves Keokuk for Warsaw and Alexandria, 6:15 a. m., and 2:00 p. m.  
Leaves Warsaw and Alexandria for Keokuk, 12:00 noon and 5:30 p. m.  
Leaves Warsaw for Alexandria, 7:00 a. m.; 8:30 a. m.; 10:00 a. m.; 11:00 a. m.; 2:30 p. m.; 3:15 p. m. and 4:00 p. m.  
Leaves Alexandria for Warsaw, 8:00 a. m.; 9:30 a. m.; 10:30 a. m.; 11:45 a. m.; 3:00 p. m.; 3:45 p. m. and 5:15 p. m. 1899

THE GREAT WEST BEAR CALLED HUNTER  
R. J. BICKEL KEOKUK, IOWA

# The Gate City.

DECEMBER 4, 1890.

Entered in Keokuk Postoffice as Second Class Matter.

## ALONG THE RIVER.

Items of Interest to those Who Earn Their Livelihood on the Mighty Stream.

At Sioux City is being dismantled and reduced to the scrap heap what is probably the oldest boat on the waters of the west, the old President, well known here on the Mississippi in former years. The president has a history. It is not less than forty years old, according to the best recollection of the oldest boatmen. It was built for transfer purposes, but was used on the Mississippi for some time in freight service. Some years before the war it was brought to Burlington, and served as transfer for the Chicago, Burlington and Quincy and the Burlington and Missouri river railroad. It served until compelled to give place to the bridge in 1870. It went from Burlington to Nebraska City, where it was used again as a railroad transfer boat, and was brought to Sioux City to be used by the Omaha. It did regular service there for some years until replaced by the John F. Lincoln, after this doing only occasional duty as a relief. When the railway bridge was built both boats were retired and it has rested in peace until at last business has superseded sentiment, and the old President, the veteran of the Big Muddy, is to be dismantled and robbed of her machinery and iron.

The old White Eagle, left Davenport a couple of months ago with a circus company, intending to put in the winter on southern waters, when she was damaged by striking a bridge pier and went on the ways at St. Louis for repairs. The bill amounted to about \$900, which Capt. Jere Wood, the principal owner, was unable to pay just at the time, and the claim was placed in the hands of a United States marshal and the boat attached, other claims being added later. Saturday she was sold by the United States marshal to satisfy a claim of the Sectional Dock company of \$900. She was purchased by Capt. P. P. Manion, of St. Louis, for \$2,550. The White Eagle was originally the steamer Annie and was owned by the Davidsons.

It is claimed that a project is now practically under way which will revolutionize traffic on the Mississippi river. For the past few years St. Paul and Minneapolis have been alarmed at the rapid growth and unparalleled prosperity of Duluth. Then, too, for the past few years traffic on the upper Mississippi has been greatly hindered by the low stage of water prevailing during most of the season, so that for weeks at a time the larger steamers have made their way along the upper river with the greatest difficulty. Their are many firm believers, however, in the

future of river transportation, and they have been looking for something which would keep the water in the upper river at a practically uniform level during the season. The project which is now under way is of considerable magnitude. It projects nothing less than the building of a ship canal to connect Lake Superior and the Mississippi river. In this way a through water route from Minneapolis and St. Paul to the Atlantic seaboard will be obtained and at the same time, by means of locks in the canal, the discharge from Lake Superior can be made to regulate the stage of water in the Mississippi. Its projectors believe that, with a good depth of water in the river assured and a through water route to the east ready for the products of the Mississippi valley, the traffic on the Father of Waters will increase a hundred fold and that steamboat owners will be able to meet the railroads on their own ground. A corps of engineers have spent the entire summer in surveying and inspecting the banks of the river from St. Paul to St. Louis to ascertain just what depth of water can be carried with safety. They are now preparing their report. While the building of the proposed ship canal is an enterprise of immense magnitude, yet the difficulties in the way are greatly lessened by the fact that there are rivers that can be utilized for a large part of the distance. The route of the proposed canal is not yet definitely settled. One plan proposes to use the St. Croix river, which runs eastward from the Mississippi toward Lake Superior, near Prescott, Wis. Another large interest to which the proposed ship canal, with the consequent raising of the water in the river, is of vast importance, is the lumber and logging trade of the Mississippi. The low stage of water of late years has often greatly delayed and made dangerous the passage of log and lumber rafts.

# The Gate City.

MARCH 19, 1886.

Entered in Keokuk Postoffice as Second-Class Matter.

## RIVER NEWS.

List of Steamers That are Ready for Commission and Will Navigate the Mississippi This Season.—Notes.

In a few days navigation will have been resumed the entire length of the Mississippi. All along the river active preparations are in progress for the season's business. Exclusive of the steamers of the St. Louis and St. Paul and Diamond Jo Companies, there will be eighty boats engaged in the excursion, log, lumber and freight traffic on the upper Mississippi. The following is a list of the firms which own the steamers, and the names of the crafts:

Matt Clark Transportation Company, Stillwater—Steamers J. K. Graves,

David Bronson, Isaac Staples, Ben Hershey and Evansville.

Schulenberg-Boeckler Lumber Company, St. Louis—Steamers Charlotte Boeckler, Helene Schulenberg and Robert Dodds.

Durant & Wheeler, Stillwater—Steamers R. J. Wheeler and Ed Durant jr.

St. Croix Lumber Company, Stillwater—Steamer Burdette.

A. T. Jenks and Jourdain & Matthews, Stillwater—Steamer Brother Jonathan.

The Knapp, Stout & Co. company, Dubuque—Steamers Helen Mar, Louisville, Menominee and B. E. Linehan.

C. Lamb & Sons, Clinton—Steamers Artemus Lamb, Chauncy Lamb, Lafayette Lamb and Lady Grace.

Le Claire Navigation Company, Davenport—Steamers Ten Broeck, Last Chance and J. W. Mills.

S. P. Davidson, LaCrosse—Steamers Dan Hine, B. F. Weaver, Alfred Toll and Dan Thayer.

Mississippi Logging Company, Beef Slough—Steamers Hartford and Little Hoddie.

Laird, Norton & Co., Winona—Steamers Julia and Glenmont.

McDonal Bros., LaCrosse—Steamers Mountain Belle, Dexter, Bella Mac, Natrona, Mollie Mohler, Zada and Carrie.

Jerry Turner, Lansing—Steamers Clyde and Lily Turner.

Weyerhauser & Denckman, Rock Island—Steamers Denckman and C. J. Caffrey.

Van Sant & Musser Towing and Transportation Company, Muscatine—Steamers LeClaire Belle, Silver Wave and Jim Fiske, Jr.

W. J. Young & Co., Clinton—Steamers W. J. Young and D. Broadman.

Peter Kirns, St. Louis—Steamer J. G. Chapman.

J. C. Daniels, Keokuk—Steamer Lumberman.

Speaks, Owen & Co., Montrose—Steamer Prescott.

S. & J. C. Atlee, Fort Madison—steamer Sam Atlee.

Fogel Bros, Burlington—steamer D. C. Fogel.

Burlington Lumber Company, Burlington—steamer Kit Carson.

Hershey lumber company, Muscatine—steamer B. Hershey.

Rock Island lumber company—steamer Stillwater.

Cable lumber company and Lindsay & Phelps, Davenport—steamer Eclipse.

Christ. Muller, Davenport—steamer St. Croix.

Coleman & Rutherford Lumber Co., Davenport—steamer Golden Gate.

Dimock & Gould, Moline—steamer Moline.

Standard lumber company, Dubuque—steamer A. Reiling.

Youmans Bros. & Hodgkins, Winona—steamer City of Winona.

Captain Bill, Wabasha—steamer Jessie Bill.

Keator lumber company, Moline—steamer J. S. Keator.

D. F. Dorrence, Davenport—steamer Pilot.

M. E. Dewey, Wabasha—steamer Lizzie Gardner.

O. P. McMann & Co., Clinton—steamer Silver Crescent.

Duncan & Co., Clinton—steamer Netta Durant.

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Gardner, Batchelder & Wells, Lyons—steamer Gardie Eastman.  
 Specht Bros., Dubuque—steamer Nellie.  
 W. & J. Fleming, McGregor—steamer C. W. Cowles.  
 Gile & Short, McGregor—steamer Abner Gile.  
 Hanson & Linehan, Dubuque—steamer Jim Watson.  
 Stockwell & Hollingshead, Lyons—steamer Nina.  
 Hollingshead, Lyons—steamer Pauline.  
 Capt. Chas. H. Meeds, Stillwater—steamers Tiber and William White.  
 Walker & Davison, Reed's Landing—steamer Silas Wright.  
 Davis, Gardner, Batchelder & Wells, Lyons—steamer Iowa.

**RIVER NEWS.**  
 The steamer White Eagle is due up this morning from St. Louis and will return shortly after her arrival. Capt. Geo. W. Davis is in command.  
 It is expected that the Josephine will leave St. Louis Saturday for this port. The river still continues to decline. The ice in the canal has broken up and almost entirely disappeared.  
 Commencing Tuesday, the Gem City enters the St. Louis and Keokuk trade and will arrive here on Wednesday. Captain Davis will command this popular steamer when she enters the trade.

**THE DAILY GATE CITY.**  
 NOVEMBER 22, 1889  
 RIVER STATISTICS.

NUMBER OF BOATS, BARGES AND RAFTERS THAT PASSED THROUGH THE KEOKUK BRIDGE DURING THE PAST SEASON.

Navigation on the Mississippi river between St. Louis and St. Paul has been suspended. All the rafters and the steamers of both packet companies have gone to the bank for season. The record kept at the draw of the Keokuk and Hamilton bridge shows that during 1888 1,709 steamers, 762 barges and 196 rafters passed through the draw. Compared with 1888 there is a decrease of 166 steamers, an increase of forty-nine barges and a decrease of fifty-three rafters. Compared with 1887 there is an increase of 147 steamers. Low water which prevailed during the season is in the main responsible for the decrease of boats navigating the river. The appended table indicates the number of boats, barges and rafts that have passed through the bridge each month of navigation during 1887:

Month.	Steamers.	Barges.	Rafters.
March.....	33	28	1
April.....	376	285	18
May.....	213	85	24
June.....	202	95	41
July.....	252	116	30
August.....	202	93	27
September.....	157	46	29
October.....	138	31	21
November.....	46	15	—
	1,709	762	193

**TABLE FOR COMPARISON.**

Year.	Steamers.	Barges.
1874.....	1,383	815
1875.....	1,347	904
1876.....	1,690	914
1877.....	1,287	566
1878.....	1,513	761
1879.....	1,562	845
1880.....	1,868	890
1881.....	2,747	2,111
1882.....	2,034	814
1883.....	1,586	400
1884.....	3,018	1,624
1885.....	1,911	1,644
1886.....	1,380	388
1887.....	1,562	745
1888.....	1,875	713

The following table shows the time of closing and opening of the river since 1871:

Winter.	Closed.	Opened.
1871-72.....	Dec 4	March 14
1872-73.....	Dec. 4	March 10
1873-74.....	Open river	.....
1874-75.....	Jan. 5	March 28
1875-76.....	Open river	.....
1876-77.....	Dec. 11	Feb. 14
1877-78.....	Dec. 10	Feb. 19
1878-79.....	Dec. 20	March 6
1879-80.....	Dec. 25	Jan. 5
1880-81.....	Dec. 8	March 6
1881-82.....	Open river	.....
1882-83.....	Dec. 18	March 1
1883-84.....	Dec. 27	March 16
1884-85.....	Dec. 20	March 14
1885-86.....	Dec. 14	March 15
1886-87.....	.....	Feb. 10
1887-88.....	Dec. 31	March 1
1888-89.....	Feb. 24	March 3

The river closed this year on February 24 and opened March 3, ice having begun to run on December 18. The ferry Eagle of Warsaw, was the first boat that passed through the bridge this season. In eighteen years there have been only three open rivers.

**Constitution-Democrat**  
 JUNE 18, 1898  
 GOSSIP OF THE RIVER.

Flotsam and Jetsam A float and Ashore Along the Mississippi.

The Quincy will be down at about 9 o'clock tonight bound for St. Louis. The Van Meter will go down with an excursion from Fort Madison to Quincy tomorrow and will pass Keokuk at about noon.

The St. Paul will be up Sunday evening.

The Dubuque is undergoing repairs and will resume her regular trip next week.

The Diamond Jo line owned its inception to an unforeseen occurrence, said Judge Browning to the Hawkeye. Diamond Joe Reynolds was the most extensive grain dealer in the northwest. He had fifty elevators along the Mississippi and its upper tributaries, and for several years Commodore Davidson, of the commonly called Davidson line, had been towing the grain in barges to market. In the midst of the season Davidson gave Reynolds notice for a termination of the contract. Reynolds protested, but in vain. The commodore refused to continue the towing except at an advanced price. Reynolds refused to pay more and Davidson asked him what alternative he had. "I'll get a boat of my own," replied Reynolds, and he did. He went up the

Ohio and bought a good boat, and the next year he added another, still devoting himself to his own carrying trade. Then the Davidson line began to run down; boats were sunk or burned without being replaced, and there was need of some one else to enter the business. So Reynolds built the Diamond Jo, the Josephine, Mary Morton and Josie, and bought the Pittsburg and Sidney from off the Ohio, finally supplanting in time the old Davidson line.

The pilot house of the old Grand Pacific, wrecked Sunday afternoon, April 6, 1881, while going through the Burlington bridge, ornaments the back yard of a farmer down in Green Bay bottom, and probably is used as a chicken house or garden arbor. The shaft lies along the canal at Keokuk, and other portions of the wreck may be found at points far down the river. The Grand Pacific was a hard boat to handle, and the wind struck her athwart just as she was swinging through the draw. She was blown over against the pier, striking hard by the engine room, and her side, both hull and upper works, was stove in so that she almost capsized. Fortunately she carried only two or three passengers, so there was no panic and loss of life.

The Josie, now in the towing trade for her owners, of Alton, is pointed out by old levee frequenters as one of the pioneers of the Diamond Jo fleet. She was bound for Keithsburg for ties.

**THE GATE CITY:**  
 FRIDAY MORNING, AUG. 4, 1876.

**A VALUABLE CARGO.**—The Red Wing brought down from above, Wednesday, one of the most valuable cargoes that ever passed down the river. It consisted of two thousand bags of silver ore, each containing about eighty or eighty-five pounds, and seven car loads of Buffalo robes and furs. The estimated value of the silver ore alone was about \$80,000. It came from Montana, by way of the Northern Pacific.

The cargo was transferred to a lighter at Montrose, brought over the Rapids by the Dan Hine, and re-shipped yesterday morning on the Northwestern for St. Louis, where the ore will be put through the smelting mills at that place.

**THE GATE CITY:**  
 WEDNESDAY MORNING, JUNE 16.  
 STEAMBOATS.

KEOKUK, WARSAW AND ALEXANDRIA PACKET STEAMER  
**PLOUGH BOY**  
 Will run during the opening 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.

THE GREAT DUST HEAR CALLED HISTORY  
 R. I. BICKEL KEOKUK, IOWA

DATE  
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IO CK CREDITS

## Dedication Program

GEO. M. VERITY \*\* KEOKUK RIVER MUSEUM

June 2, 1962

Victory Park

Keokuk, Iowa

3:30 - 4:00 P.M.

Music - Keokuk Junior High School Band.

4:00 P.M.

Call to order by Master of Ceremonies - Mr. Roy Krueger, President, The Hubinger Company.

Invocation - Rev. W. W. Steinmetz, Pastor, Trinity Methodist Church.

Welcome - Mayor L. R. Lofton, City of Keokuk.

Remarks -

C. Plin Mears, President Keokuk Chamber of Commerce.

Ed Fries, Chairman River Museum Committee.

Al Weber, Lee County Historical Society.

William Verity, Armco Steel Corporation.

Address - Honorable Norman E. Erbe Governor of the State of Iowa.

Ribbon Cutting - Honorable Norman E. Erbe.

Tour of the Geo. M. Verity, Keokuk River Museum.

*Norman A. Erbe**Governor of Iowa**on Saturday, June 2, 1962**4:00 P.M. CDT**Victory Park  
foot of Main street  
Keokuk, Iowa**Please present  
this card for  
reserved section*

KEOKUK RIVER MUSEUM COMMITTEES

General Committee  
Ed Fries, Chairman

A. J. Weber	W. Bornscheuer
William Talbot	Jim Isbell
C. R. McDowell	R. L. Miller
Ken Van Ausdall	Kirk Baker
Ron Kirchner	C. Plin Mears
L. R. Lofton	James Ward
Harold Heule	

SUB-COMMITTEES

GUEST AND INVITATION

A. J. Weber, Chairman  
Jim Isbell  
William Talbot

PUBLICITY

Robert Erickson, Co-Chrm.  
Dale Carrell, Co-Chrm.

LUNCHEON

Jim Jones, Chairman  
C. Plin Mears  
James Ward

ARRANGEMENTS

John Gentzkow, Chairman  
Ron Kirchner  
William Peel  
Robert Schieffer

PROPERTY

Ken Van Ausdall, Chairman  
C. R. McDowell

HOSPITALITY

Walter Miller, Co-Chrm.  
Forst Robertson, Co-Chrm.  
Richard Bowers, Co-Chrm.  
G. Huiskamp  
Paul Meyers  
C. Plin Mears  
William McGinnis  
Roy Krueger  
C. M. Carson  
Peter Wulfing  
J. Fulton  
Howard Barnes  
Jim Younggren  
George Grice  
Bud Connable  
Pat Tallarica  
Walter Thomas  
Burke Cahill

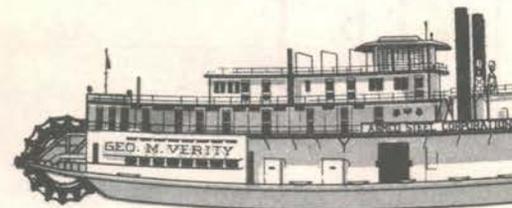


Dedication

GEO. M. VERITY

Keokuk River Museum

June 2, 1962



Keokuk, Iowa

*The Keokuk River Museum Com*  
*cordially invites you to attend the*  
*Dedication*  
*of the sternwheeler*  
*Steamboat "George M. Verity"*  
*by*  
*The Honorable*  
*Norman A. Erbe*  
*Governor of Iowa*  
*on Saturday, June 2, 1962*  
*4:00 P.M. CDT*

*Victory Park*  
*foot of Main street*  
*Keokuk, Iowa*

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COMMITTEES

- tee
- rman
- W. Bornscheuer
- Jim Isbell
- R. L. Miller
- Kirk Baker
- C. Plin Mears
- James Ward

TEES

PROPERTY

- Ken Van Ausdall, Chairman
- C. R. McDowell

HOSPITALITY

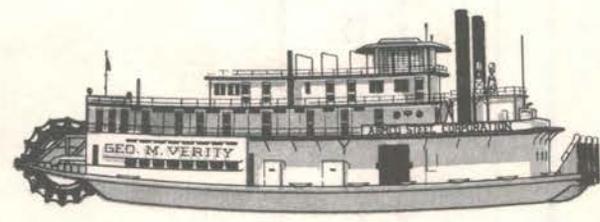
- Walter Miller, Co-Chrm.
- Forst Robertson, Co-Chrm.
- Richard Bowers, Co-Chrm.
- G. Huiskamp
- Paul Meyers
- C. Plin Mears
- William McGinnis
- Roy Krueger
- C. M. Carson
- Peter Wulfing
- J. Fulton
- Howard Barnes
- Jim Younggren
- George Grice
- Bud Connable
- Pat Tallarica
- Walter Thomas
- Burke Cahill

Dedication

# GEO. M. VERITY

## Keokuk River Museum

June 2, 1962



Keokuk, Iowa

*The Keokuk River Museum Committee*  
 cordially invites you to attend the  
*Dedication*  
 of the sternwheeler  
 Steamboat "George M. Verity"  
 by  
 The Honorable  
 Norman A. Erbe  
 Governor of Iowa  
 on Saturday, June 2, 1962  
 4:00 P.M. CDT

*Victory Park  
 foot of Main street  
 Keokuk, Iowa*

*Please present  
 this card for  
 reserved section*

BAKER-VANTER CRIMPED LEAF  
 IO CK CREDITS

70

MAR. 8, 1894

### BOATS AND MASTERS.

The Craft That Will Ply the Upper Mississippi and Their Commanders.

As the time draws nigh for the raft and tow boats to enter into the season's trade, the captains are all appointed and begin to look after their boats. The list of steamboats and their captains that ply the upper Mississippi are as follows:

- Matt F. Allen—Thomas Peel.
- John Taylor—Charles Hutchinson.
- Climax—Freeman Bacher.
- Mabel McKane—Captain Kelly.
- Naudlus—Triff. Bouvia.
- Silver Crescent—Walter Blair.
- Bart E. Linehan—Wm. Wooding.
- Hartford—Henry Buisson.
- W. J. Young, jr.—Isaac M. Newcomb.
- Boardman—Wm. McCarthy.
- Artemus Lamb—A. O. Day.
- Lady Grace—J. G. Moore.
- Chancy Lamb—Abe Mitchell.
- Reindeer—Thomas Winthrow.
- Gardie Eastman—Chris Gardiner.
- Lily Turner—A. F. Hollingshead.
- Ten Broeck—Robert Mitchell.
- Abner Gile—Brown Jenks.
- Robert Dodd—George Trumley, jr.
- Schulenberg—J. C. McCaffrey.
- Netta Durant—Geo. Rutherford.
- Jo Long—Newton Long.
- J. W. Mills—J. W. Lacock.
- J. W. Rambo—J. W. Rambo.
- Volunteer—Jacob Rooke.
- Pilot—Derben Dorrence.
- Irene D—Dana Dorrence.
- Verne Swain—Fuller Smith.
- F. Weyerhauser—Geo. W. Reed.
- Rutledge—William Whistler.
- F. C. A. Denkman—Otis McKinley.
- J. K. Graves—Robert McCall.
- Sam Atlee—Asa Woodward.
- Mohr—Isaac Wasson.
- Satellite—Geo. Winnis.
- Saturn—Geo. Trumley, sr.
- Minnie Schneider—Geo. Scheiner.
- Everett—Jos. Young.
- J. W. Spencer—F. Cameron.
- J. P. Gage—W. T. Oope.
- Park Bluff—Thomas Chandler.
- Kate Keene—Chas. Trumley, jr.
- J. C. Atlee—Zachrial Suiter.
- Fredda—Sam Lancaster.
- Louise—John W. Suiter.
- Quickstep—Tony Gallagher.
- Menominee—Richard Dickson.
- Louisville—Andy Lambert.
- Mountain Belle—Peter Rorick.
- Bella Mac—N. B. Lucas.
- Dan Thayer—Al. Short.
- Inverness—Frank Whitnal.
- Jessie B—Charles Hoyt.
- Scotia—Frank Wyle.
- Kit Carson—George Dunberg.
- Lumber Boy—Peter Michaels.
- Junietta—Henry Slocumb.
- City of Winona—W. McCraney.
- Thistle—Chris Adolph.
- Lizzie Gardiner—Wm. Dubler.
- Pauline—Frank Walker.
- Verna Mac—Dan Davidson.
- Jessie Bills—Ira Dekama.
- Ben Hershey—S. Buisson.
- O. W. Cowles—Joseph Buisson.
- Glenmont—John O'Connors.
- J. W. Vansant—Peter Hire.

### SUNDRY ACCOUNTS

- Musser—Thos. Dolson.
- Dolphin—Sherman Brown.
- Ruth—Stephen Withrow.
- Isaac Staples—Charles Roman.
- R. J. Wheeler—William Davis.
- Daisy—John Hoy.
- Cyclone—Thomas Hoy.
- Ravenna—C. H. Davison.
- Helen Marr—William Dobler.
- Nina—James Whistler.
- Clyde—Morrell Luney.
- Lotis—A. Case.
- Lion—H. C. Wilcox.
- Little Hodie—D. C. Law.

## The Gate City.

TUESDAY MORNING, MAR. 30.

### PORT OF KEOKUK. 1858

#### ARRIVALS.

- 27th.
- Clara Hine, Pittsburgh.
- Excelsior from Dubuque—down.
- Lake City from St. Louis—up.
- Oakland from Dubuque—down.
- Brazil from Dubuque—down.
- 28th.
- Mary Cook from St. Louis—up.
- Fred. Lorenze from Galena—down.
- Keokuk from St. Louis—down.
- E. Manning from Des Moines.
- Laclede from St. Louis—up.
- 29th.
- Messenger from Cincinnati—down.
- Lucie May from St. Louis—up.
- Dew Drop from St. Louis—up.
- Jas. Lyon from St. Louis—up.
- Alice from St. Louis—Des Moines.
- Fire Janoe from Dubuque—down.
- River falling.

SHEET NO.

## The Gate City.

SATURDAY MORNING, MAR. 27.

RIVER MATTERS.—The Skipper came from Des Moines on Thursday, loaded with bulk meat, hides, lard, &c. She leaves for Des Moines to-day.

The Quincy, Aunt Letty and Henry Clay arrived from St. Louis yesterday. The H. Clay went on up.

The river is open to the foot of Lake Pepin—an unusually early opening.

The Col. Morgan, which was sunk at Keosauqua, has been raised, and gone on to Des Moines.

The river is falling slowly. Freight is low and very dull.

## The Gate City.

SATURDAY MORNING, MAR. 26.

FOR DES MOINES.—The steamer Ed. Manning will leave at 4 o'clock this afternoon—at 4 o'clock precisely.

The Manning will go, and passengers can have a safe and pleasant trip to the Capital by steamer on the water, instead of traveling by wagon through an equal depth of mud.

FOR Des Moines City and intermediate landings. The steamer ALICE, Farris, Master, will leave on Tuesday, 23d inst., at 4 o'clock p. m. For freight or passage apply to BROWN, AUSTIN & CO., mch26 1894

## The Gate City.

WEDNESDAY MORNING, MAR. 24.

RIVER MATTERS.—The river is falling slowly, with about four feet on the rapids.

The Hannibal City left yesterday morning, with a large load of freight, including a lot of pork.

The City of Louisiana got in early and left last evening.

The Tishomingo, while ascending the rapids, struck a rock and knocked a hole in her bottom, by which she filled faster than all her pumps and hands could bail out. She ran to the shore up by Waggoner's, where she still was when we last heard from her.

She was going up to take her place in the up-river Packet line. This is the second time she has met with an accident on the rapids within four months.

The Ben Campbell came to Montrose yesterday, bringing the eastern mail in good time.

The Packets have not yet made their timetable for the season.

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. 4/30/94

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

with the Famous  
**TOMMY TRIGG**  
AND HIS NEW  
13 PIECE NAME BAND

13 BRIGHT STARS of the MUSICAL WORLD  
playing and singing  
NEW NOVELTY ENTERTAINMENT NUMBERS  
that stop the show



**FOREST ALCORN**  
Two years with  
Fred Waring and  
Clyde Lucas



**ERNE JUNG**  
Two seasons with  
Al Lyons and Joe Richman



**TOMMY TRIGG**  
The Sensational  
"Hot Lips" Trumpeteer



**CHARLIE BOOTH**  
Formerly with  
Red Nichols and  
Roscoe Ates



**MATT PAUSCH**  
Played under  
Paul Ash and  
Roscoe Ates



**BOB FISHER**  
Played with  
Fred Waring, Buddy Rogers,  
Paul Ash



**WILFORD FARRELL**  
Five seasons with  
Ben Bernie and Jan Garber



**MICKEY DONOHUE**  
Formerly with  
Jan Garber and  
Buddy Rogers



**OLIN GERDES**  
Formerly with  
Coon Sanders and  
Al Pearce Show



**RAY THURSTON**  
Played under  
Paul Whiteman



**JOE MARCENO**  
Formerly with  
Bennie Meroff and Phil Harris

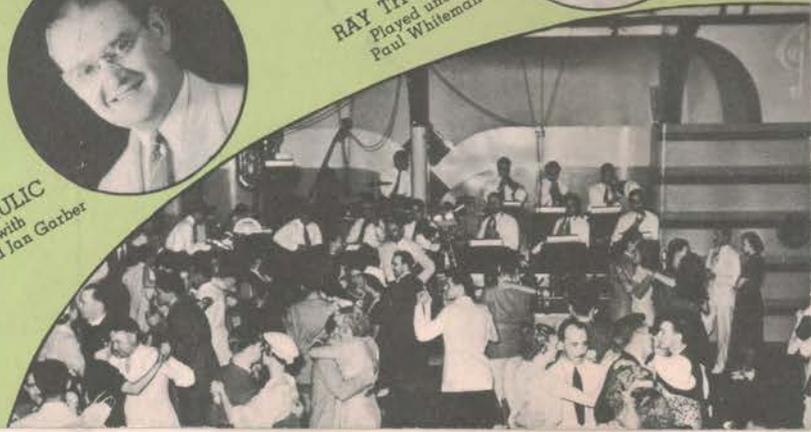


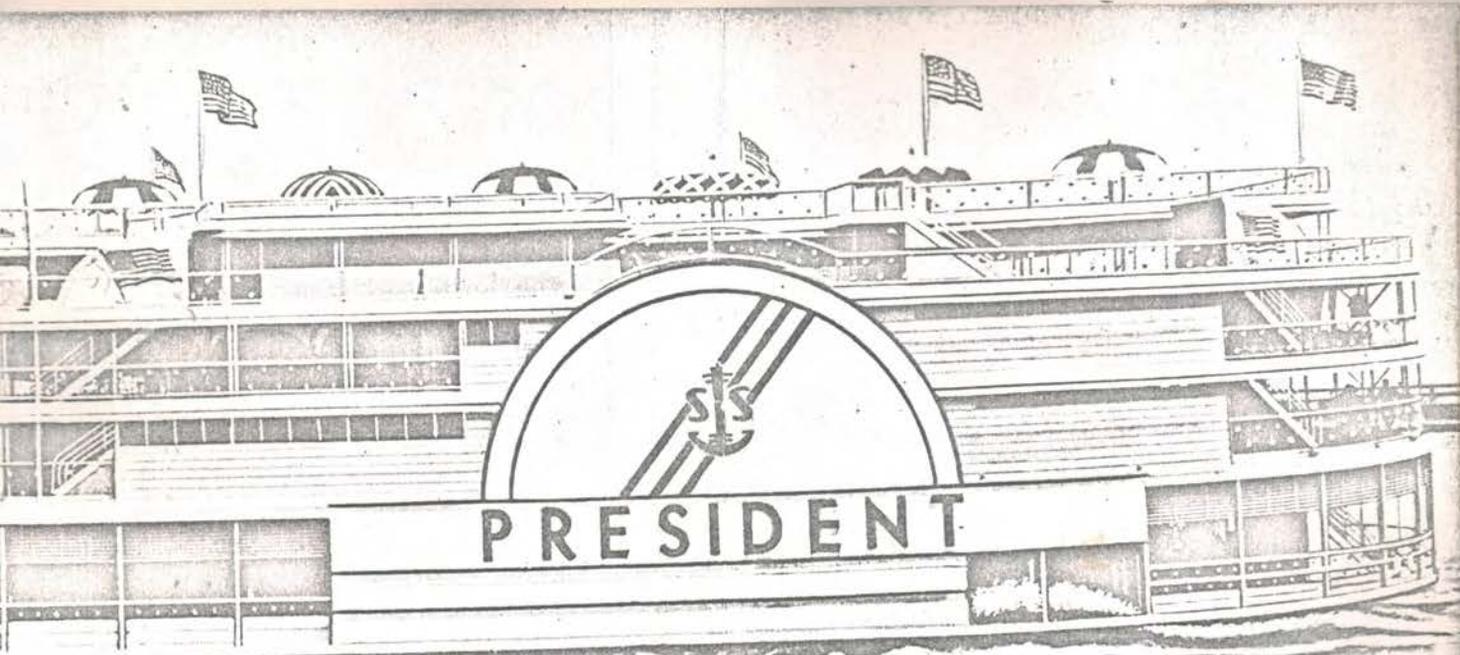
**FRED WAMSER**  
Several seasons with  
Al Lyons and Jan Garber



**JOHN PESKULIC**  
Formerly with  
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Hear "Hot Lips" **TOMMY TRIGG**  
play the famous "Basin Street Blues"  
on the smallest trumpet in the world



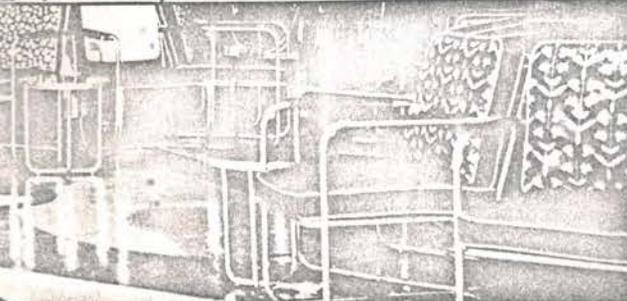
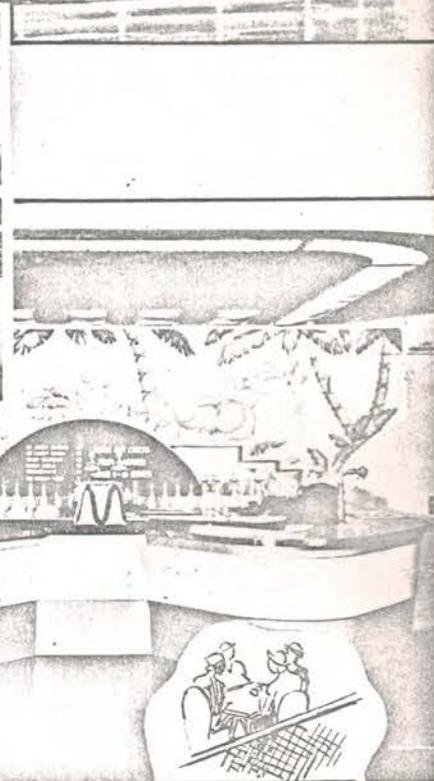


From the Atlantic to the Pacific — from the Lakes to the Gulf—people everywhere acclaim the S. S. PRESIDENT the finest pleasure craft afloat. You, too, will marvel at its huge size, the beauty of its decorations, the luxury of its accommodations . . . unexcelled by any ocean liner. You won't want to miss this only opportunity to ride this beautiful steamer on its annual visit, and to enjoy the thrill of dancing to the music of Tommy Trigg's new sensational name band, the musical smash hit of the season.

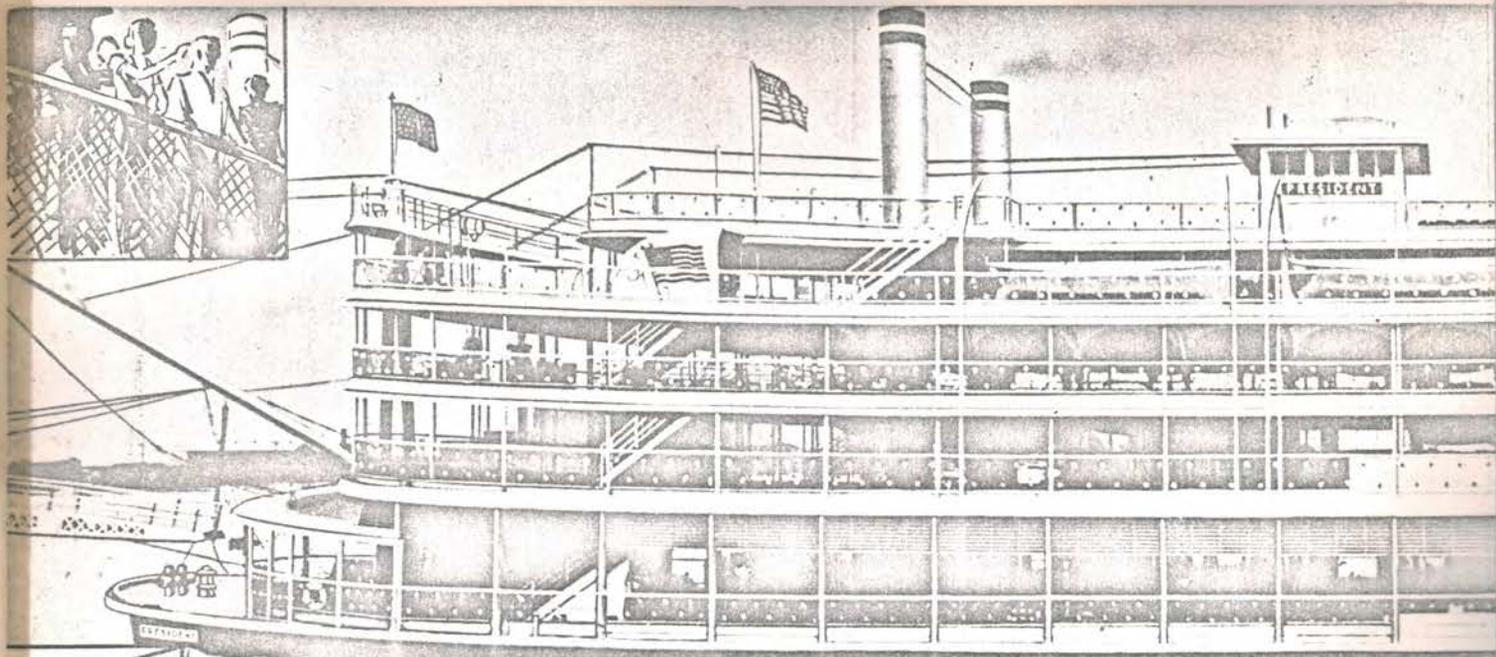
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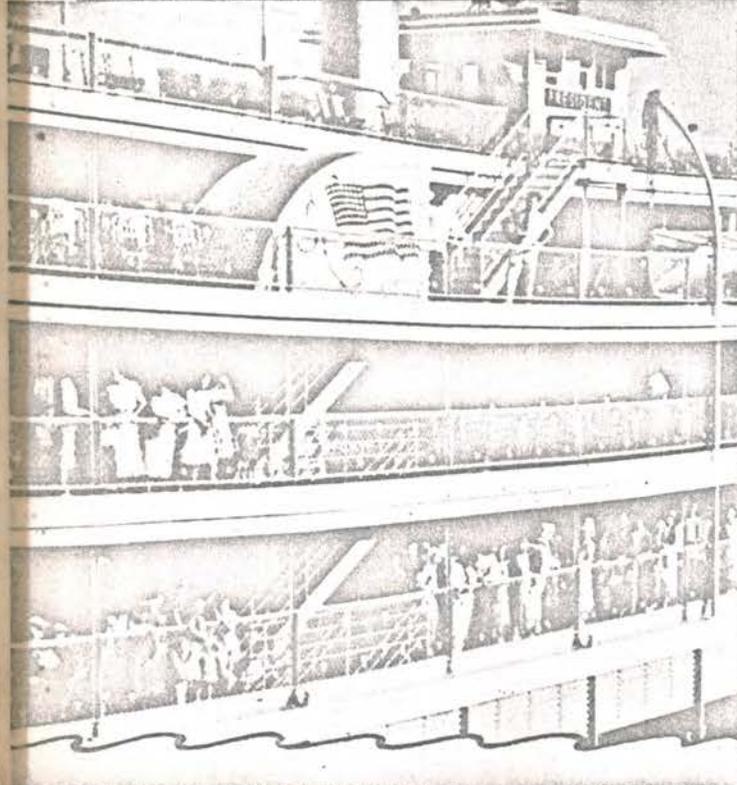
Changing lights in the colorful Rainbow Ballroom, gay parties on the Mezzanine, wonderful music of a famous new name band . . . a perfect evening of thrills and pleasures on the S. S. PRESIDENT.



Did you ever see a Pink Elephant Soda Bar? An engine with an 8 ft. stroke? A summer garden deck? A Rainbow Ballroom? An electric mirror piano? These are only a few of the many marvels you will see and enjoy on the PRESIDENT.



S.S. PRESIDENT



Endless surprises and thrills make your night on the beautiful S. S. PRESIDENT one you'll never forget. The Balloon Shower — all shapes and sizes — and the popular Favor Dance . . . just two of the evening's many bright spots.



The Steamer Tallman.

The Cincinnati Gazette contains a letter from Rev. S. H. Calhoun, who was a passenger on board the unfortunate Tallman. Mr. Calhoun is well known as a member of the Syrian Mission, and for many years the able agent of the American Bible Society in the Levant. The following is an extract from the letter:

St. Louis, Nov. 30, 1847.

Dear Brother: I send you a line from St. Louis, as you may otherwise be anxious about me in consequence of the loss of the steamer in which I came from Louisville—the Tallman.

Yesterday morning, I should think a little before 5 o'clock, when near Cape Girardeau, the Tallman and Tempest came into collision, and our boat immediately sunk. Providentially, I had risen very early and was dressed. At the moment of the collision I was sitting in the cabin, the floor of which was covered with passengers sleeping. I started at the sudden crash, which was immediately followed by a second, and ran to the door. I supposed we had struck a snag. Looking over the side of the boat, I saw the guard was already under water, and that we were rapidly sinking. I mounted at once, the hurricane deck, and aided as I could in hauling up the females over the side of the boat. The Tempest was at a little distance from us, waiting, I suppose, to see what would be her own fate.

The scene that followed on our deck, surpasses all description. The cabin passengers, men, women and children, were numerous. The shrieks, and lamentations, and cries for help are still ringing in my ears. I endeavored to direct the attention of such as I encountered to God as their refuge. I supposed that, though some might be able to swim to the shore, I as well as a great company of others, had reached the end of our course on earth. And I desire to testify to the sustaining power of grace that I found it all I needed. The thought of so suddenly appearing in the presence of the Great Judge, for a moment troubled me—but, looking upward, my mind became calm, a pleasing serenity took possession of my soul.

In the meantime the cries of our distracted passengers reached the Tempest, and she was already nearing us. A poor mother, whom I never saw before, threw one of her children into my arms, and I was happy afterward in seeing her and it safely on board the Tempest. A gracious Providence ordered it that our boat found bottom before the water reached the hurricane deck, and thus most of the cabin passengers, who had mounted aloft, were saved. The deck passengers were unable to get out, so rapidly did the boat sink, and but a portion, probably a small one, reached the Tempest. The loss cannot be less than from 40 to 50, though others estimate it as high as 100. It was a scene I hope never to forget. I would it may teach me to live daily and hourly upon Christ—to make no calculations about safety in any situation or circumstances, except as I am in a way of duty.

The evening previous some were anxious about passing the "Steamboat grave-yard," as it is called; but that we passed in safety, and met death where, and in a manner we did not anticipate. In Christ we are always safe.

The Tempest carried us to Cape Girardeau, and in a few hours she Bertram from New Orleans came along, and a considerable number of us took passage in her and reached St. Louis this morning about sunrise. Last evening we had a solemn meeting for prayer and exhortation on board. I hope some good was done. We had on the Tallman several pious persons, ministers and others, and it was refreshing to see how calm they were amid the awful scenes of death.

Those who had no God, card-players and swearers, were the men who had cause to fear. I do not wonder at these judgments of Heaven, the wonder is that they are not more frequent. Such a systematic contempt of the institutions of the Sabbath as one sees on these waters will bring, I am persuaded, still heavier visitations. It is time for the friends of religion to bestir themselves as they have never done before in the "Great West." The disasters may not occur on the Sabbath, (as in this case it did not), but I cannot but look upon these repeated visitations as having connection with Sabbath violations. The blessings of God will not rest upon systematic violators of His commandments.

Your affectionate brother, S. H. CALHOUN.

FARTHER PARTICULARS OF THE LOSS OF THE STEAMER TALLMAN.—A large number of the lost passengers were farmers and their families, emigrating to the Upper Missouri and Mississippi country; and out of between 170 or 180 of these, who were passengers on deck, but 35 could be found after the accident. Nineteen horses were lost, belonging to the passengers.—Seven negroes, belonging to an emigrant, were among the drowned. Five cabin passengers were lost. A young couple were drowned in the cabin, who had been married but a few days previous at Cincinnati. Two children were also drowned in the cabin. The boat sunk so rapidly that the passengers were driven to the hurricane deck in their night clothes. A passenger stated to us that immediately upon being awoke with the concussion, he attempted to draw on his boots, and before he could do so the water was up to his middle in the cabin. The ill-fated Tallman, heavily freighted, was borne under in almost a moment's time. A young lady passenger was hurried so suddenly from her stateroom by the water, that she was forced to leave her reticule, containing \$600 in gold, beneath her pillow.—All are more or less losers, pecuniarily; but the whole sum is a feather in comparison to the deplorable loss of life. (St. Louis Reveille, Nov. 21.)

We are informed by the clerk of the Tallman that the number of lives lost by her unfortunate collision with the Tempest was about 35, principally women and children. The whole number of deck passengers on board was 65. None of the cabin passengers were lost and none of the hands belonging to the boat except the first engineer and two of the crew. A diving-bell is to be employed to recover the valuable portions of the boat and part of her cargo. (Louisville Journal.)

The Memphis Eagle relates the following incident connected with the collision between the steamers Tempest and Tallman:

One lady threw her child (some say two, others one,) toward the Tempest, which fell short, and was crushed between the boats, and sank to rise no more. The only deck passengers that were saved, were about fifteen— which swam ashore, or were picked up by the boats. One woman and child were saved by cutting through the deck: the first blow of the ax struck her head—she was then taken out just alive—many others met with very narrow escapes.

DAILY GATE CITY.

SATURDAY MORNING, APRIL 24, 1875.

TELEGRAPHIC

Burning of Three Steamboats at the Levee at New Orleans.

The Boats Float out into the Stream and the Passengers Jump Overboard.

Large Number of Lives Lost—Boats and Cargo Total Loss.

FIRES.

NEW ORLEANS, April 23.—About four o'clock this afternoon a fire broke out in the steamer John Kyle, which was lying at the foot of Poydaras street. Capt. Hutchinson promptly notified all on board to leave, as it was supposed the boat could not be saved. He thinks that all on board were 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 U. S. 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 Pittsburg, 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 Capt. Shinkle is reported as lost.

The Exporter was valued at \$45,000, the Jno. 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 Pittsburg, 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.

THE NATIONAL ERA.

WASHINGTON, JANUARY 6, 1848.

TERRIBLE STEAMBOAT EXPLOSION AND IMMENSE LOSS OF LIFE.

CINCINNATI, Dec. 30, 1847—1 P. M.

An accident occurred on the river yesterday, of the most melancholy character, and which has thrown a deep gloom over the community. The steamer A. N. Johnson, on her trip from Cincinnati to Wheeling, and when near Maysville, burst her boiler, completely destroying the boat, and creating a terrific loss of life. There were one hundred and sixty passengers on board, of whom seventy were instantly killed, and thirty so badly scalded and otherwise injured, that it is feared they cannot survive. We have not been able, as yet, to procure a full list of the sufferers, but notice, among others, the names of Messrs. Wheat and Pillson, of Baltimore, as among the scalded. Mr. Fairchild, clerk of the steamer, Lyles, engineer, and Hedman, pilot, are among the killed. The boat took fire immediately after the explosion, and was burnt to the water's edge. This added to the horrors of the scene, and prevented many from being saved, who otherwise would have been rescued from the wreck by boats and various crafts which went to their assistance.

The Valley Whig.

KEOKUK:

MONDAY MORNING, APRIL 9, 1860.

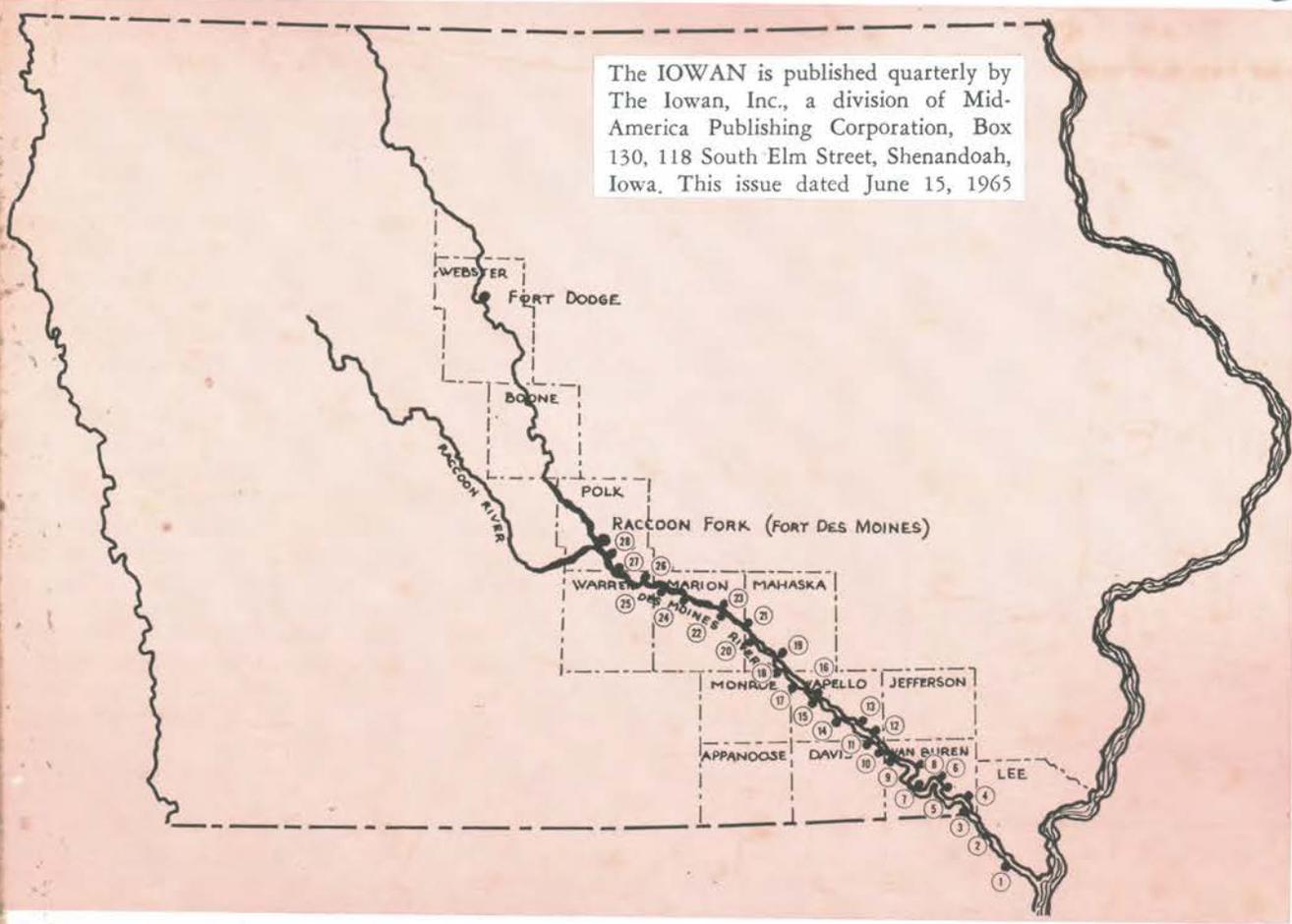
Steamer Burned.

EVANSVILLE, March 31. The Kate May, with 700 bales cotton, was burned at Cannelton this forenoon. Boat and cargo total ruin. No lives lost. Fire was accidental.

The steamer Milwaukee made her way through Lake Pepin last week on Wednesday. With the exception of 1858, this is the earliest trip ever made by steamboats through the Lake.

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

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KEY TO MAP OF PROPOSED DAMS ON DES MOINES RIVER—(1) St. Francisville, Mo., (2) Cowper's Mill, near Belfast, (3) Tom's Mill, near Croton, (4) Farmington, (5) Bonaparte, (6) Bentonsport, (7) Keosauqua, (8) Philadelphus, near Kilbourn, (9) Portland, (10) Jordan, near Iowaville, (11) Kalesback, near Eldon, (12) Rowlands, near Cliffland, (13) Sugar Creek, near Agency, (14) Above Ottumwa, (15) Near Chillicothe, (16) Near Chillicothe, (17) Below Eddyville, (18) Above Eddyville, (19) Rocky Ripple, near Givin, (20) Tally's Ford, (21) English Creek, (22) Amsterdam, southwest of Pella, (23) South of Whitebreast Creek, (24) Cordova, just below Red Rock, (25) Bennington, near Swan, (26) Lafayette, (27) Southwest of Adelphi, (28) Levey.

# The Great Des Moines River Land Grab

*An impractical attempt to commercially navigate the Des Moines River set off a chain of events that became one of the most confusing chapters in the history of Iowa.*

By RUTH S. BEITZ

A LONG and deep-throated whistle sounded from down-river, and the crowd waiting along the banks of the Des Moines at Fort Dodge, cheered wildly. Folks jostled each other good-naturedly as they struggled to get better footholds and a longer view. The children who scrambled in among their elders hardly heard the reminders,

"You're never going to forget this day. When you're grown up, you'll be able to look back and say that you saw the first steamboat coming in, and that'll seem funny then, when steamboats in this neck o'the woods'll be as common as blackberries on a bush!"

A puff of black smoke swirled up and streamed high above the river, as

the glistening white bow, decks, and superstructure of the *Charles Rodgers* came more clearly into view.

This was Fort Dodge's own steamboat, a 50-ton vessel built to order in Pittsburgh at a contract price of \$2,259. It had a hull 76 feet long, and an adjustable mast designed to go under the bridge at Des Moines. It was 15

feet wide, with two cylinders, 10 and 12 inches in diameter and had a three-foot stroke.

The Fort Dodge business men had organized a stock company to invest in the boat, and had sent Capt. Aaron F. Blackshere to Pennsylvania to make the arrangements. Capt. Beers of the Fort Dodge Navigation Company had helped close the contract and bring the completed craft down the Ohio River and up the Mississippi into Iowa.

John F. Duncombe, editor of the *Fort Dodge Sentinel*, describes the occasion in the issue of April 7, 1859:

"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 Rodgers*, in company with about one hundred and twenty ladies and gentlemen of the town, we rejoiced in the first steamboat pleasure trip on the Upper Des Moines River . . . The beautiful plateau on which the town is built was covered with men, women and children. The river bank was lined with joyful spectators. Repeated hurrahs from those on the boat and on the shore filled the air. The steamer passed down the river about six miles and then returned. Old grudges were settled, downcast looks brightened, hard times were forgotten. We had always believed that the navigation of our river was practical, but to know it, filled our citizens with more pleasure than a fortune."

Only a day before that pleasure cruise, on April 5, 1859, five steamboats had been reported tied up at the

river in Des Moines, taking on cargoes. These, in addition to the *Charles Rodgers*, were the *Clara Hine*, the *Flora Temple*, the *De Moine Belle*, and the *De Moine City*.

In their enthusiasm, even shrewd business men forgot that only the preceding year a contract between the State of Iowa and the Des Moines Navigation and Railroad Company had been dissolved, and a comprehensive river improvement project had come to an end. Nor could anyone foretell that in 1860 the river would be too low to float any steamboats, and that in fact, there never would be any practical navigation of the Des Moines River. Many of the settlers in the Fort Dodge area, however, would during the coming years be involved in one of the most confusing chapters in Iowa history, that of the Des Moines River navigation improvement land grant and the maze of litigation concerning it.

Since 1802 the United States Congress had been granting lands to aid works of public improvement—first for a turnpike wagon road, then for canals, and later for railroads, although up to 1841 not many miles of railroad had been constructed. Thus it was in keeping with the policy of the government to make a grant for the improvement of navigation on the Des Moines River.

Iowa was a territory on August 8, 1846, when Congress granted: "One equal moiety, in alternate sections, of the public lands (remaining unsold, and not otherwise disposed of, encumbered, or appropriated,) in a strip five miles in width on each side of said river; to

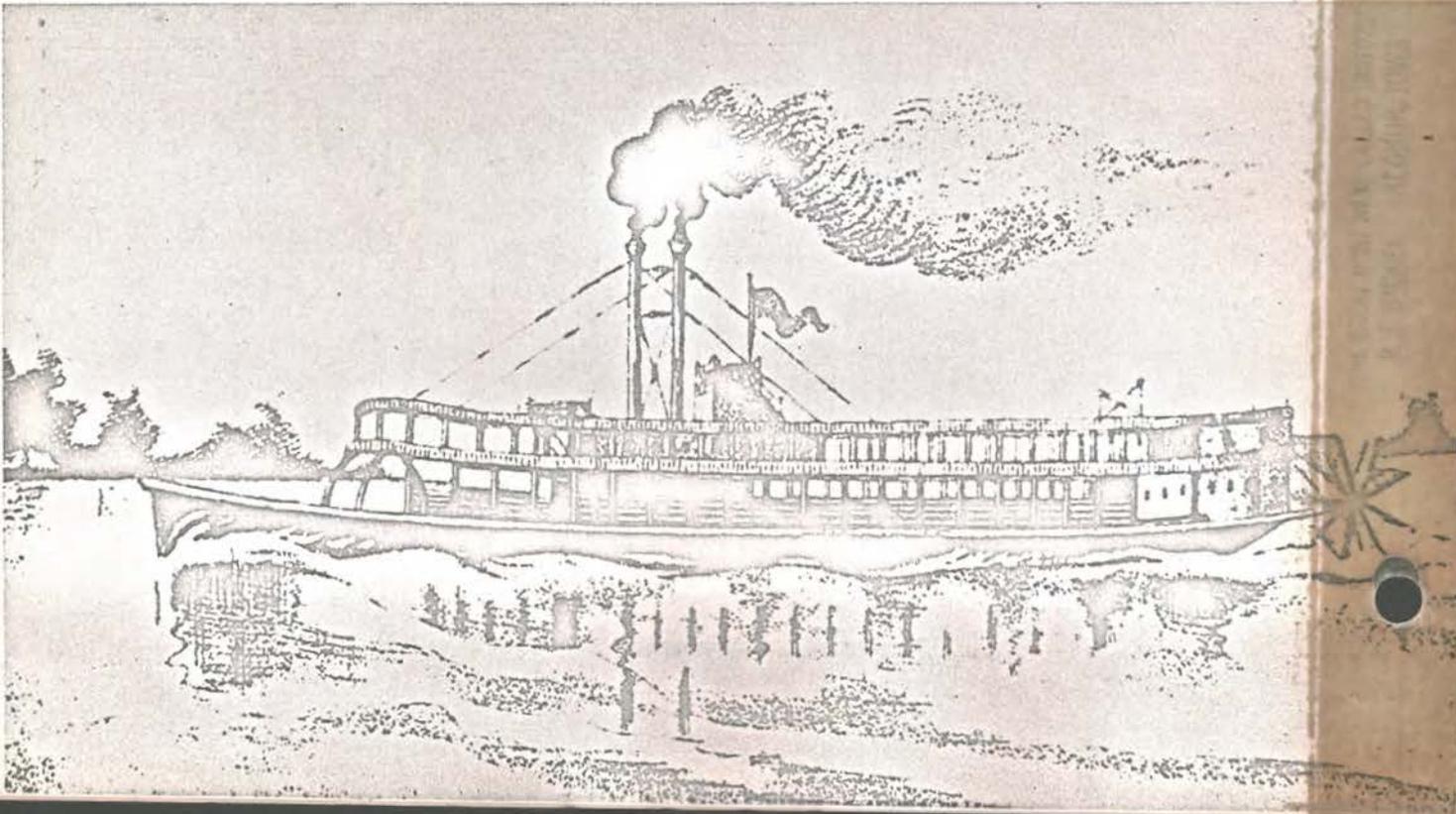
be selected within said Territory by an agent or agents to be appointed by the governor thereof, subject to the approval of the Secretary of the Treasury of the United States." The lands granted were to be used to improve and make navigable the Des Moines River from its mouth to the Raccoon Fork.

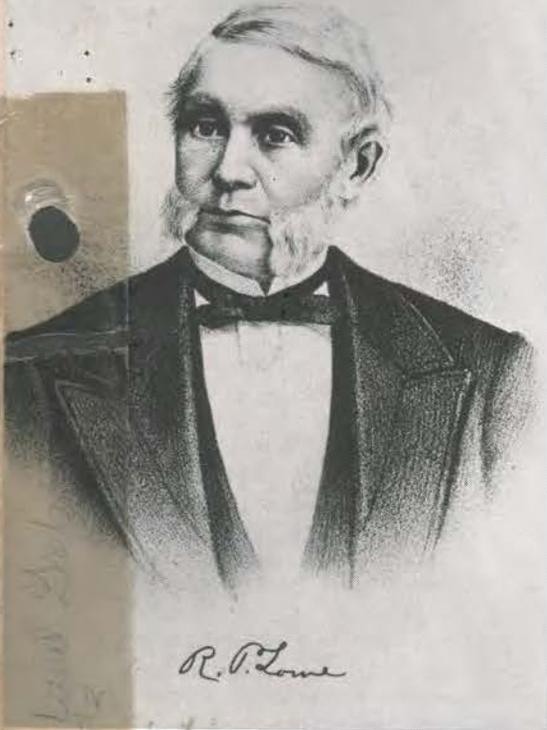
Iowa became a State in December, 1846, and the very next month, the Legislature accepted the grant in a joint resolution. Governor Ansel Briggs appointed three agents, who were permitted a choice of either the odd-numbered sections or the even-numbered sections. They selected the unsold alternate odd-numbered sections for a width of five miles on each side of the Des Moines River from its mouth to its source. Disputes as to the actual length of the grant were to persist for nearly half a century. On February 23, 1848, Richard M. Young, Commissioner of the General Land Office, stated that the grant included the said odd-numbered sections for the entire extent of the river in Iowa. However, only a few months later, by Presidential proclamation, the lands above the Raccoon Fork were opened to settlers, who could purchase up to 320 acres at \$1.25 per acre, without reference to the odd-numbered sections or the navigation project. Many of those who bought land north of the Raccoon were to face years of uncertainty as to the validity of their claims.

Between 1846 and 1851 six conflicting decisions were made respectively by two Commissioners of the General Land Office, the Secretary of the Treasury,

*Des Moines Land Grant pg 7*

Typical Des Moines River Steamboat Class I.





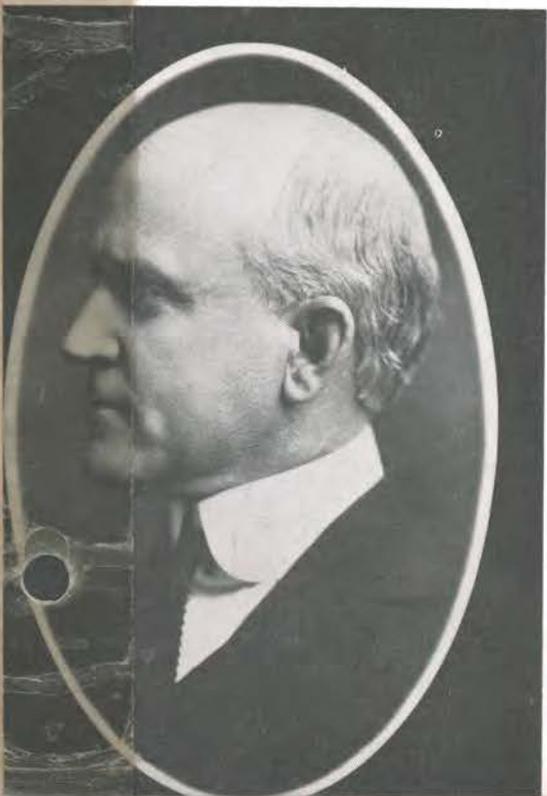
R. P. Lowe

Gov. Lowe conveyed 266,108 acres to Des Moines N. & R. Company in 1858.

DM River Law Case

the Secretary of the Interior, and two United States Attorneys General, as to whether the grant included the lands all along the Des Moines River, or only those extending from the south to the Raccoon Fork. In 1848, Secretary of the Treasury R. J. Walker, yielding to pressure from Iowa legislators, had agreed that the grant applied to all designated sections along the length of the river in Iowa. This was estimated to include about 900,000 acres above the Raccoon Fork and 321,868.33 acres already certified to the south of the

James B. Weaver, attorney for 59 years for the Litchfield interests.



Fork. Then, on October 30, 1851, Secretary of the Interior A. H. H. Stuart certified 81,707.93 acres above the Raccoon Fork. During the next two years, a total of 271,572.24 acres were certified to Iowa, all subject to any previously existing rights.

In the meantime, Samuel R. Curtis of Ohio had been appointed chief engineer of the Des Moines River Navigation Project. B. F. Gue, in his *History of Iowa*, wrote that: "General Curtis was probably the ablest civil engineer in the West. He had been engaged in somewhat similar work on the Muskingum River, was familiar with the general system of internal improvements of the country, and his opinion of this enterprise had great influence with Iowa people. He even expressed the belief, in his enthusiastic report, that the making the Des Moines River navigable to the Raccoon Fork could be accomplished at less than half the cost per mile of a good railroad, and he adds:

"Most of the heavy agricultural and mineral products will float down the channels of our rivers when railroads have intersected them with a thousand lines."

Curtis estimated that during the length of the Des Moines River from its mouth to the Raccoon Fork, a distance of more than 204 miles, the water fell 309 feet. In order to raise it for the passage of medium-sized steamboats, twenty-eight dams and a system of nine locks would be required.

This ambitious program proved to be an unrealized dream. Some construction had begun and was proceeding slowly when the Board of Public Works in charge of the project learned that the States of Indiana and Illinois were using private companies to make public improvements. After some investigation, they awarded the improvement work to Bangs Brothers of New York, to be completed in four years. This firm could not meet the necessary expenses, and failed.

In February, 1851, the State Legislature replaced the Board of Public Works with a Commissioner and a Register to administer the Des Moines River improvement. The Commissioner, Ver Planck Van Antwerp, induced Eastern capitalists to consider investing in the enterprise. The man most interested proved to be Henry O'Reilly, a New York contractor who had been successful in setting out telegraph wires. After a tour of investigation, he agreed on December 17, 1853 to have the work started on July 1, 1854, with one fourth of the construction completed the first

year and every year thereafter, and to finish the project within four years. In return, he was to acquire the unsold lands belonging to the improvement project, and future tolls and water rents for the next forty years.

O'Reilly returned home to promote the deal. He located several investors who became organized under Iowa law as the Des Moines Navigation and Railroad Company. The members included Edwin C. Litchfield, Elisha C. Litchfield, E. B. Litchfield, Porter Kibbee, Orville Clark, B. R. Whetmore, Henry O'Reilly, A. Hunt, Henry Ten Eyck, John Stryker, and Nelson B. Stewart. O'Reilly then had his contract with the State of Iowa cancelled, and an exact duplicate contract issued to the company, which agreed to complete the improvement within the period specified, to pay all outstanding debts and damages against the State of Iowa, including damages to mill owners for cessation of operation, and to pay the expenses and salaries of its employees and officers. As originally provided with O'Reilly, the company was to acquire the unsold lands on the project and the tolls and other profits for forty years, when the improvement would become the property of the State of Iowa. Later, by supplementary contracts detailing more improvements, a term of seventy-five years was substituted for the forty years.

By 1856 the whole nature of inland transportation had completely changed. Ferries, canals, wagons and stagecoaches were being superceded in increasing numbers by the railroads, which were fast invading the Middle West. In May of that year, Congress made a grant of public lands to the State of Iowa for the construction of four trunk railroad lines from the Mississippi to the Missouri Rivers. Interest in the Des Moines River Improvement project evaporated quickly. Dissension arose among some members of the Des Moines Navigation and Railroad Company, and Henry O'Reilly himself asked for an investigation of its activities. The company's attorney, Reverdy Johnson, unsuccessfully petitioned the Secretary of the Interior to authorize further certification of lands above the Raccoon Fork to the company. The request was refused, and work on the project seemed to come to a standstill.

As of January 1, 1857, Edwin Manning of Van Buren County, the Des Moines River Improvement Commissioner, reported that to date nearly \$800,000 had been spent on the project, and the completed work fell far below expectations. Iowa alone had disbursed

\$475,000 before its contract with the Des Moines Navigation and Railroad Company, for a complete engineering survey, for ten miles of canal, two dams, and three stone masonry locks to accommodate boats of 44 foot beam and 160 feet in length. Another dam was in the course of construction, and materials had been furnished and some work done on six additional dams. The navigation company reported that it had spent \$332,634.

It was decided to abandon the river improvement project and consequently, in March, 1858, the Legislature passed a joint resolution terminating the contract with the Des Moines Navigation and Railroad Company. The company was charged with failing to complete one fourth of the work each year as required by the contract, and failing to show "readiness or willingness to perform such work as required by the contract." The company was allowed sixty days to agree to the terms of settlement, by which it was to assign its dredge boat and other materials to the State of Iowa, and pay \$20,000 to cover liabilities incurred. The State would convey to the company certain lands certified under the act of 1846 in payment of the company's claims against the State of Iowa for work already performed.

The Des Moines Navigation and Railroad Company agreed to the terms within the specified time, and on May 8, 1858, Governor of Iowa Ralph P. Lowe made out fourteen patents, adding another on May 18, conveying 266,108 acres to the company. Most of the lands—212,741 acres, were above the Raccoon Fork, but 53,367 were located below that point. The company eventually paid off its investors in land. Some individuals, including members of the Litchfield family, retained for the time being most of the lands acquired, while others sold off their tracts.

In March 1858, the Legislature granted to the Keokuk, Fort Des Moines and Minnesota Railroad that portion of the 1846 grant not conveyed to the Des Moines Navigation and Railroad Company, along with all stone, timber, and other material turned in by the latter company to the State. In return, the new grantee was to construct a railroad from Keokuk along the valley of the Des Moines River to Iowa's northern border, to complete this work by December 1, 1868, and to finish four of the partially completed dams and locks.

Two years earlier, the State had made land grants to the Dubuque and Pacific, The Iowa Central Line, and

the Mississippi and Missouri railroad companies. The claims of all three conflicted at points above the Raccoon Fork with the Des Moines River grant.

Public attention now focused on the validity of all the land grants above the Raccoon Fork. Decisions on this confusing issue were to seesaw back and forth for years to come.

The Dubuque and Pacific Railroad Company claimed, under the grant of 1856, some of the land Edwin C. Litchfield had acquired from the Des Moines Navigation and Railroad Company. Litchfield, basing his own claim on the ground that his title derived from the Des Moines River grant of 1846, brought suit in the United States District Court in 1859 to establish the validity of his title. The Court, holding that the original grant did extend above the Raccoon Fork, upheld Litchfield. The Dubuque and Pacific Railroad Company appealed to the Supreme Court of the United States on a writ of error, and this body reversed the decision of the lower court, ruling that the 1846 grant did not extend above the Raccoon Fork, and therefore, Litchfield had no title. According to this decision, the deeds made out by Governor Lowe to the Des Moines Navigation and Railroad Company would have been nullified.

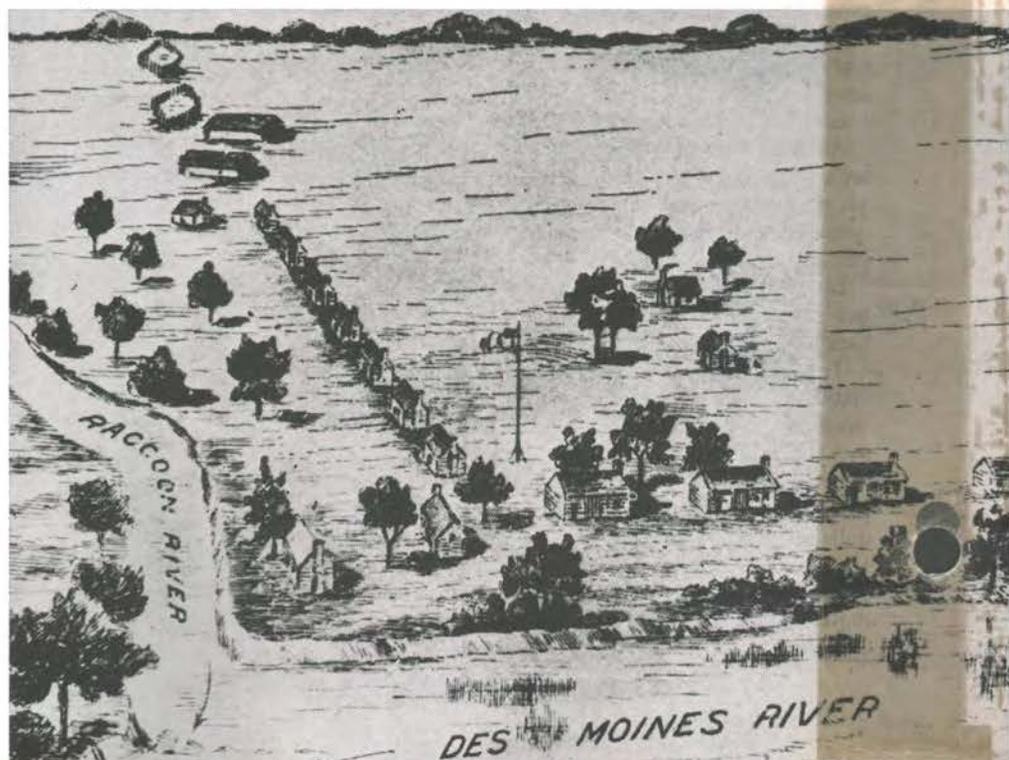
Settlers who had bought lands above the Raccoon Fork from the State of Iowa then became agitated over the status of their own claims. To help them, Congressman Carey A. Trimble of Ohio introduced a resolution in the House affirming that "all the title

(continued on page 52)



Edwin C. Litchfield, original investor in Des Moines N. & R. Company in 1851.

View of Fort Des Moines in 1844.



77

which the United States will retain in the tracts of land along the Des Moines River, and above the mouth of the Raccoon Fork thereof, in the State of Iowa, which have been certified to said State improperly by the Department of Interior, as part of the grant by act of Congress approved August 8, Eighteen hundred and forty-six, and which is now held by bona fide purchasers under the State of Iowa, be, and the same is hereby, relinquished, to the State of Iowa," Trimble said that "There are, to my actual knowledge, lands among them worth from fifty to sixty dollars per acre." Congress adopted the joint resolution on March 2, 1861, with the intent of helping the settlers by giving the lands back to the State, in order that the titles of the lands purchased from the State should be derived from the State.

In April, 1862, the Iowa Legislature in joint resolution requested Congress to confirm to the State the odd-numbered lands, known as river land, to the northern boundary of Iowa. Congress complied by passing an act approved July 12, 1862, providing "That the grant of lands to the then Territory of Iowa, for the improvement of the Des Moines River, made by Act of August 8, 1846, is hereby extended to include the alternate sections designated by odd numbers, lying within five miles of said river, between the Raccoon Fork and the northern boundary of the State; such lands are to be held and applied in accordance with the provisions of the original grant, except that the consent of Congress is hereby given to the application of a portion thereof to aid in the construction of the Keokuk, Fort Des Moines and Minnesota Railroad, in accordance with the provisions of the act of the General Assembly of Iowa, approved March 22, 1858." The lands thus designated included some of the most valuable in Iowa, with good stands of timber and deposits of coal and gypsum.

D. W. Kilbourne, an officer of the Keokuk, Fort Des Moines and Minnesota Railroad Company, was appointed by the Governor to select indemnity or substitute lands as provided by the above act of Congress. The company had built its roads from Keokuk to Bentonsport, under the direction of General Hugh T. Reid, before its work was interrupted by the Civil War. In 1864 it was reorganized as the Des Moines Valley Railroad Company, and two years later extended its route through Lee, Van Buren, Wapello, Mahaska, Marion and Polk Counties to Des Moines. After seven years it failed,

was deeded to the Keokuk and Des Moines Railway Company, and was finally leased to the Chicago, Rock Island, and Pacific.

During all this time, controversy over the validity of titles to the lands north of the Raccoon Fork was continued. Samuel Walcott, who was said to be a New York land speculator, bought 320 acres of Webster County land from the Des Moines Navigation and Railroad Company. He then filed suit against the company in the United States Circuit Court of New York, to ascertain the status of the title furnished him. The court's decision that the title was good, was confirmed by the United States Supreme Court in December, 1866. The higher court held that the lands above the Raccoon Fork had been withdrawn from sale and entry because various officials of the Land Department had disagreed as to the extent of the grant, and that the Congressional Acts of 1861-62 "had conferred the title on the Des Moines Navigation Company and its grantees." Walcott was therefore the legal owner of the land he had purchased.

The navigation company, claiming more than 100,000 acres above the Raccoon Fork, thereupon began to notify settlers to vacate their property.

To establish the rights of actual settlers against the claims of the company, the Secretary of the Interior, O. H. Browning, reviewed the various past decisions of United States officials, the decisions of the courts, and the pertinent Acts of Congress. He upheld the claim of one Herbert Battin, who had purchased a tract within five miles of the Des Moines River in an odd-numbered section above the Raccoon Fork. Battin had bought the land and improvements from a pioneer settler. By Browning's decision, Battin's entry was approved and filed for patent.

Another claimant, Mrs. Hannah Riley, a widow whose husband had taken up residence near Fort Dodge in 1855, was not so fortunate, although on October 18, 1863, she had received a patent for the land signed by Abraham Lincoln, President of the United States. The Riley tract was a part of a section purchased by William B. Welles of New York from the Des Moines Navigation and Railroad Company, and claimed by him under the grant to that company. Mrs. Riley based her claim in the pre-emption law of 1841. The case, appealed from the Circuit Court of the United States for the District of Iowa to the United States Supreme Court, was heard in December 1869. The higher court decided in favor of

Welles, stating that the case was "not distinguishable from that of Walcott vs. The Des Moines Company." Mrs. Riley lost her case, and more than 2,000 settlers were said to have been affected by the decision.

Another aspect of the conflicting rulings appeared in 1873 when Litchfield filed a complaint against Webster County "to enjoin the collection of taxes levied from 1859 to 1866, upon 32,602 acres of land." Taxes of \$10,174.76 had been levied, with interest and penalties assessing at \$64,235.51, a total of \$74,410.27. Litchfield contended that the taxes for those years prior to the Walcott decision, were improperly charged to him. The court ruled that the complainant's lands were not subject to taxation before 1862, but that he must pay the full amount plus six percent interest, and without penalty, for the years 1862 to 1866. When both parties appealed, the Supreme Court upheld the decision of the lower court, giving the opinion that the United States relinquished the title by the resolution of 1861. According to Iowa law, the land was then subject to taxation by the following year. In the same proceedings (101 U.S. 773), it was ruled that Litchfield was a grantee of the navigation company, and "all the lands in the suit had been certified and Litchfield or those under whom he claims were bona fide purchasers from the State."

The homesteaders sought to protect their interests by secretly organizing a "Settlers' Union," through which they hoped to evade, thwart, or physically oppose officers of the law who came

The Iowan

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to evict them. A rumor spread that everyone in the Settlers' Union would be arrested and military troops would be brought in to enforce the law. Irate citizens amassed stores of dynamite, fuses, and a large supply of firearms. To keep the peace, United States District Judge Shiras of Fort Dodge ordered the marshal to return writs without attempting their execution.

As controversy over the claims raged on, several bills were proposed to Congress to indemnify the settlers. They failed to pass. Then Capt. Jackson Orr of Boone, Congressman from the Sixth District of Iowa, collected the most important facts involved and laid copies of the printed summary on the desks of members of Congress. A commission appointed by Governor Carpenter of Iowa in 1872 had reported that 1,032 claimants were liable to lose a total of 109,057 acres of land valued at \$902,777, with improvements valued at \$758,031. At the time, 245 suits were pending against the settlers.

A national three-man commission was then ordered to investigate. They assembled somewhat lower figures than those included in the Iowa report, covering only such lands as were then claimed by the navigation company and its grantees, and not embracing those cases in which the settlers had purchased a title for the second time. This was in December, 1873.

Jackson Orr then introduced a bill to indemnify the settlers named in the latter report, and appropriating \$404,288, the value of the lands named therein, for that purpose. The bill passed the House by a large majority and would have passed the Senate to become a law in 1874, except for the opposition of one of the prospective beneficiaries, George Crilly, whose farm near Fort Dodge was said to be worth \$100 an acre. An Easterner named Burrows who had bought the land from the navigation company, had sought to evict Crilly. The latter borrowed money and personally went to Washington to appeal to Congress. B. F. Gue, in his *History of Iowa*, has told what happened. "The Orr indemnity bill which had passed the House was then before the Senate. Mr. Crilly was so confident that some branch of the Government would protect him and his home that he had a memorial prepared denouncing the indemnity bill as unjust to the settlers and in their behalf he urged the Senate to defeat it. This memorial and Mr. Crilly's personal efforts defeated the bill."

Senator William Evarts of New York introduced a bill similar to that pro-

posed by Orr, to indemnify the settlers "whose titles had failed through the decision of the Supreme Court in the Riley and Crilly cases," wrote historian Gue. "The Navigation Company and its grantees were willing and anxious to join with settlers in securing indemnity for those who had lost their homes, in order that their titles might no longer be questioned, but many of the settlers still had a hope that there was a chance to reverse the decisions of the courts which awarded the title to the Navigation Company." Thus, without the support of the settlers themselves, this bill also failed.

During President Harrison's administration, Attorney General Miller brought a suit, "United States of America vs. Des Moines Navigation and Railroad Company et al." It was tried before Judge Shiras at Fort Dodge, in the United States Circuit Court for the Northern District of Iowa. Judge Shiras found for the defendants, stating: "The question is not as to the legal title to these lands between the Navigation Company and its grantees and the settlers, but as to the duty and obligations resting upon the United States to remedy a wrong done to its grantees and resulting from the acts of its own officials." B. J. Hall and Col. C. H. Gatch represented the defendants. Iowa Attorney General John Y. Stone, Whiting S. Clark, and D. C. Chase, who appeared for the Government, appealed to the United States Supreme Court. There Justice Brewer confirmed the decision of the lower court, giving the opinion, "It is clear beyond doubt that the Navigation Company was a bona fide purchaser within the meaning of the resolution of 1861, and intended as a beneficiary thereunder." The final decision confirming the title in the Des Moines Navigation Company was handed down January 11, 1892. (142 U.S. Reports, page 510.)

In the final phase of the affair, Robert L. Berner was authorized under a provision of the Sundry Civil Act of March 3, 1893, to act as a special agent to investigate the claims of the settlers within the "so-called" Des Moines River Land Grant. With painstaking care, he prepared and submitted to the ensuing litigation and decisions, the names of the settlers listed as claimants, their tracts of land, and all pertinent details. He reported the aggregate value of the property lost to the settlers by decisions of the courts was \$387,232.94. An original Congressional appropriation of \$200,000, made in 1894, was later increased to \$390,000. The settlements were made until finally only one claim

under the first grant remained unpaid, according to Roscoe L. Lokken, whose book, *Iowa Public Land Disposal*, was published by the State Historical Society of Iowa in 1942. "The beneficiary of this claim," wrote Lokken, "was a native of Sweden whose address was unknown, and which, after diligent effort, it has been impossible to ascertain." John L. Stevens of Boone, who was appointed to investigate the claims of possible beneficiaries, made his report to the Secretary of the Interior on April 27, 1901. He had personally investigated 581 cases. "Of these," stated Lokken, "163 claims amounting to \$183,623.02 were allowed."

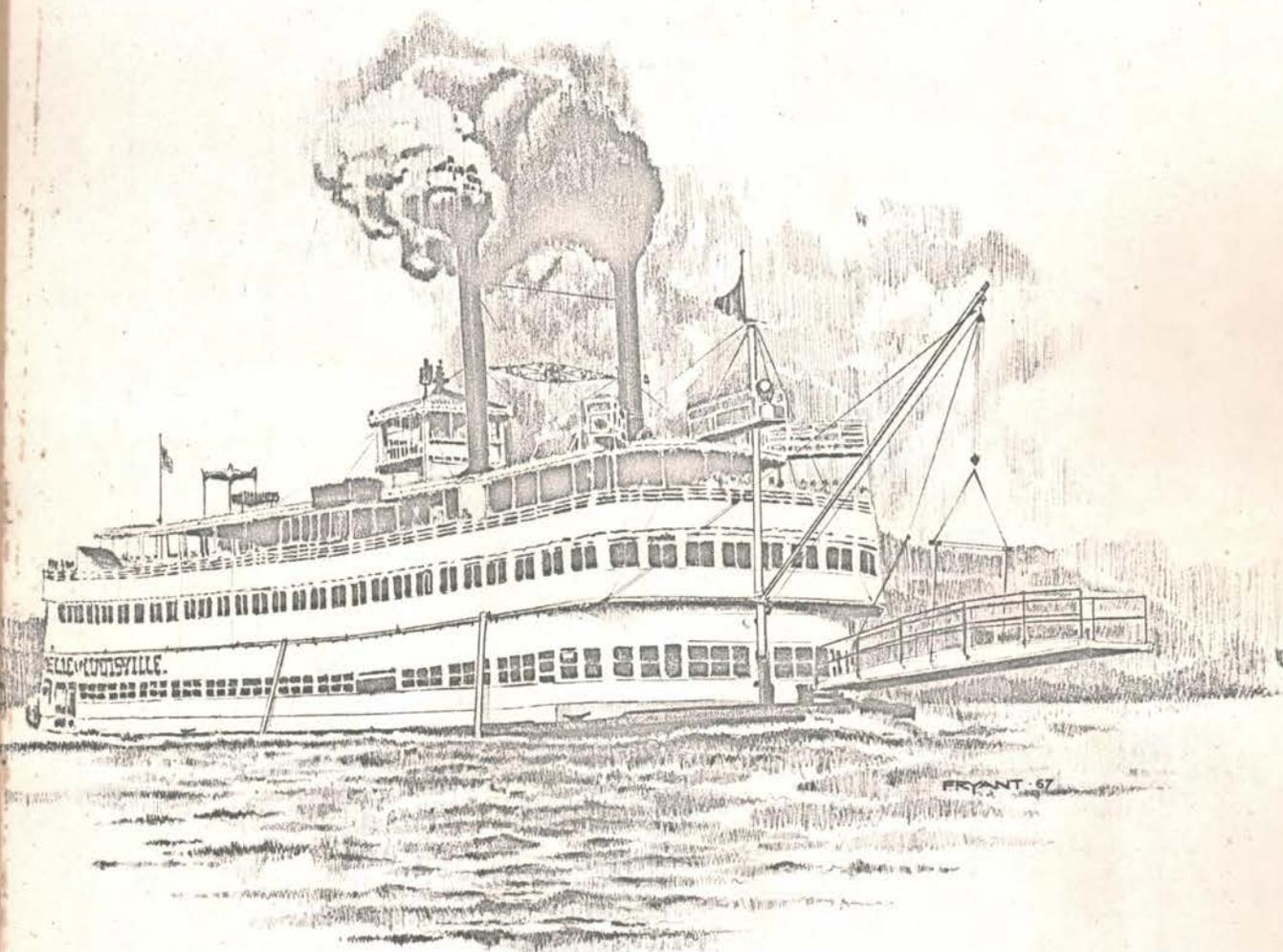
Here is a final note on the land grant affair. Col. C. H. Gatch of Des Moines was the attorney who represented the Des Moines Navigation and Railroad Company during the latter part of the nineteenth century. In 1881, James B. Weaver, Jr., a young man from Bloomfield, became associated with Col. Gatch. Weaver's father had been nominated for the Presidency of the United States by the Greenback Party in 1880, and in 1892 was to become the Peoples' Party candidate for the same office. James B. Weaver participated in much of the Des Moines River grant litigation, and after Col. Gatch's retirement continued to protect the Litchfield interests, estimated in 1911 as "many thousands of acres" of Iowa lands. Weaver was attorney for the Litchfields for a record 59 years, from 1881 until his death in 1940.

The Litchfield family still retains substantial holdings in Webster, Hamilton, Boone, and Humboldt counties. These parcels of lands and farms are chiefly under the control of Edward S. Litchfield of Greater New York, who manages them for the fourth generation of Litchfield heirs, and who visits Iowa at least once a year.

CREDITS

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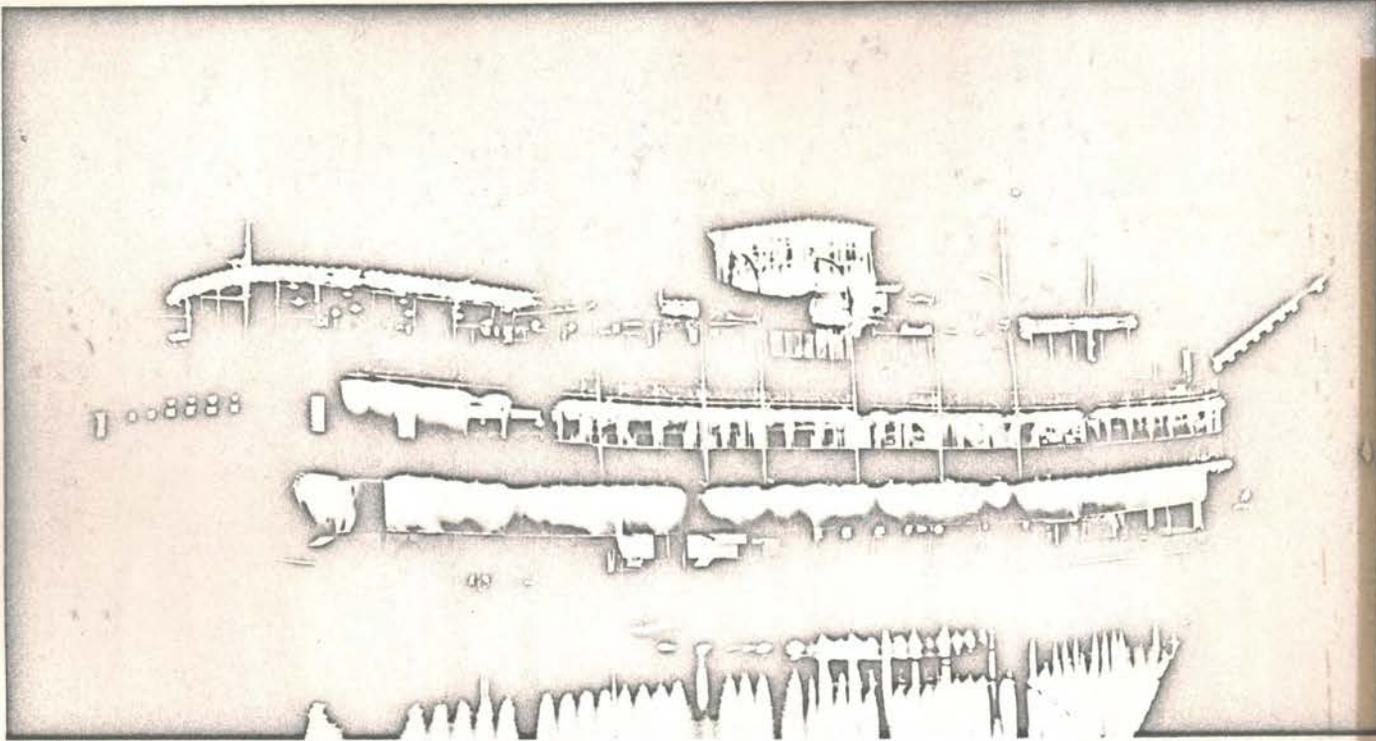
# STEAMBOAT BILL



JOURNAL OF THE  
STEAMSHIP HISTORICAL SOCIETY OF AMERICA

NUMBER 102

SUMMER, 1967



## BELLE OF LOUISVILLE Steams On

By

David Tschiggfre

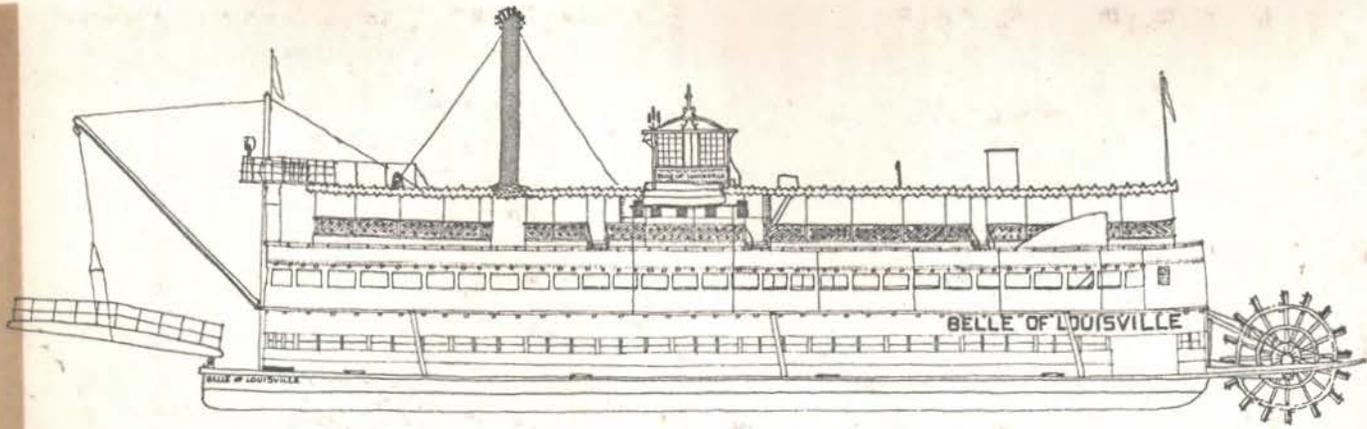
Perhaps one of the most famous steamers of the twentieth century is the steamer IDLEWILD b AVALON c BELLE OF LOUISVILLE. During her fifty-three year history as a ferry, packet, towboat, and excursion boat, she has traveled almost every navigable waterway of the inland rivers, a record that few, if any, other steamers can boast. The accomplishment of this feat merely testifies to her extraordinary strength and stamina, characteristics that have enabled her to continue to ply the western rivers, more than a half century after she was launched. Thanks are due to Waterways Journal, from which much of this history is taken, and also to Alan Bates of Louisville and most especially to Capt. Clarke C. Hawley of Charleston, W. Va., for his help and suggestions in writing the history of this grand old lady.

The story of the steamer begins at the yards of James Rees and Sons, on the banks of the Allegheny at Pittsburgh, where the hull of the steamer IDLEWILD was launched on October 18, 1914. During the next three months she was fitted out and on January 8, 1915, the steamer left for Memphis. She would not revisit her place of birth until 1946. The hull of IDLEWILD measured 157.5 by 36.0 by 5.0 feet, and was 181.5 feet long with her sternwheel. The steamer measured 260 gross tons. She was built, like most of the Western Rivers steam-

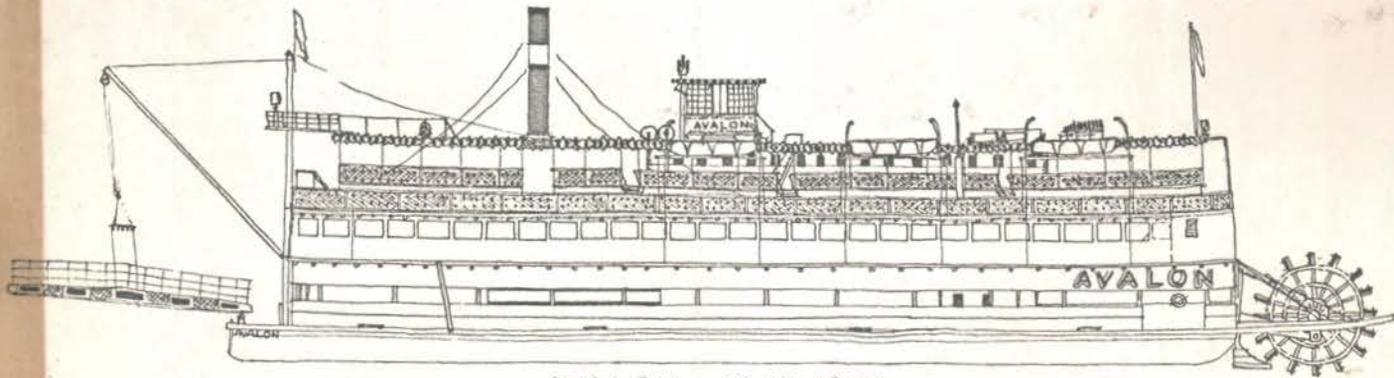
boats, with return flue boilers: there were three of them, 44" in diameter, 24' long, and containing five 8" and two 10" flues. They were allowed 240 pounds, and developed 400 horsepower. The engines were 16" bore with a 6½' stroke. Measuring 19 feet in diameter by 24 feet long, her sternwheel had 16 buckets, each 24" wide. That wheel averaged 15 rpm with a maximum of 24. The very first concrete and asphalt main deck, 2 inches thick, was built on IDLEWILD. Her steel hull was divided into 21 watertight compartments; it is estimated that some 300,000 rivets went into her construction. When finished, the steamer that carried the "Safety First" slogan on her pilothouse for many years cost around \$85,000 to build.

IDLEWILD's first owner was the West Memphis Packet Co., who operated her in ferry service between Memphis and Hopefield Pt., Arkansas. Between ferrying jobs she ran excursions, being allowed 1600 passengers and making 10 mph. In 1922 and 1923 she substituted for KATE ADMAS between Memphis and Rosedale, Mississippi. However, her ferrying service ended with the construction of the Harahan Bridge at Memphis. On Nov. 7, 1925, IDLEWILD was sold to the Tri-State Ferry Co. at Cairo for use as a ferry boat between Cairo and Bird's Point, Missouri. Then in 1928, when the packet boat business was dying out,

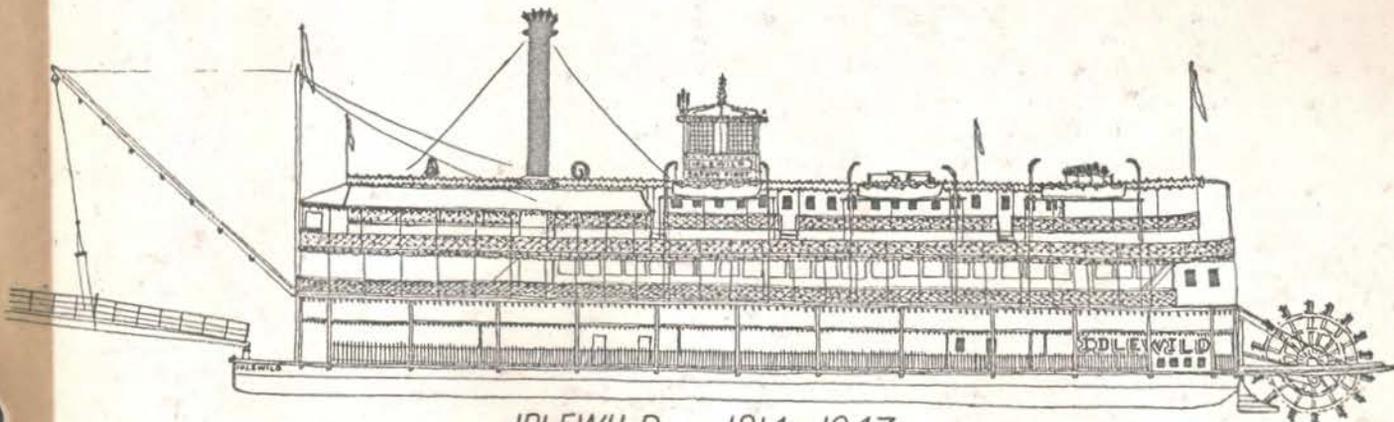
Steamboat Bill pg #2



BELLE OF LOUISVILLE - 1962 -



AVALON - 1947-1962



IDLEWILD - 1914-1947

ST. KATHARINE  
24

Steamboat Bill 1933

IDLEWILD was again sold.

This time she was purchased by the New St. Louis and Calhoun Packet Corp., of Hardin, Illinois, under the management of Henry C. Meyer, for excursions on the Illinois River and for hauling Calhoun County apples. The boat was in the Louisville excursion trade during 1932 and did some "tramping" to various points on the Ohio and Mississippi Rivers. When World War II broke out, IDLEWILD was pressed into towing oil barges during the winter months. Toward the end of that period, in January of 1945, the steamer received a new shaft from the Frisbee Engine and Machine Company of Cincinnati.

IDLEWILD was again sold in 1947 to J. Herod Gorsage of Peoria, Illinois, who renamed her b AVALON to fulfill a "deathbed request by her Master, Capt. Ben Winters, who had started his life's work aboard a boat bearing that name."

The next period in the steamer's history is the one in which she became well-known to thousands of persons all along the inland waterways. These were the years that she tramped to such far-flung cities as Omaha, New Orleans, St. Paul, Stillwater, Pittsburgh, Joliet, Nashville, Charleston, Knoxville, and many landings between them. She maintained a demanding schedule, meeting excursion dates miles apart as a matter of course.

AVALON was sold in 1949 to Ernst A. Meyer and the Steamer Avalon, Inc., of Cincinnati. During this ownership the steamer acquired a 33 by 96 foot maple dance floor capable of accommodating 500 people. The steamer was allowed 1370 passengers in those days and carried a crew of 48. Also during this time, the boat was "boxed in" so that her cruising season could be extended from April through October. Her stacks were cut down about ten feet, and the dome atop her pilothouse was removed so that she could navigate on some lesser streams. In the course of her yearly travels, she visited 17 states and plied the waters of some seven rivers.

In the winter of 1952-53, she was converted from coal to oil, and her texas was shortened about thirty feet. AVALON carried an auxillary boiler from BETSY ANN, a water pump from CHARLES DORRANCE, and her stage was from the Wisherd steamer, G. W. HILL. In the spring of 1954, sponsons were added to her hull, increasing her beam from 36 to 41 feet, and increasing her stability. The work was done by the Marietta Mfg. Co. at Point Pleasant, West Virginia.

The steamer AVALON remained the last "tramp" into the fifties and early sixties, bringing back many memories with her churning sternwheel and calliope. That grand steam instrument, ably played by Capt. Clarke "Little Doc" Hawley, AVALON's Mate and later her Master, was well over 60 years old. It was a 32-note model, and it took quite a bit of stamina to play a tune with 55 pounds pressure on

each key. That calliope, carrying for a half mile around, and the steamer's beautiful three bell chime whistle, were sounds that were fast becoming extinct on America's inland waterways. The boat retained her eight foot wooden steering wheel, and kept the engine room "jingle bells" as auxiliaries. (For those interested in hearing AVALON's engine room bells, roof bell, exhaust, sternwheel, whistle, and calliope; see the Golden Crest Recording Company's LP album, "Here Comes the Showboat", CR-2003).

The steamer's roof bell was cast in 1899 and weighs about 400 pounds. At Owensboro, Kentucky, in 1954, the old boilers on the steamer (not the originals, but those from CITY OF HELENA) which were allowed 157 pounds, were replaced by three of GORDON C. GREENE's and were allowed 200 pounds. Two wing bridges were added in 1960, and the railing around her hurricane roof was removed. AVALON continued "tramping" until the end of her 1961 season, but increasing financial difficulties spelled her end as a tramp. In February of 1962, the Steamer Avalon, Inc., filed a bankruptcy petition and the boat was ordered sold to the highest bidder. On May 24, 1962, at 10:30 a. m., the public auction was held at Cincinnati, and as a result, the boat's new owner became the Jefferson County Fiscal Court for the sum of \$34,000.

The next stage in the steamer's history began on June 5th, when she was towed downstream from Cincinnati and tied up at Louisville. Soon after, she went on the ways across the river at the Jeffersonville Boat and Machine Company for re-conditioning, and work began on August 27th. Finally, on Oct. 14, 1962, the steamer was rechristened BELLE OF LOUISVILLE before 3,000 cheering residents of Jefferson County and Louisville. The BELLE was to operate public excursions in the Louisville area, and was available for charter and by January of 1963, over half of her 1963 season had been booked.

The season opened in April, and on April 30 she lost her first race with the tourist steamer DELTA QUEEN of Cincinnati's Greene Line. However, she got revenge in 1964 when she nosed out the QUEEN in a rematch.

On June 2, 1964, the BELLE set a record when she reached Mile 108.5 on the Green River--the largest steamer ever to operate up that far under her own power. As AVALON, the steamer also is on record as being the latest (or maybe the last) vessel to operate out of Knoxville on the Tennessee River. (For the present-day history of the BELLE OF LOUISVILLE, Alan Bates' book, "Belle of Louisville-Ohio River Steamboat" is recommended.)

In 1965 she received two new 250 hp. boilers from the Fintube Boiler Co. However, in her 1965 race with the QUEEN, she was again defeated because she could not maintain the proper water level or develop enough horsepower to keep up with her 2000 horsepower ri-

Steamboat Bill pg #4

val. To remedy that situation, the BELLE was given a handicap in the 1966 race, but she was still edged out by the more powerful QUEEN. Although her present boilers are satisfactory for her excursion service, the future of the races was in doubt if new ones were not installed. In July of 1966, a Louisville bank agreed to loan the steamer the money for streamlining her bow and replacing her boilers; however, the next race won't be held before 1968.

As can be seen, the IDLEWILD-AVALON-BELLE OF LOUISVILLE story portrays one of the hardest and most widely traveled steamers ever built. Few people realized on that day in 1914 when her hull first hit the water that the steamer and the river were as one; the history of the one being bound up in that of the other.

AVALON at night, photo taken at Prairie du Chien, Wisconsin, August, 1954 by Don Rehm

#### ABOUT THE AUTHOR:

Dave Tschiggfere became "hooked" on steamboats in August, 1958 when he boarded AVALON. Now a sophomore at the University of Dubuque (where he is studying to be a math teacher), his collection of steamboatiana has grown from five photos to hundreds of tapes, stories and photos. He graciously mentions that on a DELTA QUEEN trip he met a SSHSA member who introduced him to Steamboat Bill and this article is written in appreciation of the pleasure he has received from our publication. Dave is a contributor to Waterways Journal and a member of our fine sister society, Sons and Daughters of Pioneer Rivermen.

## Back To Riverboats



The Delta Queen packing 2,000 horsepower scored a clear cut victory



The Belle of Louisville, huffed and puffed without success. She lost by a mile and a half

Photos by Gillett

There hadn't been so many persons directly involved in a waterborne contest for ages as took part in the first Ohio River steamboat race in 35 years at Kentucky Derby time at Louisville. There were 908 aboard the stern-wheeler Belle of Louisville, 49 years old, and 400 passengers and crew on the larger and younger Delta Queen, aged 37, for the 12-mile huffing and chuffing match.

The Belle showed early foot after a shuddering start while she pulled her bow clear from mud, but then the Queen's large red paddle wheels churned up a ribbon of foam from her 2,000-horsepower engines and she went ahead. As she passed the laboring dowager, the Queen's calliope wheezed "Good Bye, Little Girl, Good Bye," and moist-eyed supporters downed another mint julep. The Queen's winning margin was a mile and a half.



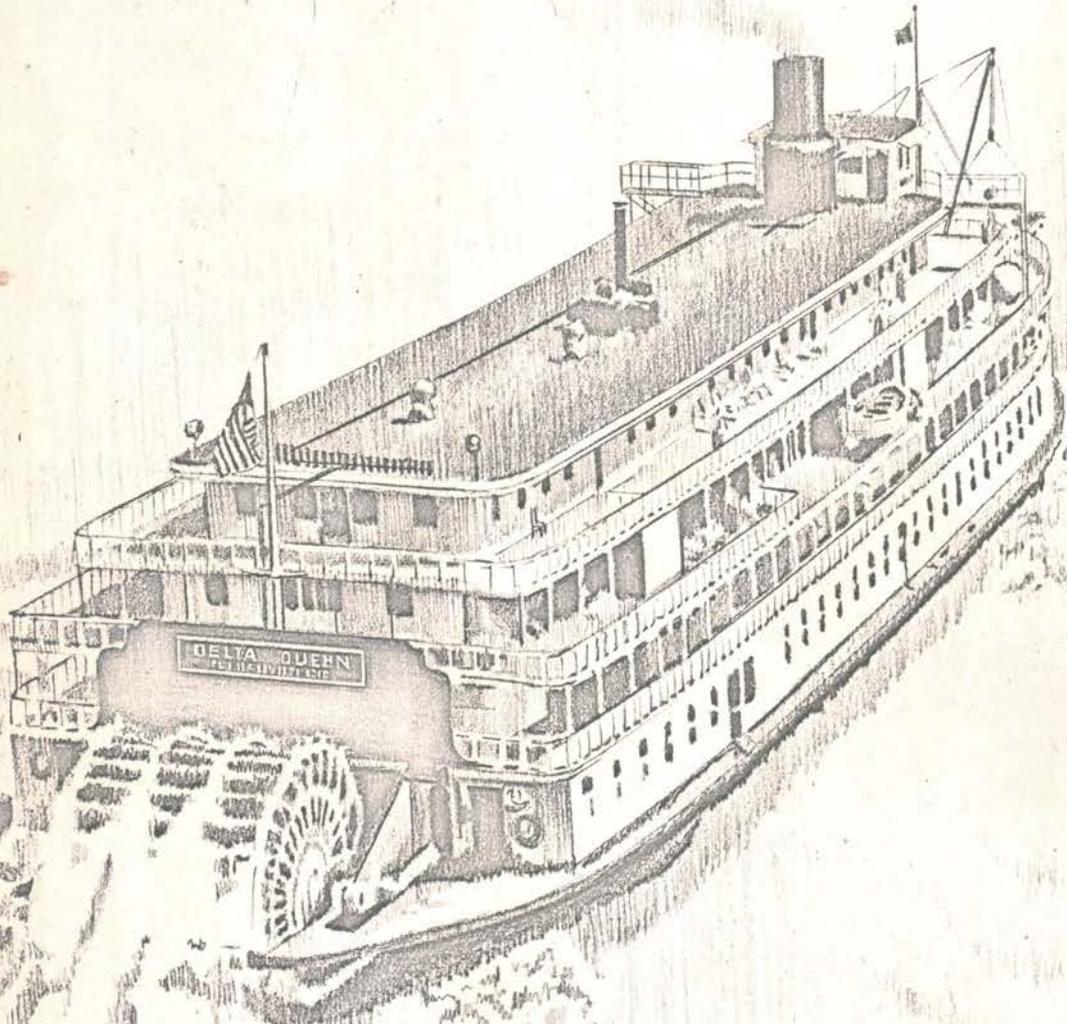
The bill issued by the Kansas Valley Bank of Atchison, Kansas, bears the contemporary likeness of William Bradford Waddell who was its president. William H. Russell was the bank's cashier. The side wheeler steamer pictured bears the name, W. H. Russell, on pennant and stern. It was built for and owned by the firm of Russell, Majors & Waddell and was used in the Mississippi and Missouri River freight and passenger traffic.

### DAILY GATE CITY

#### CAPTAIN LEYHE DIES AT HOME IN ALTON, ILL. AUGUST 23, 1930.

Word was received here today of the death at his home in Alton, Ill., of Captain William Leyhe, owner and president of the Eagle Packet company of St. Louis, Mo.

Mr. Leyhe was well known in Keokuk and visited relatives and friends here many times. He has a niece living in this city, Mrs. Katie L. Grams.



FRYANT '67

Captain Absalom C. Grimes, daredevil mail carrier, from a photograph made during the Civil War.



*The Saga of*

# Captain Absalom Grimes

## Confederate Mail Carrier Extraordinary

By Leonard V. Huber

A LITTLE known chapter in the postal history of the United States is the fascinating tale of Absalom Grimes' adventures as a Confederate mail carrier. Grimes was not a postman by occupation, but an upper Mississippi River steamboat pilot who grew up in St. Louis and learned his trade under the tutelage of his father, a pioneer pilot on the St. Louis - Dubuque run.

When the war broke out in 1861, Grimes was in his late twenties, unmarried and living in Ralls County, near Hannibal, Missouri. Ordered to report to the Union Army at St. Louis for pilot duty, Grimes, Samuel Clemens (Mark Twain) and another pilot by the name of Sam Bowen, all of whom were completely unenthusiastic about serving, simply walked out of head-

quarters when General John B. Grey left the room for a moment to talk to some young women visitors.

Heading for Hannibal and home, Grimes and some of his friends from the neighborhood formed a company of irregulars; they were determined to fight for the Confederacy. After a series of backwoods skirmishes, his outfit was eventually absorbed by the Confederate army and he saw action on several occasions. Captured at the end of 1861, he was brought to St. Louis and placed in the Myrtle Street Prison.

In March 1862 along with other prisoners, he was put aboard the steamboat "Alton" to be transported to the penitentiary at Alton, Ill. This proved to be a serious mistake on the part of his captors;

St. Louis - Dubuque  
Upper Mississippi  
River Steamboat  
Pilot

Ab Grimes was in his native element aboard a steamboat. He knew the pilot of the "Alton" and the assistant engineer and when the prisoners marched off the boat, Grimes was still aboard. Grabbing an oil can, he pretended to be oiling the "doctor" in the engine room when guards searching for stragglers came below. Next morning he discovered the "Hannibal City" moored next to the "Alton" and, as he knew her pilot too, he came aboard by a ruse. A quick passage on the steamer put him back in St. Louis only sixteen hours after he had been sent away. This time he was a free man.

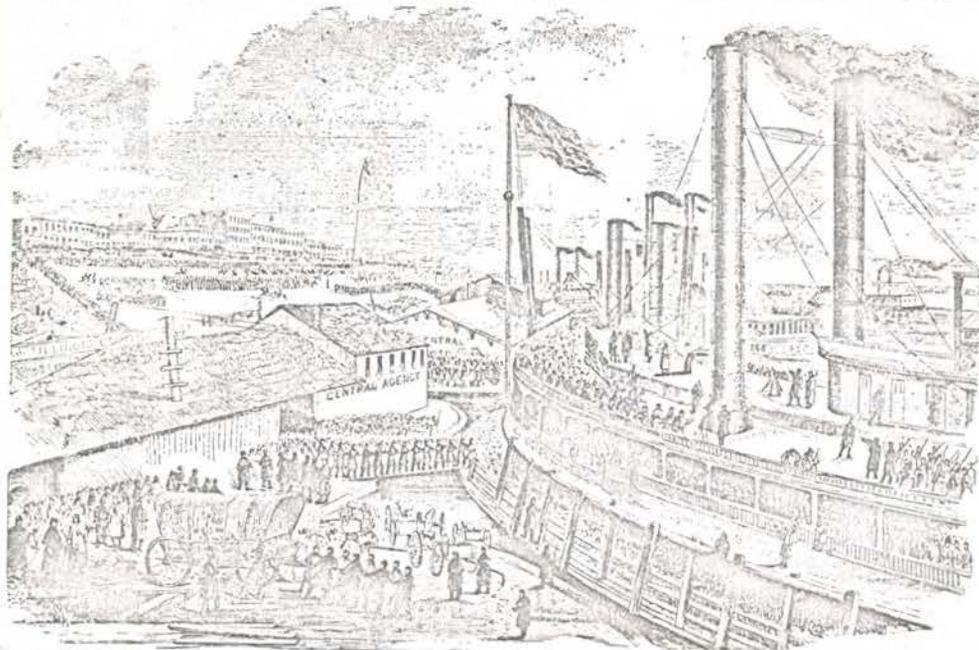
Missouri in 1861 was one of the border states, its people badly divided. Many of its sons were fighting in the Confederate Army; but, early in the war, the Federals gained control and maintained their power (with an occasional interruption) until the end of the conflict. When the Northerners came to power, nearly all Missouri Confederates turned southward to fight almost as soldiers in a foreign war. Their homes were in the possession of the enemy. They could not return to them and neither could they communicate with their families, except by subterfuge.

The delivery of the mail is in itself a very prosaic occupation in times of peace,

but let war disrupt the postal service and the mail carrier with his sack of mail is immediately a personage. From bitter experience Ab Grimes knew how soldiers prized a letter—any letter. The soldiers from Missouri fighting in Mississippi would not have word from home unless some one "ran the lines" with the mail. Grimes saw the need for the service and instinctively felt that by nature and training he could do the job, so he appointed himself Confederate mail runner.

On April 6, 1862, he was ready. He and his friends had gathered hundreds of letters which he secretly carried to the Missouri regiments at Rienzi, Mississippi. His first trip through the lines took six days to accomplish and great was the joy of the men to receive word from home. Packing a great many letters from the soldiers, he returned to St. Louis. This trip he made by railroad; the next one he was determined to make by steamboat.

Starting out with the mail in the "Far West," he left the boat 60 miles below St. Louis and obtaining a skiff from a friend in the neighborhood, Grimes floated past the Union lines at Cairo, after having camouflaged his boat with willow branches. Falling into the fighting then going on, he detoured into Arkansas where by bad luck



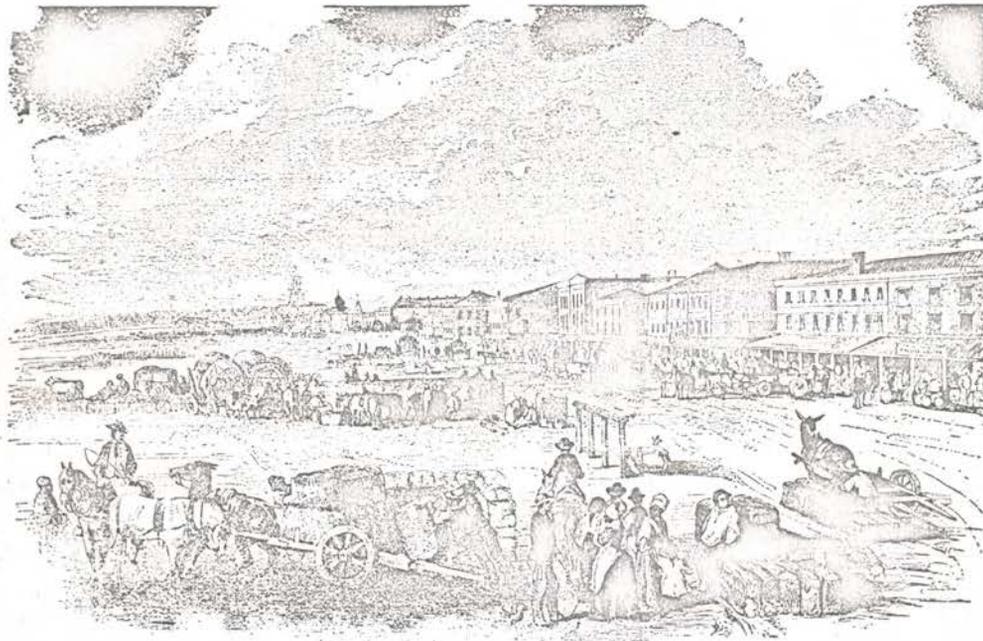
EMBARCATION OF GENERAL WHEELER'S DIVISION AT CAIRO—THE ARRIVAL OF THE GREAT MISSISSIPPI REPTER—JANUARY 15, 1862—Engraving by Mr. Alexander Johnston—(See Page 7.)

Cairo was a busy place when Grimes arrived with his carpetbag full of mail.

Capt Absalom - pg #2

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

Capt Absalom - pg # 3



VIEW OF MEMPHIS, TENNESSEE.

Union-held Memphis was Grimes' despatching point when he came South with the mail.

he was recognized and captured, but not before he had hidden his carpet bag of mail in a hollow stump in a swamp.

Taken back to Cairo by the Federals, he was confined in jail. At that time Cairo was under three feet of water and in a few days the water came into his cell. Kept on a near-starvation diet, Grimes eventually hacked a hole in the wooden floor with the blade of a flat handled spring-backed knife which he had providentially sewed into the lapel of his coat and which had been overlooked when he had been searched. When the water had gone down sufficiently, one dark and rainy night, he let himself out and boarded the steamer "Planet," a former freight boat, now filled with Union soldiers bound for Pittsburg Landing, Tennessee. Exhausted, he fell asleep and the next morning, the engineer, an old friend of his father's, provided him with dry clothing and food.

After several further hair-breadth escapes, Grimes finally made his way to the Rebel camp at Corinth where he related his unfortunate experiences to the greatly disappointed Missourians who this time had no word from home.

Blithely taking passage on the "Skylark,"

(the captain was his friend) Grimes made his way back to Cairo. Before approaching the town, since he was afraid that he would be recognized, he hid under an overturned lifeboat until the boat again got under way. On June 4, 1862, he again entered St. Louis with a large mail from the soldiers in Mississippi.

By this time, Grimes enlisted the aid of a number of women, both young and old, who worked with him gathering the mail and, when he returned, distributing it. Some of these women took advantage of the voluminous ruffled hoop skirts which were then the fashion. By making the skirt with a double lining, it was possible for a single female to conceal about a thousand letters in her nether garment.

Captain Grimes' next trip, made in late June, carried him to Priceville, Mississippi. On this trip he was appointed the official mail carrier for the Confederate Army by General Sterling Price and commissioned a major.

On one of Grimes' trips, he and another Confederate dispatch carrier named Bob Louden met en route in Indianapolis. They went to the theatre the first night they were there and the next night attending a

meeting held for the purpose of obtaining substitutes for those Indianians who had enough cash to buy one. Grimes was astounded to hear Louden accept a bid of \$800 to take the place of one "patriot," but quickly caught on to the game. He himself accepted a bid of \$875. Giving false names, they received the money next day and were taken to a Federal camp. No guards were posted the first evening and at about 10 o'clock the two friends just walked out and returned to their hotel where they passed the rest of the night before escaping to the South.

On another occasion, Grimes was so disturbed by the appearance at St. Louis of a powerful new Federal ironclad steamboat called the "Essex" that he determined to blow her up. With the help of friends, he constructed a home-made bomb, packed it into an old carpet bag, lighted the long coiled fuse and with the apparatus boldly boarded the "Essex," telling the guard that he had some baggage for her captain. There was some delay and he was unable to properly stow his bag; hastily removing it and himself with it, he beat a retreat to the blacksmith shop where he had made the contraption, expecting every moment to be blown sky high. When he opened the bag and pulled out the burning fuse, it had just four inches to go!

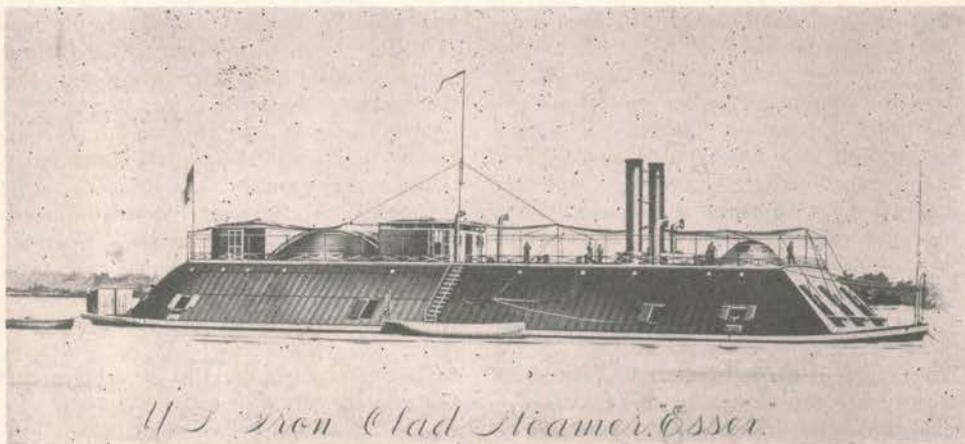
Occasionally Grimes would become a cropper. Once he had about 3,000 contraband letters in his possession. Betrayed by a hotel clerk, he was captured aboard the St. Louis ferryboat "Christy" and the bag

of letters which he had hurled into the river was picked up by the Federal detectives. This misadventure proved to be his undoing and he was taken to prison, tried on the charge of being a Confederate mail carrier and a spy. Pleading guilty to the first charge, he was however found guilty of both on September 10, 1862, and sentenced to be shot to death on the first Friday in December of the same year.

Confined in the Gratiot Street prison in St. Louis, Grimes was not at all downhearted. He set out to plan his escape and escape he did. Through friends in prison and out, he obtained a strong bar of iron, a large butcher knife which he converted into a hacksaw by working on it with his ever-present case knife. Soon he had sawed a hole in the floor, another in a fence against which stove wood had carelessly been piled; the thirty-two pound cannon ball and the shackles which fastened it to his ankle he left behind as souvenirs. He and another prisoner by the name of Chapman calmly walked out of prison on the night of October 2, 1862, while the guard was being changed.

Almost anyone else would have quit at this point, but not Grimes. *He* was just getting into his stride. There was a price on his head; every Federal detective in the service was looking for him and yet his very first idea was to resume his work as a mail carrier. One can but wonder at the cool courage, the resourcefulness and utter fearlessness of this man.

The next trip found Captain Grimes

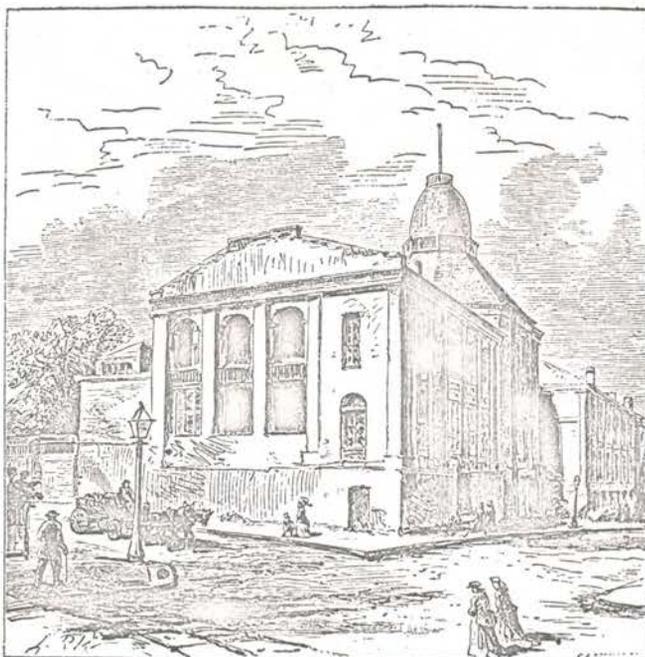


An unwelcome guest with a carpetbag came aboard at St. Louis.

Capt. Absalom - pg #4

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

Once he walked out through a hole in the fence, but the next time it was a little more difficult.



GRATIOT STREET PRISON, ST. LOUIS.

aboard the "G. W. Graham" disguised as a hobo. With the aid of the sister of one of the owners of the boat, he got his mail into Memphis and eventually into Holly Springs, Mississippi.

The year 1862 gave way to 1863 and Grimes' luck still held. A fortunate connection with the owners of the "Graham" did much to help his hazardous work. Meanwhile, the Confederate Armies were being pushed further south; soon Vicksburg was besieged and Grimes was confronted with the job of getting the mail past the formidable Federal blockade in the river. With the help of a tinsmith he had constructed four metal boxes each twelve inches wide, eighteen inches long and eight inches deep. Into these he and his friend Bob Loudon, who was with him that trip, placed the mail, and had the tinner solder the covers to make them water tight. The two mail carriers then provided themselves with a couple of frying pans, wired the boxes and a pair of oars to the inside of a skiff, sank it until the water was within about three inches of the top and taking positions in the water at each end of the boat proceeded one dark night in May to make their way past the Federal fleet, using the skillets as underwater paddles. Once

past the fleet, the pans were used as bailers and soon the two were rowing downstream into Vicksburg.

Next morning the boxes were unsoldered and the mail distributed to the wildly enthusiastic soldiers in the besieged town. Grimes' joy in his exploit quickly faded, however, when he realized the tremendous casualties that the Missourians had undergone since his last visit a month before. More than two hundred soldiers had perished in that time and Grimes was so shaken by the experience that he felt that he never wanted to make another trip in the mail carrying business. When he and Loudon notified the troops that they were retiring from the hazardous occupation, Generals Gates, Cockrell and Breckinridge prevailed upon them to continue the work and a few days later the two friends gathered the mail from the camp, placed it in the tins which were then soldered shut and fastened to the bottom of the skiff. Donning Federal uniforms, they set out at two o'clock in the morning and boldly rowed past the gunboats of the enemy. Eleven hours later they pulled into the mouth of the Yazoo River and the Confederate lines.

The Confederates pressed Grimes into service as a pilot. He saw service on the

Tallahatchie and Yazoo Rivers piloting the "Prince of Wales" and the "Magenta." When word came that the Confederates in Vicksburg were starving, Grimes conceived the idea of capturing a steamer loaded with provisions for the Union troops and running the blockade to aid his friends. A daring, harebrained scheme, he nevertheless received official sanction to carry it out. With twenty-five picked men, they infiltrated into Memphis. The steamer "Luminary" had just docked with more than 900 tons of commissary stores aboard for General Grant's army. Grimes got half his men aboard as deck-passengers and deck hands and, on the morning of July 6, 1863, was about to attempt to take the vessel when the "G. H. Wilson" arrived from downriver with a large canvas sign nailed to her hurricane deck announcing that Vicksburg had fallen on July 4. Quickly abandoning his plan, Grimes successfully got his men off the boat without loss.

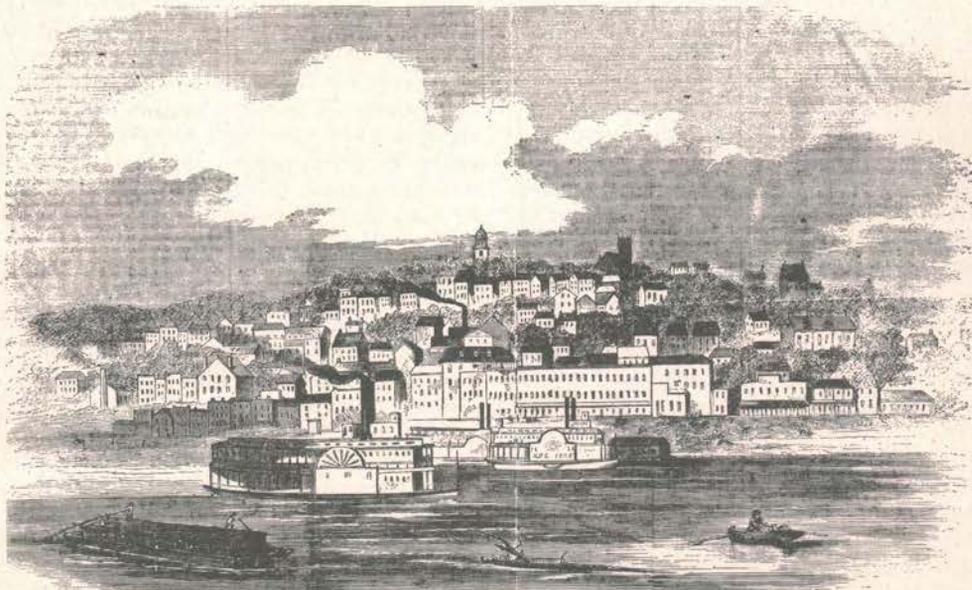
Captain Grimes did courier service in Georgia and Tennessee and despite his earlier resolution, he continued to run the mail. For several years he had courted Miss Lucy Glascock, a Missouri girl, and in the fall of 1863, he asked her to come to Memphis to marry him. She arrived and while they were visiting friends, two Federal operatives came to the house looking

for a man named Keener. Not finding him, they took Grimes along with them to the town's provost marshal where he was recognized and arrested.

Taken first to Alton and later to St. Louis where he was again confined in the Gratiot Street prison, Grimes was tried a second time on March 31, 1864, before a military court on charges of being a mail-carrier and spy for the Confederacy. Convicted, he was sentenced to be hanged on July 8 of that year and returned to his cell. Never one to take a beating lying down, Ab Grimes was soon in the thick of a conspiracy to escape.

On June 18, 1864, he and four others made a break for freedom. Even though he was fettered with a thirty-pound iron ball, Grimes almost succeeded in getting by his guards. Shot in the neck and leg, he was sent to the hospital; three of his companions were killed and only one escaped. Grimes' recovery was delayed purposely by his friends and an effort made to secure his release. On December 1, 1864, President Lincoln signed a pardon for him and he was released, but not before he had been severely beaten on orders from the prison warden for having smuggled some letters outside the walls.

Better days were ahead for Grimes—he eventually recovered his strength and health

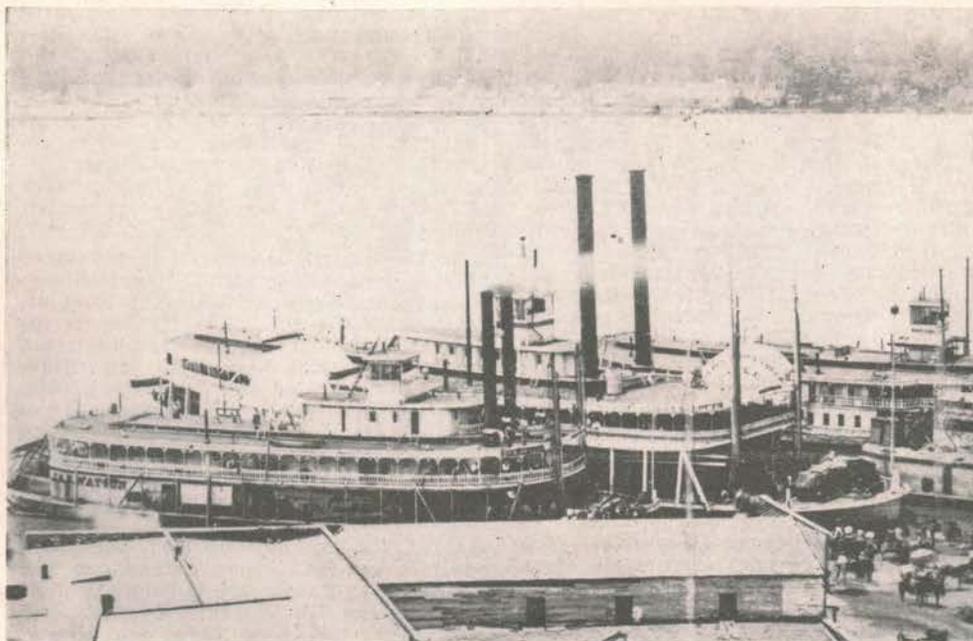


THE CITY OF VICKSBURG, MISSISSIPPI, WHERE THE BATTERY WAS RAISED TO STOP PASSING VESSELS.

Vicksburg as it appeared before the Civil War.

Capt. Absalom - pg 16

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



Grimes was about to take the "Luminary" (middle steamer) when he read a sign.

and on March 7, 1865, married his patient sweetheart at St. Louis. The honeymoon was spent, inevitably, on a river trip to New Orleans aboard the steamer "Henry Von Phul."

For a long time Grimes tried to put the harrowing memories of his wartime experiences out of his mind. It was not until just before his death (he died in 1912 at the age of 77) that he yielded to the insistent requests of his daughter who helped him put his spine-chilling adventures in narrative form.

In the course of his career, Captain Grimes carried thousands of letters and some of these must still exist, although I have never seen one. There are several signs by which one might recognize such a cover. First it should have been carried during the time that Grimes operated, from April, 1862, to November, 1863. Second it should also meet the test of having been sent to a soldier from Missouri or Ken-

tucky (for Grimes also carried the mail for Confederate Kentuckians) in the Mississippi campaign, or, if the cover is from a soldier to a civilian in the North, it should be from a soldier in a Missouri or Kentucky company.

Grimes and his associates sometimes put United States postage stamps on letters when they returned from the South and simply dropped them in the mail. Often, the letters had to be enclosed in new envelopes by the ladies in Grimes' circle; these were then sent by mail or delivered by hand. Undoubtedly, some mention of Grimes will also be found in the contents of such a letter for Ab Grimes was more than a hero to the soldiers for whom he repeatedly risked his neck.

\* \* \*

*The illustrations are from the collection of the author; most of the source material for this article is from Quaije's "Absalom Grimes—Confederate Mail Runner"—Yale University Press, New Haven (1926).*

## Did You Miss the Prospectus for the 1952 Show on Page 743

Capt. Absalom - (3) 7

## WASHINGTON.

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

THURSDAY, MARCH 10, 1859.

## EXPLOSION ON THE STEAMER PRINCESS.

The New Orleans papers of the 1st instant furnish the particulars of the terrible calamity which befel the steamer Princess, on the Mississippi river, about ten o'clock in the morning of the 27th ultimo. Seldom, if ever, has any disaster of the kind on that river been so destructive of human life. We extract the following from the Delta:

"The Princess was on her way down the river from Vicksburg, having on board from one hundred and fifty to two hundred passengers, a crew of at least one hundred, and eighteen hundred bales of cotton. She had touched at Baton Rouge, where she took on board several gentlemen of this city, including some members of the Legislature.

"The Kate Dale had passed, and was proceeding down the river at some distance, but in sight of the Princess, when suddenly a loud report, as of the discharge of a whole battery of heavy artillery, was heard, producing a perceptible shock, and filling the air with smoke and fragments. All rushed on deck, and, looking towards the Princess, saw that she was the victim of this terrific explosion. A thick smoke, only broken by red flashes of fire, completely enveloped the whole steamer, which a few seconds before had excited so much admiration by her grand proportions and graceful movements. Expressions of horror and dismay arose from the beholders of the sad scene.

"Captain Smith, of the Kate Dale, immediately ordered his boat to round to and steer towards the Princess. As soon as she neared the scene the horrors of the disaster came in full view. Language is utterly inadequate to depict the heart-rending features of the dismal tragedy. The force of the explosion had thrown the bow of the Princess on the bank, the flames were rapidly consuming the wreck, cutting off the approach to the bank, and subjecting to further tortures the maimed and helpless; the water was alive with the wounded and the unhurt, some swimming, others clinging to bales of cotton and other floating objects, and all preferring its chances to the more merciless fury of the other element.

"Some time—at least an hour—had elapsed before the Kate Dale had reached the scene, and oh! what an hour was that! The air was filled with piteous cries and groans, cries for help and screams of agony; the shrill tones of women mingling with the hoarse voices of men. Prompt measures were taken by all on board the Kate Dale to afford every aid in their power to the wounded and to rescue those in the river. Fortunately there were two physicians on board the Kate Dale, their names Bulger and Blaffen, whose services were most kindly and efficiently rendered to the wounded.

"Seventy or eighty persons from the Princess were taken on board the Kate Dale. The news of the disaster having reached Baton Rouge, physicians were dispatched, who arrived in time to render their aid. Soon the McRae and the Peerless arrived, and united with the Kate Dale in rescuing the passengers of the Princess—each receiving a number of them, who were carried to Baton Rouge. After awhile the Natchez also came up, and a number of the passengers were taken by her.

"The Kate Dale had some thirty of the passengers and crew, who were uninjured, put on the steamer Vixen, and after doing all that was possible for the relief of the unfortunate steamer those two boats proceeded on their way to the city, and arrived here about two o'clock yesterday afternoon.

"We were among the first on board of the Kate Dale. The scene presented in the cabin of that steamer beggars all description. On the floor lay some fifteen persons badly wounded; five of them taken on board had already found relief in death. Some of the wounded rolled in agony, uttering the most sickening groans; others lay motionless, helpless, and apparently paralyzed,

and all presented that blackened, ghastly, and horrible aspect of the burnt and scalded—the most revolting aspect in which the human form can be presented. Every relief which the case demanded was extended to the unfortunates. Some were taken to the hospitals, others to their own residences and the hotels. The whole number lost and killed may safely be set down as within seventy-five or one hundred at the outside, and we have reason to hope and believe that the number may be less."

The subjoined paragraphs, copied from the Picayune, contain some further particulars of this appalling catastrophe:

"Four of the large powerful boilers exploded at once, driving aft, clearing all before them, and the whole upper cabin, state rooms, hurricane deck, texas and all, fell in almost immediately, and in a few moments the flames burst forth. The shock was so sudden, and so tremendous, so utterly unlooked for as apparently to have bewildered the bravest and most experienced men.

"The force of the explosion, or some other lucky accident, gave the boat a turn towards the bank. She soon struck on a sand bar that jutted out into the river from the shore, and where she grounded. The mate on duty, with several of the crew, jumped on the bar and succeeded in making the boat fast. In the meanwhile those who were uninjured busied themselves in endeavoring to rescue their unfortunate companions buried in the burning ruins of the cabin, and gathered in which were many ladies and children. All who could be moved, wounded or not, were taken on the sand bank, there to await, in a state of agony and horror than can faintly be imagined, the hand of rescue from some passing vessel.

"What an appalling spectacle that small sand bar must have presented to the amazed and grief-stricken beholders; the magnificent boat, now a mass of blazing ruins, in which smoldered the remains of many a pang-stricken soul; the ghastly corpses of the dead lying here and there; the groups of wounded men, disfigured and crushed by the terrible powers of steam and fire combined; the women and children gathered in grief and horror, with the live and well men, all overwhelmed by a catastrophe the more terrible that it was so unexpected, and the fierce flames of the burning wreck lighting up this picture of desolation, and death, and misery. Well might the stoutest heart turn appalled from such a harrowing spectacle!

"The steamer Natchez, the Kate Dale, the McRae, the Peerless, the Tigress, the Empress, the Vixen, the Morrison, and the Magnolia came in their turn, at brief intervals, to lend their aid and sympathy to carry off the wounded, and search for the missing ones, or remove the dead."

## THE NATIONAL ERA.

WASHINGTON, JANUARY 28, 1847.

## SEVENTEEN LIVES LOST—SEVERAL FLAT-BOATS WRECKED.

We take the following from the Cincinnati Times:

The following memorandum from the log of the Ben Franklin, No. 7, arrived this morning from New Orleans, is from the books of the Merchants' Exchange:

"Left New Orleans on Monday night, the 11th instant, at 10 o'clock. Boats in port for Cincinnati, Jamestown, John Hancock. Lost thirty hours in the Mississippi, saving a flatboat, which we found about six miles below Helena, at the head of Montgomery bar, floating, sunk to the roof, with five men on board; the boat belonging to Paterson, of Cincinnati, W. H. Marandy, master, and loaded with flour, whiskey, and oats. The Ben Franklin, No. 7, towed the boat to shore, and succeeded in saving the cargo in a damaged condition. Another boat was lost one mile above, same night, name and destination unknown.

"We also took in our passage the crews of four different boats that were lost in the late storm, who informed us that there were many more lost between Memphis and Plum Point. Mr. Charles Smith, who came passenger with us from Raleigh, informs us that there were two coal boats sunk at the mouth of the Wabash, the crews of which, thirteen in number, were all lost, except one man, by freezing and drowning. Some succeeded in

reaching the timber on the island, but it being overflowed, they hung on to the trees until they froze and dropped in the river. Five miles above, another boat with five men was lost, with all on board. The steamer Louisville ran over a flatboat at Enterprise, and sunk her instantly. A great deal of ice was running out of the Wabash, and also out of the Upper Mississippi at Cairo."

## THE NATIONAL ERA.

WASHINGTON, JUNE 24, 1847.

From the New Orleans Times (Extra) of June 19.

## DREADFUL DISASTER.

It pains us to say that the steamer *Etna*, Capt. Phillips, on her downward trip from Ouachita to this place, blew up on the 4th instant, opposite the town of Columbia, as she was starting from the landing, instantly killing twenty or more persons, and dreadfully wounding several others.

The boat sank immediately after the catastrophe, and nearly everything on board was lost.

Seventeen of the bodies had been found. Several of the wounded have been brought to this place.

# Busy Times on River in the Good Old Days

**THE GATE CITY**  
PUBLISHED BY  
**THE GATE CITY COMPANY**

Keokuk, Iowa SEPTEMBER 10, 1905.

### List of Old Time Steamers.

The following is a list of old time steamers that I have compiled since my earliest recollection of steamboats in 1842 and have added Captain J. W. Campbell's earliest recollection of steamers on the Mississippi and their commanders. The captain, I believe, is now the oldest early steam boat commander living, and I compile this list at his request.

These steamers plied the Mississippi between St. Louis and St. Paul:

- Shamrock, 1821 — Captain James May.
- Mechanic—wrecked in 1830.
- Red Rover—Captain Geo. Throckmorton.
- Black Rover—Captain Geo. Throckmorton, 1830.
- Chieftain (one-quarter pitch roof)—Captain Shellcross.
- Astoria 1830—Captain R. P. Clark.
- Java, 1830—Otis Reynolds.
- William Wallace (first Keokuk packet)—Captain Cameron.
- Warrior, 1832 (single deck, towed barge)—Captain Throckmorton.
- Winnebago, 1832—Captain Thomas O'Flaherty.
- Onaconsin, 1832 — Captain George Crossby.
- Herbine, 1833—Captain Paschat.
- Shian, 1832—Captain Otis Reynolds.
- Olive Branch, 1834—Captains Holcomb and Ramsey.
- Smelter, 1836—Captain Scribe Harris.
- Adventurer, 1836 (first stern wheel on upper Mississippi)—Captain Vanhouten.
- Missouri Fulton, 1836—Captain Orin Smith.
- First St. Peters, 1836—Captain Geo. Throckmorton.
- Rosalie, 1837 (first regular and second Keokuk packet)—Captain William Littleton.
- First Quincy, 1839 (third Keokuk packet)—Captain N. Cameron.

- First Dubuque, 1838 (sank in Sycamore chain, Des Moines Rapids)—Captain Thos. O'Flaherty.
- Arie, 1838 (sank at Prairie Du Chien with \$4 000 silver to pay soldiers)—Captain Geo. Throckmorton.
- Pavillon, 1837 (made trip to Ft. Dodge on the Des Moines river)—Captain William Phelps.
- Palmyra—1839.
- Chippewa—1842.
- Indian Queen, 1844—Captain E. Saltmarsh.
- First Boreas, 1840 (Keokuk packet).
- First Die Vernon, 1840 (Keokuk packet)—Captain Mullikin.
- Annowane, 1839 Keokuk packet).
- Gov. Briggs, 1837—a Keokuk and St. Louis packet.
- Illinois, 1840 (second boat to sink on Mechanic's rock)—Captain Robert McAllister.
- Brownville, 1838 (sunk head of Tully island)—Captain Miller.
- Agatha, 1839—Captain John Laferty.
- Gov. Dodge—1839.
- Irene, 1838—Captain Atchinson.
- Prairie Bird (stern wheeler, sank above Keithsburg wreck in command of Larry McDonald, noted for attempt at reprisal on Lake Erie in interest of confederacy; wreck removed by government in 1889)—Captain Atchinson.
- Rapids, 1843—Captain Morton Kennett.
- Mermaid, 1842—Captain I. Lusk.
- Sarah Ann, 1844—Captain John Laferty.
- Gen. Brooks, 1844—Captain Geo. Throckmorton.
- Cecelia, 1846—Captain Geo. Throckmorton.
- Osprey Capt. Geo. C. Anderson (first Keokuk Banker who purchased the steamer from Jo Smith, the Mormon pulpit of Nauvoo, Ill.
- Gipsey, 1840 (first boat to carry a calliope)—Captain Thos. Gray.
- Second Dubuque (opposition packet).
- Envoy, 1854—Captain J. W. Campbell.
- Senator, 1854 (second packet in St. Paul trade)—Captain Orin Smith.
- Elpaso 1849—Captain Thos Bries-

- ly.
- Lucella, 1854 (first boat with balance buckets)—Captain E. Laville.
- West Newton, 1854 (third St. Paul packet)—Captain Smith Harris.
- Latrobe, 1855—Captain R. Gray.
- Saranac, 1856—Captain Robert Reley.
- Fanny Harris, 1859—Captain Samuel Harris.
- List of palatial packets that ran in the St. Louis and Keokuk trade about 1840 and since:
- New Boreas—McCune Packet company.
- Two Kate Kearneys — McCune Packet company.
- Two La Cledes—McCune Packet company.
- Ocean Wave.
- Two Gem Cities.
- Two Lucy Bertrams—Keokuk Packet company.
- Edward Bates—Keokuk Packet company.
- Harry Johnson—Keokuk Packet company.
- Two Keokuks—Keokuk Packet company.
- Two Jennie Deans—Keokuk Packet company.
- City of Louisiana—Keokuk Packet company.
- Warsaw—Keokuk Packet company.
- Two City of Quineys—Keokuk Packet company.
- Rob Roy—Keokuk Packet company.
- Two Hannibal Citye—Keokuk Packet company.
- Andy Johnson—Keokuk Packet company.

### Opposition Packets at Different Times

- New England.
- Monongehala.
- Westerner.
- Whirlwind.
- Mary Stephens.
- Samuel Gaty.
- G. W. Sparhawk.
- York State.
- Bertrand.
- The Original Old Northern Line Packet Company Was Founded in 1857.
- The first origination of a regular dally line of through passenger packets between St. Louis and St. Paul was formed by owners of

several fine light draught passenger steamers, organizing and taking regular days, pooling their business and establishing regular agents at every town on the river between St. Louis and St. Paul. The first boats composing the line were the W. L. Ewing, Metropolitan, Henry Clay, Pembina, Canada, Minnesota, Belle and Fred Lorenz, all elegant light side wheeled boats except the Fred Lorenz which was a very fine and fast stern wheeler.

This line was later incorporated and greatly improved by the addition of many much larger, finer and faster boats and continued and prospered for many years. Finally Commodore Davidson, having no further portion of the river to make railroad connections after the roads were completed formed a new opposition line named the "White Collar Line" (all his boats had white collars painted around the upper portion of their chimneys as a trade mark.) Both companies losing money it is supposed caused the old line to sell out to Commodore Davidson who absorbed the old Keokuk Packet Company and all that is now left of hundreds of boats that formed these lines are the boats now belonging to the Diamond Jo Line.

After freight and passenger traffic between St. Louis had been demoralized and passengers went to St. Louis with staterooms and meals furnished at fifty cents for the trip, each boat losing thousands of dollars each month, along in the after part of the fifties these boats were purchased by the old company and were used as regular packets in the line. Afterwards another powerful opposition line was started in the Keokuk and St. Louis trade in opposition to the old McCune line. Railroads running out the old People's line between Cincinnati, Louisville and Memphis left a number of very fine, swift and elegant passenger steamers with no trade, among which were the Thos. Swan, Baltimore and Virginia. These boats were 312 feet long, with elegant cabins, finely furnished, and very swift, and as fine steamers as are ever built on western waters and superior to the fine, fast side wheelers then in the old Keokuk Packet trade. This was many years prior to railroad connection between St. Louis and Keokuk, and everybody had to depend on these steamers for supplies, transportation, etc.

**Bought Out the Opposition.**

After a short, fierce fight at great loss to all the boats the McCune company purchased the Thos. Swan and the other boats were taken out of the trade and sold elsewhere. The old company had it their own way for some years. Finally old Tom Jasper

of Quincy, Ill., assisted Capt. Mose Hall to purchase a large stern-wheeled steamer the Colossal and he ran an opposition on freight business between St. Louis and Keokuk and carried some passengers afterwards. He built the Mollie McPike and later the Tom Jasper, a large, fine side wheeler packet was built by Capt Frank Burnett and afterwards Commodore Davidson bought the boat and rebuilt her and changed her name to "Centennial" in the year 1876.

Both companies got worsted in the opposition and both parties lost money. Finally the Quincy company laid down as a regular packet company and ran semi-occasionally for freight. The old line bought the big side wheeler Tom Jasper.

**"White Collar Line."**

Then came the opposition from the north—Commodore Davidson with his great White Collar line, his fine passenger boats having lost out by reason of connecting lines of the railroads paralleling the river.

This company, "The White Collar line," put in daily through boats from St. Louis to St. Paul, consisting of the War Eagle, Grey Eagle, Northwestern, Belle of La Crosse, Itasca, Northern Light, Northerner, S. S. Merrill, Golden Eagle, Hawkeye State, Sucker State, Phil Sheridan, Key City, and possibly other boats not remembered. This made a bitter war. Both companies lost money, and Captain McCune of the old Keokuk line getting into financial straits supposed to be caused by branching out into coal mining, was forced to sell out to the Diamond Jo company, who are now running all the through packets and the short line from Keokuk to St. Louis and to St. Paul.

**Short Line Steamers.**

Names of those who plied on the river in the days before the Mississippi was paralleled by railroads; Keokuk to Davenport:

Ben Campbell, J. McKee, Jennie Lind, Luzerne, Tishimingo, Black Hawk, Keokuk, Keithsburg, New Boston, Rock Island City, Kate Castle, Jennie Whipple, Canada, Pembina, Annie Johnson, James Means and the Imperial, owned by J. F. Daugherty, made a few trips for the Canada, with Capt. William Hollday as captain.

**Old Time Independent Through Boats, St. Louis to St. Paul.**

Irne, Beaver, Otter, Iowa, St. Louis, Potosi, Moravia, Aramant, Uncle Toby, Lynx, Falcon, Fortune, Claremont, Brazil, Memominee, Light Foot, Lamartine, Hamburg, Henry Clay, Shenandoah, Maggie Reamy, Financier, Time and Tide, Wisconsin, Minnesota, Montauk, Alhambra,

Galena, Ohio, Metropolitan, Temp-est, Cordelia, Newton, Wagner, Highland Mary, Anthony Wayne, Herald, St. Paul, Old Dominion, Aunt Letty, War Eagle, Mary Blanc, Arabia, Defiance, Saracine, Bon Acord, St. Croix, Fire Canoe, America, Danube, Hindoo, Excelsior, Adelia, Golden Era, Minneapolis, Effie Afton, Royal Arch, St. Johns, Brunette, John Bell, Lucy May, Minnesota Belle, Cedar Rapids, Connewago, Editor Henrietta, Oakland, Fred Lorenz, Savannah, Dr. Franklin, Dr. Franklin No. 2, Martha No. 2, Bill Henderson, Metropolitan, Dubuque, Ocean Spray, Minnesota, Lake Superior, W. L. Ewing, Alex Mitchell, Alex Kendall, Red Wing, Clinton, Lucerne, Grand Republic, Annie, White Eagle, Diamond Jo, Annie Johnson, Burling-ington, Davenport, St. Paul, Imperial, Bridgeport, Southern Belle, Denmark, Stephen Bayard, Rock Island, Brilliant, Countess, Cora, Julia Dean, Michigan, Bertrand, Chippewa, Sarah Ann, Live Oak, Mermald, St. Louis, Luella, Elpaso, Libby Conger, Eureka, Herald, Emerald, Jennie Browne, Claremont, Alone, Tidal Wave, Chippewa Falls, Effie Deans, Emma Harmon, Regulator, Enterprise, Luella, Welcome, Fred Steele, Asia, Noxas Star, St. Johns, Ariel, Ione, Signet, Lamartine, Mary C., Lady Franklin, St. Croix, Mary Blanc, Sterling Pike, Grey Cloud, Silver Cloud, White Cloud, all built by Captain Atword. Potosi Mannoek City, Dany Lyon.

**A Pioneer Financier.**

I well remember, prior to the fifties and before the old Des Moines Valley railroad was built as far up as Croton on the Des Moines river—old George Gray, who was a pork packer and one of the largest dealers in general merchandise in this section, who was located at Athens, Mo., just opposite Croton, Iowa. He would pack hundreds of tons of pork during the winter and buy up all the grain and produce from far and near and store same in his warehouses, and by spring would accumulate many hundreds of tons of freight.

Early in the spring when the water was high he would go to St. Louis, charter one of the large New Orleans freight steamers and load her with his own goods to last him during the season and reload back the boat with pork, grain, flour and assorted produce. He continued this practice for many years before the era of railroads and obstructions of bridges and dams in the river stopped navigation.

**Steamers That Navigated the Des Moines Before Iowa Was a Territory.**

Pavillion, 1837—Captain William Phelps,

Sept 10, 1905 - 1912

THE GREAT DUST HEAR CALLED HISTORY  
R. J. BICKEL ALOKUK, IOWA

RUSSELL TIMES - 2

Agatha, 1843 — Captain May.  
 Maid of Iowa, 1851 — Captain William Phelps.  
 Kentucky, 1849 — Captain J. C. Ainsworth.  
 Badger State, 1850 — Captain D. C. Shelby.  
 Caleb Cope, 1850 — Captain Joseph Price.  
 Globe, 1850 — Captain F. C. McCune.  
 Luella, 1851 — Captain Morrison.  
 Col. Morgan, 1854 — Captain Pete Magens.  
 Defiance, 1855.  
 Julia Dean, 1856—Captain Lyon.  
 Jenny Lind, 1850 — Captain J. C. Ainsworth.  
 Michigan, 1850 — Captain J. W. Johnson.  
 Revenue Cutter, 1855 -- Captain W. H. Farris.  
 Geo. H. Wilson, 1856.  
 S. B. Science, 1856 — Captain S. B. Clark.  
 Charlie Roggers, 1856 — Captain Wilson.  
 Pearl.  
 Providence.  
 Jennie Dean, 1856 (a large Keokuk packet, reached Croton).  
 New Georgetown, 1856.  
 Ad Hine, 1856 — Captain Gault.  
 Clara Hine, 1856 — Captain Patten.  
 Jno. B. Gordon, 1856 — Captain W. H. Farris.  
 Des Moines Belle, 1858 — Captain Tisdale.  
 Alice, 1856 — Captain W. H. Farris.  
 Nevada — Captain W. H. Farris.  
 Flora Temple, 1857 (side wheeler, recess hull to allow wheels to pass through locks)—Captain W. H. Farris.  
 Des Moines City, 1856 — Captain Robert Farris.  
 Ed Manning, 1857 — Captain Davis.  
 Skipper, 1857 — Captain G. G. Russell.  
 Nevada, 1855 — Captain W. H. Farris.  
 Des Moines Valley, 1859.  
 Little Morgan.  
 W. L. Milburn — Captain W. L. Milburn.  
 Time and Tide, 1850 — Captain Charles Morrison.  
 Light, 1855 — Captain Richard Cary.  
 Pandalodging, 1854 — Captain Sweazy.  
 Belfast, 1850.  
 Dove, 1840 — Captain W. H. Phelps.  
 Glancus, 1850.  
 Dan Hine, 1866 — Captain Patten.  
 Island City, 1860.  
 Cedar Rapids, 1857.  
 Oakland, 1860.  
 Pearl.

Some of the Smaller Craft.

I have not tried to enumerate the numerous raft boats, tow boats and small, short packet lines, among

which were the several Eagles, Plowboy and other boats that plied between Warsaw and Keokuk by the Captains Bishop, Williams, Wempner and Grant Hill, who also for many years kept up a daily line from Keokuk to Quincy; also several other small steamers that ran in the trade at different times between Keokuk and Quincy. We also spasmodically had small, short line boats between Keokuk, Nauvoo and Burlington and now we have left of these short lines only the steamer Eloise between Keokuk and Burlington; Captain Blair's short line from Burlington to Davenport, and the steamer Silver Crescent to Quincy, and a few short line boats above Davenport, and several excursion steamers and rafter boats and other little jobbing steamers and what is left of the Diamond Jo line, viz.: the third City of Quincy, the new St. Paul, elegant side wheelers, and the Sidney and Dubuque, fine stern wheelers, which are regularly engaged in the Keokuk and St. Louis trade and on through to St. Paul.

It required before the war twenty-five or thirty fine, passenger steamers between St. Louis and St. Paul, viz.: The old Keokuk & St. Louis Packet Co., owned by Captain McCune & Co.: the old Northern line and the White Collar, or Davidson line, which last company finally absorbed all three of the lines, and the Diamond Jo is a continuation or a residue of all three lines.

In addition to these lines prior to the war there were as many more independent passenger and freight steamers, many of them very fine boats. In addition numerous smaller steamers that ran independent and many other large steamers coming around loaded from Cincinnati, Ohio, making through trips to St Paul, loaded to the guards with freight and passengers.

Did Not Use Coal.

Boats in those days only burned wood. No coal was used on the Mississippi river until about 1850 and I don't recollect of whistles being used until about that time. They only rang their large bells to give notice of landing and departing. The packets, to save time, would slow up at a wood yard, make fast to a large flat boat loaded with wood, take it in tow and unload the flat boat while under way and then cast loose and let the wood yard man with his help float back to the starting point to be reloaded for the next steamer. In that way the boats saved many hours' time and some of our old time packets made as good time between St. Louis and Keokuk as has ever been made since.

In place of the electric lights used on steamers of today, old timers only first used lard oil to light the interior of the boat. Later on they used coal oil, which was a great improvement. On landing the old time steamers used iron basket torches filled with pine knots which were livened up at intervals by the addition of powdered resin. Now all steamers large and small use the electric head lights for landings and in the cabins arc lights.

Where it formerly on large steamers required a large deck crew to launch stages by hand it is now done by a steam capstain with swinging stages and only requires a very small crew, three or four men now accomplish the same purpose in launching that formerly required from twenty to thirty men. Steamers now only require on deck about one fourth of the men required in old times.

The majority, if not all, of the older steamers plying the western waters before the forties, were single-engined, small-sized, side-wheeled steamers, propelled by one single slide-valve engine that made such a shrill screaming, screeching noise that on still nights the sound could be distinctly heard for a distance of five miles.

I well recollect, as a boy back in the forties, on the night the old Keokuk and St. Louis packet Boreas was due we could always know when she arrived at Warsaw, Ill., five miles south of here.

These boats were provided with one ponderous, heavy, cast iron shaft, which often broke, causing long delays to get new ones. These shafts ran clear across the lower or main deck of the boat and connected with each wheel by a clutch or coupling, so that either wheel could be uncoupled by the engineer or his stryker (so-called) and the other left coupled so that the pilot could signal the engineer to back or go ahead which better controlled the boat in making landings and in running in close places than could be done by the earlier boats built with solid shafts rigidly connected to both wheels.

But later on steamers were built with two engines in place of one and were what is known as lever engines in place of the ancient slide valved engines, which were a great improvement and did away with the unearthly screeching noise that always scared the Indians to the woods.

Each engine was connected on either side of the boat to one of the wheels, so that it was a very easy matter, compared with old-time methods, for the pilot to control his boat, and made it possible in a few short years to increase the size of our western steamers from a few hundred tons to over three thousand. The tonnage

MS. A. 9. 10, 1705-1873

is only limited now by the depth of the water.

A little later on the stern wheelers commenced being built, which were and have been a great success where light draft boats are required, and for tow boats they have long since supplanted the side wheelers, which in early days nearly always towed barges in extremely low water.

### The Weekly Gate City

WEDNESDAY, SEPTEMBER 13, 1876.

#### THE WAR EAGLE.

She Comes In For Her Share of Honors.

The friends of Capt. T. L. Davidson and Clerk C. C. Mather, of the War Eagle, along the river, and they are many, seem to have determined that they too should receive their share of the honors in connection with the new fast boats. On the arrival of the War Eagle at Alexandria, on her down trip Monday, she was boarded by a large party of the citizens of that place, who presented the officers of the boat with a handsome silk banner. Charlie Grumman, of the Commercial, made the presentation speech, tendering the beautiful gift as an expression of their esteem. Capt. Davidson responded in a few appropriate words. The flag is of the finest silk with heavy gold fringe, and cost \$125. On landing at Warsaw, on her way up Wednesday, Capt. Davidson was still further honored by the presentation of a beautiful oil painting of an Eagle, awarded to him by a vote of the admiring ladies of that place. The presentation was made by Miss Mary Lemon, by whom we understand the painting was executed. The officers of the War Eagle have occasion to feel proud of the compliments that are being showered upon them.

### The Weekly Gate City

WEDNESDAY, APRIL 25, 1877.

#### Steamer Carroll Burned.

YANKTON, D. T., April 19.—The steamboat Carroll, which left here last Sunday evening for Fort Pierre heavily loaded, was burned to the water's edge this morning fifty miles above Fort Randall. The boat was tied up at the time. No lives were lost. Loss on the boat \$15,000; uninsured. A large amount of private freight was lost with but small insurance.

### THE GATE CITY:

WEDNESDAY JUNE 23, 1876

STEAMBOAT IN TROUBLE—Last Wednesday while the raft boat Tiber was a short distance above Warsaw, on her way up the river, the hog chain which supports

the cylinder timber on the starboard side gave way. This was followed by the breaking of the timber itself, letting one end of the wheel down into the water, and completely disabling the boat, so that she commenced drifting rapidly down stream. The signal of distress was sounded, and was promptly responded to by the Eagle, which was luckily near at hand. She went to the relief of the disabled steamer, took her in tow and brought her up to this city, arriving at 10 o'clock.

The Tiber is the boat which met with a disaster at the bridge not long since.

### The Gate City.

WEDNESDAY, MAY 31, 1876.

#### River Ripples.

A strike occurred among the roustabouts on the Red Wing just after she landed at Rock Island Sunday afternoon. The crew, numbering about 20 colored and eight white men, struck for \$1 a day, and pay for the three days out, right off. This was refused them, and they left the boat, but returned in a few minutes and asked for their money. Eight white men and two colored men received their pay and went to work, and the rest were ordered off the boat, but they did not seem inclined to leave and the mate, Mose Mullen, picked up a ticket punch which was immediately wrested out of his hand. He then went into the office and came out with a revolver, and told them to leave—and they left, too, very quick, but not before the mate had made a total wreck of a chair over one of their heads. The boat left for the north with only half a crew, and left 17 negroes at Rock Island penniless.

The raft boat Tiber, which met with the accident at the bridge the other night, has been undergoing repairs down at the lumber yards. She had her wheel almost entirely rebuilt, and is now ready to run again.

The Burlington Hawkoye says: "The Dubuque made a landing on her way down Sunday, but threw out no line. Officers Smythe and Lavelle boarded her and demanded the second mate, for whose arrest a warrant was issued on the last trip up. They tied up the boat, but she just reversed her engine, their knot slipped out, and the Dubuque steamed down stream. Just as she backed out, a yawl with four men in it darted out from behind the wheel-house and shot across the river. It rowed down the stream near the Illinois shore and rejoined the Dubuque below the bridge."

The Davenport Gazette says: "Wages are on the decline as well as freights. The roosters with the Diamond Jo Line have been receiving \$30 per month but yesterday their pay, on each steamer, was reduced to

\$25. It is said St. Louis is crowded with steamboatmen who are willing to work for anything they can get, in order to get away from the city. The average wages before the war were \$20 per month.

The Davenport Gazette says: "Capt. Vansant was indignant at the story of the rescue of his wife from the sinking vessel, which was started in Dubuque and republished here. There was not one word of truth in it. Mrs. Vansant and the other lady passengers were at breakfast when the shock occurred, and as the boat was half an hour in sinking there was no chance for any such scene."

The steamer Baker performed a very daring feat Thursday morning. She came down with four large barges of ice, which she was obliged to drop through the long span next to the draw. She held to them until her jack staff was within eight feet of the span, then cut loose, reversed her engines, backed up and came down through the draw. Those who were watching her expected to see her collide with the bridge and go to pieces.

The Globe Democrat says: "The first of the new Keokuk packets being built by the Keokuk Northern Packet Company was launched Saturday very successfully, and was soon after towed up to the wharfboat. She was visited by a large number of steamboat men, who all pronounce her a model of beauty and predict for her great speed. Judging from her beautiful model, there cannot be any doubt but what she will be a "bad" packet for speed, and will do some lively running. She will be finished above the bridge, and will be ready to enter the trade in a few weeks."

### THE GATE CITY:

WEDNESDAY MAY 31 1876.

#### Steamers Blockaded.

St. Paul, May 24.

There are eleven steamers blockaded at Duluth by the ice caused by a Northeaster commencing on the 13th and continuing for three days, by which the ice left in the lake was driven in the mouth of the harbor, effectually closing it from that time to the present. Previous to the storm the harbor was clear of ice. The whole number of people on all the boats is in the vicinity of 1,100. A few daring men have escaped to the main land and report a scarcity of provisions on some of the steamers.

### DAILY GATE CITY.

TUESDAY MORNING, MAY 25, 1875

#### Keokuk, Warsaw and Alexandria Packet JENNIE BROWN,

In connection with the M. I. & N. R. R., will make three round trips daily, except Sunday. Leave Keokuk at 7 and 10:40 a. m. and 4:30 p. m. Leave Alexandria at 8 a. m. and 6:45 p. m. Leave Warsaw at 8 a. m. and 1:30 and 5:45 p. m. may15-6m

THE GREAT WESTERN... P. J. BICREL... KEOKUK, IOWA



## FEVER-INFECTED BOAT STALKED RIVER

The towboat JOHN PORTER was practically a new boat when she became infected with yellow fever on an upbound trip from New Orleans in the fall of 1878. The story of that voyage has been told many times, too often with distortion because of using second-hand information. Russell M. Lintner researched newspapers and here reproduced is the substance of the story told while the fever trip was in progress, and immediately after.

There is unquestioned drama in watching the story unfold day by day, and also in following the reports of the fever scare elsewhere.

-1878-

July 29:— Shreveport, La. has shut down on allowing steamboat arrivals until the yellow fever season is over.

July 30:— The JOHN PORTER stopped at Vicksburg Wednesday and put off two men sick with yellow fever. Both have since died at the Marine Hospital. After she left, Wilson, a fireman, died, and she returned here to bury him. The captain promised to burn the fireman's bedding and disinfect his bunk. The crew of the PORTER is badly scared.

July 30:— Cairo, Ill.: Owing to reports of yellow fever on the JOHN PORTER now coming up the Mississippi River, our people are taking steps to have her examined before she lands here, and to prevent her doing so if she has cases on board.

Aug. 2:— Memphis Appeal: The so-called plague-stricken towboat JOHN PORTER passed up the river with her tow. Quite a crowd of citizens was on the bluff watching



BRONZE JOHN PORTER WAS FEARED IN EVERY RIVER TOWN

the boat. Dr. John Erskine, Health Officer, boarded the PORTER from the tug ORIOLE and found one man sick on board. The officers deny that any yellow fever has ever been or was on board. They state they lost four men from overheating or sun stroke. The men had been working around the furnace and had been drinking ice water. The PORTER was ordered not to stop or land, and to move on up the river.

Aug. 1:—Cairo: The event of the day was the arrival of the JOHN PORTER and barges from New Orleans. The officers detailed to inspect vessels met her in the bend below the city and made a thorough examination of her. A crowd of people lined the bank to watch the results. The Health Of-

ficers found her crew all well and the boat in every way sanitary. Coal tar (had been) coltered over her barges and she had been thoroughly disinfected. The officers and crew denied there had been any yellow fever on board, and that none of the crew had been sick since leaving Vicksburg. They claimed only two men had died on the trip, one of them at Vicksburg and the other soon after leaving there and that both deaths resulted from the use of deadly ice water. Since then, however, members of her crew who know what they are talking about, say that the two deaths at Vicksburg were caused by yellow fever and no mistake. After leaving there all the bedding used by these men was thrown overboard and the boat disinfected so

94 that she is now free from danger of communicating the disease to others. She lays over here to patch boilers and proceeds to Louisville today or tomorrow.

Aug. 12:— Owing to sickness on board, the JOHN A. SCUDDER refused to take passengers on board at Memphis coming up. The JOHN PORTER was aground at Caseyville Thursday. But the water was rising and she is doubtlessly off before this. Miss Costello, the lady who was sick on the GOLDEN CROWN, died after leaving Cairo. She was buried near Caledonia, a short distance above there.

Aug. 16:— Capt. Mahan and mate Thompson of the PORTER left Louisville Thursday for their homes. Advices from Louisville under date of Tuesday: While admitting that there is sickness on the JOHN PORTER and denying that it is yellow fever, Capt. James Bickerstaff took command of the PORTER at that point and we do not believe he would have attempted to bring her above Louisville had there been yellow fever on board.

Aug. 20:— Dr. George H. Eally of Louisville says: There was no yellow fever on board the JOHN PORTER here; what he saw was the Remittent and not yellow fever. Charles Degelman, first engineer on the JOHN PORTER, died on board the boat near Gallipolis Sunday morning. Nearly all her crew have been reported to be sick.

Aug. 21:— The JAMES D. PARKER coming up was not permitted to land at Paducah. She was boarded by health officials at Evansville and not a case of sickness was found on board.

Aug. 22:— The authorities at Shawneetown would not allow the JAMES W. GAFF to land. Capt. J. M. Bickerstaff of the infected steamer JOHN PORTER is said to be on his way home. He is a resident of Bridgewater (opposite Rochester, Pa. on the Beaver River). The JOHN GILMORE and barges were not permitted to land at Cairo, but one of the barges was taken to the whariboat to receive freight. The GILMORE went to the Kentucky bank while the barge was being loaded. None of the crew was allowed on shore. A late Vicksburg paper alluding to the JOHN PORTER says: The crew of the

towboat PORTER is certainly a lucky set of men. After putting off two yellow fever patients here, and burying another, they went on up the river and lay at Cairo a week on a clear bill of health. Now they pass Cincinnati with a disabled crew and are making their way to Pittsburgh carrying the ice water infection with them. Ironton: Quite an excitement was created here last night when the towboat LOOK-OUT landed and the captain inquired for a doctor. Some of the citizens concluded there was a case of yellow fever on board. Dr. Wilson visited the boat and found a man sick with chills and fever and that quieted the fears of some of our nervous citizens.

Aug. 19:— Louisville: The GOLDEN RULE from New Orleans passed up at noon. The mayor and Health Officers visited her, having allowed her to land. She put off some passengers and their baggage, and no one was allowed to board her, and she was not allowed to discharge freight except for a few empty beer kegs. She has got a good many sick on board, but whether it is yellow fever or not is not positively stated by those who boarded her. The general supposition is that it was.

Aug. 23:— The Board of Health is said to be in quest of Capt. J. M. Bickerstaff of the JOHN PORTER yesterday. Capt. Bickerstaff has not arrived at his home in Bridgewater, as of yesterday morning. When the CITY OF ALTON left New Orleans for St. Louis Saturday last she refused to take deck passengers. She had 40 cabin passengers and her freight. A Gallipolis dispatch under date of Tuesday: Briceland, roustabout from Pittsburgh, one of the yellow fever victims on board the JOHN PORTER died last night. There now remain on her two men very sick and four convalescing. Two doctors and four of the crew remain to act as nurses. The remainder have deserted the boat, having fled into Virginia this afternoon. St. Louis: No boats will leave here for points south of Cairo until further notice. Both the Vicksburg and New Orleans Anchor Line have stopped running and laid up their boats. The GOLD DUST and GRAND TOWER paid off their crews this morning.

Aug. 24:— Shawneetown has established a rigid quarantine. A dispatch from Gallipolis on Thursday reported that second engineer O'Neil of the infected JOHN PORTER had succumbed to the yellow fever Wednesday night. Al Bagley, engineer on the GOLDEN RULE, was taken suddenly sick at Cincinnati Wednesday and was sent to the Marine Hospital Thursday morning for treatment. Capt. J. M. Bickerstaff of the infected steamer JOHN PORTER arrived at his home at Bridgewater, Pa. on Thursday evening. He is unwell but we hope it is nothing serious. A thorough examination failed to find a single case of sickness of any kind on board the JAMES W. GAFF at Evansville and she was permitted to land, upon which announcement the officers and crew sent up a shout that made the 'welkin ring.' She had 200 passengers on board.

Aug. 24:— CAPT. BICKERSTAFF'S ARRIVAL HOME:— A Talk With Him By A Pittsburgh Commercial Gazette Correspondent:— The correspondent writes from Rochester, Beaver County, Pa. under date of yesterday. He said: Capt. James Bickerstaff of the JOHN PORTER who lives in Bridgewater arrived home last evening on the 6:40 train on the C&P railroad. He made his escape from the boat by going down along the beach at Gallipolis until he reached a cluster of willows. Here he went up a little hollow until he met a farmer with whom he made an agreement to take him to the nearest railroad station, about 20 miles for \$20. He describes the scene on the PORTER as terrible. Before he took the fever he was standing on the hurricane roof and felt a peculiar sensation, rather pleasant than otherwise. After going downstairs he felt a dizziness and for two days he knew nothing. When sufficiently recovered he concluded to leave the boat, as he thinks that if he had remained much longer he would have left a corpse. He praises the physicians who boarded the boat at Cincinnati very highly. One of them left the boat a short time before he did, and he has heard nothing of him since, and is afraid he died of the fever. Everything was done to disinfect the boat. The floors were covered with lime, the walls wash-

ed, etc. The colored men left several days ago going over to the West Virginia side. Capt. Bickerstaff lays the blame for the trouble on the engineer who took sick at Louisville and whom he wanted to go to the hospital there but he (the engineer) said no, he would stay until they arrived at Cincinnati. When they got there he had the fever and they were not allowed to land. From other sources it is learned that Capt. Bickerstaff says that since the arrival at Gallipolis there have been four deaths; that of first engineer Degelman and three deckhands. When he left on Wednesday morning there were five remaining on the boat of whom three were sick, among them being the second engineer. John Gallahan, of Freedom, and W. Bunting of Wellsville, left the boat with Capt. Bickerstaff and have also arrived home. Before the Gallipolis authorities placed a guard around the boat several others had gone ashore. How they fared the Captain does not know. He is himself convalescing rapidly and will soon recover entirely.

Aug. 27:— Capt. Milt Harry telegraphs that White River is quarantined and that the RUTH is laid up at Augusta, Ark.

Aug. 28:— Capt. J. M. Bickerstaff of the JOHN PORTER says that at the time he took command of her at Louisville until he left her at Gallipolis there were nine cases of yellow fever on board, and that he was the only one of the nine who recovered. The Vicksburg Herald says: The CARRIE HOGAN returned to this city late Wednesday night and is laid up. Quarantine regulations were such up the Yazoo that she abandoned the trip.

Aug. 29:— Cincinnati: There are 10,000 people from the South in this city seeking refuge from the great scourge now devastating a number of Southern cities. Capt. James Bickerstaff says that James Crawford who died in the hospital on Monday was on the JOHN PORTER and this being the fact, there wasn't any reason to doubt that Crawford's was a genuine case of yellow fever as pronounced by the attending physicians.

Sept. 3:— Capt. Andy Bunton was up from Wellsville yesterday. His son was employed on the JOHN PORTER and did not leave her until she laid up at Gallipolis. He has been home now for over a

week, and has no signs of yellow fever. Mate Armstrong and eight of the crew of the JOHN PORTER arrived at Louisville Saturday alive and well.

Sept. 5:— The men hired to renovate the infected JOHN PORTER it is reported became frightened and deserted her. Shep Sheldon, who was watchman on the PORTER with mate Armstrong, was lying very low at Gallipolis Monday with yellow fever. Thomas Hutchinson, one of the crew who escaped the PORTER at Gallipolis arrived at Louisville last Saturday with the fever and was sent to the hospital. August Gaff, bar-keeper on the JAMES W. GAFF, is down with the yellow fever and in a hospital at Cincinnati. Reuben and Wils Jones, engineers on the JOHN WILSON at New Orleans are down with the fever. Will S. Hays says that Cotton is not King down south now; Bronze John has superceded. Jack Frost will we hope soon pitch John off his throne. The JOHN PORTER was towed across the Ohio to the Virginia side on Tuesday. Those in charge said that despite the Cincinnati papers fearing that if there is any more spread of yellow fever from her that she may be burned by the enraged citizens of Gallipolis.

Sept. 7:— Four of the crew of the JOSEPH H. BIGLEY are down with the Malarial fever, and she is laid up at Cincinnati.

Sept. 9:— John T. Case, mate of the JOHN PORTER, arrived here (Pittsburgh) Friday night. Mr. Case left the PORTER on the Virginia side of the river in charge of the watchman. The BATESVILLE, running Memphis to Cincinnati, landed at Cairo Thursday before the quarantine officers knew she was coming. The officers and crew of the boat were uptown and the citizens were very indignant with the Health Officers. She later slipped in at Evansville the same way. No sickness aboard.

Sept. 10:— Billy Maxwell, steward of the CITY OF VICKSBURG, is down with the yellow fever at the St. Louis Quarantine Hospital. Two deaths occurred on that boat on her last trip up. When the BATESVILLE passed Hickman, Ky. in the night, the citizens were burning pine fires as disinfectants all over the city. It looks ominous but is a great help in an epidemic.

Sept. 11:— Andy Armstrong,

The JOHN PORTER was built at Pittsburgh in 1877 with a hull 175 x 33.8. She had 28's-8 ft. stroke engines. Capt. John Porter for whom she was named was a resident of West Virginia and his home stood below old Lock 8, Ohio River. He died there, aged 88, in 1922. The homestead was torn down only a few years ago.

formerly watchman on the JOHN PORTER, is suffering from chills and fever, and not the yellow fever as reported. New Orleans newspapers have requested that steamboats do not sound their whistles unnecessarily at that port. It has proven fatal to yellow fever patients in instances when they have been suddenly startled from sleep.

Sept. 14:— The report that the owners of the JOHN PORTER are endeavoring to hire a crew yesterday is contradictory. The dry spell is over, and a stage of between 12 and 15 feet is expected here (Pittsburgh) during the next 24 hours. Capt. Bickerstaff of the JOHN PORTER is in town. He goes out on the COAL CITY. He says he's had quite enough of the JOHN PORTER.

Sept. 16:— The steamers now pass Gallipolis without landing. Many towns on the upper Ohio have quarantined against boats that land there. The BATESVILLE is laid up at Sedamsville. Two Negroes

The yellow fever trip of the JOHN PORTER brought the infection to Gallipolis, O. where there were many deaths. Best account of the town's tragedy perhaps is that written by William G. Sibley, long the editor of the Gallipolis Tribune. It appears in his 1904 edition of The French Five Hundred, titled "Bronze John at Gallipolis."

were taken from her suffering from intermittent fever. Gallipolis: The plague steamer JOHN PORTER and her 14 barges broke their moorings this morning but by the exertions of Drs. Needham and Vance, who are on board disinfecting the steamer, seconded by men on the bank, the steamer was safely landed a few hundred yards below. Her barges passed on down. The steamer ALEX. CHAMBERS was

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engaged by Capt. Porter to follow and land them but after getting up steam her crew refused to go. The towboat IKE HAMMETT is helping the JAMES GILMORE down with her coal tow until she meets the JOHN PORTER, when she will turn back and assist the unfortunate PORTER up with her tow. Portsmouth: The yellow fever barges passed here this morning (15th). The covered barge MINGO which was used as the hospital for the PORTER's fever cases passed here at 10 o'clock, floating within a few feet of shore. Two foolhardy fellows went out and attached a line and came very near landing it just below the mouth of the Scioto River.

Sept. 18:— The JOHN PORTER's wrecked barges are still hanging on the pier of the Newport railroad bridge. Two of the barges landed opposite Ripley by that steamer were cut adrift Sunday afternoon. On Sunday the hull of the wrecked BRILLIANT floated down against the barge sunk by the BENGAL TIGER at Gallipolis and caught under the barge, raised up and broke in two. A Gallipolis dispatch referring to the departure of the JOHN PORTER says Capt. Porter secured William Haptonstall and Tommy Williams as pilots, and Abe Long and William Cooper as first and second engineers, all of Middleport, O., and Edwin Ralph of this place as mate, with deckhands from here. These constitute a complete crew for the PORTER. They went down to where she was moored, and brought her up, and shipped a lot of supplies of all kinds, bed and bedding, everything in the nature of cloth on the boat having been destroyed. She steamed down the river at 20 miles an hour after the barges which had broken loose yesterday. After catching them, the boat will endeavor to take them home to the Cumberland Coal Co. Dr. R. Vance will accompany the boat on the round trip.

Sept. 20:— The first engineer of the E. O. STANARD is reported dead of yellow fever at New Orleans. The barge MINGO was burned at Cincinnati Monday night by Capt. Porter. It was 900 tons capacity and valued at \$8,000. (Ed. note: This model barge MINGO was burned by Capt. Porter in the presence of Health Authorities on the Kentucky shore about where Lock 36 was, opposite Coney Island, which then was Parker's Grove).

Sept. 21:— Boats from Cairo are not allowed to land at Evansville. the MARLIN SPEED after having been quarantined 21 days left Pine Bluff for Little Rock with 180 bales of new cotton. Capt. Bickerstaff now commands the large and powerful towboat COAL CITY.

Sept. 23:— The engineer of the HARD CASH died of the fever at St. Louis and another of the crew is sick.

Sept. 24:— The JOHN PORTER was lying at Buena Vista Friday when the BONANZA passed down. There was no sickness on board and the best of confidence appeared to prevail with her crew. Gallipolis—Four square barges belonging to the JOHN PORTER, scuttled and sunk here, and raised and towed to the West Virginia side of the river and three miles below here, yesterday, by the IKE HAMMETT, were put adrift last night—it is supposed by people living in the vicinity. The PORTER arrived here at 7 p.m. and tied up to the West Virginia shore where she shipped stores and men from here and then passed on up the river having 12 barges.

Sept. 25:— Capt. Mahan is in charge of the IKE HAMMETT. He was captain of the JOHN PORTER until she reached Louisville coming up when he was so ill that he was compelled to go home. Wheeling Intelligencer: There was a little scare in the city yesterday over the rumor that was afloat that the yellow fever boat JOHN PORTER had arrived from below and stuck on the bar at the mouth of the creek. A great many people "gathered at the river" to get a sight of the ill-fated PORTER to find that it was the JOS. H. BIGLEY that was grounded. She soon got afloat and passed on her way to Pittsburgh, relieving the anxiety of numerous excited citizens.

Sept. 26:— Capt. J. D. Porter, one of the owners of the ill-fated JOHN PORTER, passed through Wheeling Tuesday enroute to his home from Gallipolis. He reported the PORTER lying just below Clarington, O. tied up on account of low water.

Sept. 27:— The E. O. STANARD is reported having several cases of yellow fever on board passing Cairo enroute to St. Louis.

Sept. 28:— The snagboat E. A. WOODRUFF made three unsuccessful attempts to dislodge the

barges from the Newport bridge pier, Wednesday afternoon. The JOHN PORTER is aground at Possum Creek and her crew has gone home to Gallipolis. None of the packets would land alongside the PORTER and in order to get the crew home a little strategy had to be adopted. They were placed on board the ALICE BROWN—laid up nearby—from which point they were transferred to a downstream boat without any trouble. There has been no sickness on board the PORTER since she left Gallipolis for Cincinnati nearly two weeks ago, and none is now apprehended.

Sept. 30:— William Hall, at one time deckhand on the JOHN PORTER, died of yellow fever at Gallipolis Thursday night.

Oct. 4:— Capt. John Porter was in the city (Pittsburgh) yesterday. He reports there has been no sickness aboard the boat since leaving Gallipolis.

Oct. 6:— Engineer Cooper who was on the JOHN PORTER on her last cruise is at home in Pomeroy sick with what the doctors, Drs. Wells and Ackley, Health Officers, pronounce yellow fever.

Oct. 11:— The Cairo-Paducah packet JIM FISKE, JR. has laid up on account of the yellow fever scare.

Oct. 30:— The towboats BENGAL TIGER, BOAZ, STORM, SMOKY CITY and JOHN PORTER have arrived at Pittsburgh. The JOHN PORTER about which so much has been written and said in connection with the yellow fever arrived yesterday afternoon. Quite a number of people gathered around to see her land but she was not troubled with so many visitors. She is in excellent condition and after the recent heavy frost 'Yellow-jack' is not likely to trouble her any more for the present.

Dec. 10:— Louisville Courier: Everyone is wearing a clothespin on his nose at Paducah until the JOHN PORTER and tow passes down there. Old Pap Paxton has had a bale of cotton pushed into each of his ears and his nose plugged. They are scared yet down there.

Apr. 23, 1879:— Louisville Courier: Anybody who ever looked at the JOHN PORTER through a telescope is barred from society out of towns on the Kanawha River.

The Porter family sold the JOHN PORTER to the Missis-

was good. Capt. John Barrett of Cincinnati bought her in the late fall of 1894 and one year later, on Nov. 5, 1895, at Sedamsville, she burned.

Mississippi Valley Transportation Co. at St. Louis, a barge line operating between there and New Orleans. They renamed her the SIDNEY DILLON and her luck

# The Valley Whig.

KEOKUK:

MONDAY MORNING, JUNE 4, 1860.

## HORRIBLE TRAGEDY ON A STEAM-BOAT.

### Two Cabin Passengers Killed and Another Severely Wounded.

The New Orleans Delta of last Sunday has a particular account of a terrible tragedy that occurred on board the Red river packet B. L. Hodge, on her late trip from Shreveport to New Orleans:

#### STATEMENT OF THE PASSENGERS.

The undersigned, passengers on board the B. L. Hodge, on her present trip, from Shreveport to New Orleans, deem that a statement of the facts of an atrocious murder which occurred on board of her, on Red river, about twenty-five miles below Grand Encore, on the 18th of May, about 2 o'clock a. m. due to the public and her officers.

"A man calling himself B. L. Sleath came on board the boat at Shreveport, and registered himself as a deck passenger for New Orleans. On the next evening after leaving Shreveport, he came to Capt. R. H. Martin, (who was in command of the boat,) and expressed a desire to be allowed to change his passage from deck to cabin, which was acceded to, and a state room assigned him by the clerk. Having a small amount of money with him he deposited it with the clerk.— Between two and three o'clock in the morning, while almost all the passengers were asleep, (several gentlemen still sitting up conversing,) Sleath suddenly stepped up behind one of the gentlemen named F. G. Jernigen, and caught him around the head, drew a bowie knife from behind him, and attempted to cut his throat. He was prevented from making a fatal wound, by Jernigen catching the blade of the knife in one hand, and Sleath's arm in the other. He however received a very severe wound across the throat.

"The passengers who were asleep were roused by the noise and excitement in the cabin and the boat running into the bank.— Just at that time a man named Charles M. Fort, coming out of his state room into the cabin, was fatally stabbed by Sleath, and expired in a few moments. He resided in Springfield, Robertson county, Tennessee.— Another passenger, named R. J. Lyle, of Nashville, Tenn., being roused by the noise, opened his state room door to look out, and was immediately stabbed by Sleath, Lyle only said "I am stabbed," and expired without a groan, the bowie knife having penetrated through his heart.

"At this juncture, the Captain, who had been asleep in his room, was called, and coming at once into the cabin, he succeeded in getting the knife from Sleath, and then secured him. The murderer had upon his person, at the time of his arrest, several other knives and a revolver.

"The murderer is a deformed creature, small in stature, broken-backed, and about 28 years of age. He said he was a native of Weston, Lewis Co. Virginia, and that he had been teaching school at a place called Knoxville in Cherokee Co. Texas. The reasons given by him for committing the deed were that they were the parties who were seeking his life—although they had never met before. He acknowledges the deed but does not seem to care particularly about it.

# The Valley Whig.

KEOKUK:

MONDAY MORNING, NOVEMBER 26, 1860.

## Steamboat Pacific Burned.

On the night of the 18th the steamboat Pacific was burned at Uniontown on the Ohio river. The Cairo correspondent of the St. Louis Republican says:

She was coaling at Uniontown, on the Kentucky side, when the fire commenced. It started in the hay that was piled on the forward part of the boat, and she was a mass of flames in a few minutes. The passengers and crew mostly got out on shore where she lay, but a number were lost. The number of the lost is variously reported, the last accounts reaching as high as forty; but the bodies were burned, and it is impossible to tell how many were burned or drowned.— Capt. Lamb, after staying by the boat to the last, was drowned. The boat was cut loose or burned loose—from the Kentucky shore, and drifted over to the bar on the Illinois side, where she burned up. She had about 600 tons of freight, which, with the boat, was a total loss."

#### The Louisville Courier says:

The Pacific was on her first trip of the season, having been fully repaired and refitted at Mound City, during the summer, at a cost of \$10,000. She was valued at \$55,000 and was covered by insurance amounting to \$40,000, principally in the local office here and the agencies of Cincinnati offices in New Albany. The risks were—\$20,000 here, \$5,000 in Delaware, and \$15,000 in New Albany. She was owned by Captain Bragdon, of New Albany; Sherley, Bell & Co., of this city, and Halliday, the former clerk.— The greater portion of the sheep on the boat belonged to Mr. Charles Dorsey, of Jefferson county, who had them insured here. The cargo on board was also insured here, making the entire loss of boat and cargo over \$80,000.

A telegram from Louisville on the 21st says:

Eleven persons are thus far ascertained to have been lost by the burning of the Pacific, mostly boat hands and deck passengers.

# The Valley Whig.

KEOKUK:

MONDAY MORNING, APRIL 8, 1861.

## FERRY NOTICE.

THE FERRY at St. Francisville, Mo., is now run by a rope stretched across the river, whereby crossings are made in three minutes. This manner of ferrying is the safest, and by far the quickest of any other.

ORVIL GRIFFITH,  
Proprietor.

April 8, 1861-w3t

# The Valley Whig.

KEOKUK:

MONDAY MORNING, JANUARY 2, 1860.

## Steamboat Burned.

CAIRO, Dec. 30.  
Steamer Martha Putman from Cincinnati

101  
for St. Louis, burned at the landing last night. She had been laid up on account of ice, and was to leave for St. Louis to-day.— The fire originated from the deck stove. She had a number of emigrants on board, who were all saved, with the officers and crew, but all lost most of their baggage.

Boat and cargo, about 350 tons, are a total loss. Insurance of \$10,000 on boat, and \$1500 on cargo. Her books and papers were all lost.

# THE GATE CITY.

KEOKUK, IOWA: 1860

SUNDAY MORNING, JANUARY 19

## Fire in Cincinnati—Steamboat Sunk.

CINCINNATI, Jan. 18.

International building, Sycamore street, between Third and Fourth, occupied by the government for offices, was considerably damaged in the 4th and 5th stories last night by fire. The building contained a large quantity of valuable books and papers belonging to the government, which were saved. Loss to building not ascertained.

The steamer Sherman sunk near Paducah on Tuesday.

The boat and cargo were valued at one hundred and forty thousand dollars. Mostly insured.

# The Valley Whig.

KEOKUK:

MONDAY MORNING, MARCH 19, 1860.

## Steamboat Burned.

MEMPHIS, March 10.

The steamer Hickman, from Little Rock for Cincinnati with 50 passengers and no cargo, was burned Monday last 16 miles below Little Rock. Two lives lost. Boat a total loss.

## Steamer Belle Peoria Burned.

The steamer Belle Peoria was burned to the water's edge, at Sharp's Landing, Illinois river, on Sunday the 11th. Boat and cargo total loss. Boat insured for \$15,000 in Pittsburg, where she was built and owned. Two or three lives were lost,—names not reported.

# The Valley Whig.

THE DES MOINES VALLEY WHIG

TUESDAY MORNING, APRIL 2.

DEATH OF A WELL KNOWN STEAMBOAT CAPTAIN.—Capt. Harry Johnson, late of the steamer Die Vernon, and long and favorably known as the commander in the St. Louis and Keokuk trade, died of pneumonia at his residence in Louisiana, Mo., on Saturday last. He was sick only about eight days.

WEDNESDAY, MORNING, APRIL 3.

The packet Die Vernon arrived here yesterday afternoon draped in mourning and her flags flying at half mast in memory of her late commander, whose death we noticed yesterday.

We published some days ago the fact of the death of the Hon. G. L. Kinnard, one of the sufferers by the late accident on board the steamboat Flora. The following detailed account of this distressing occurrence is from the pen of the Rev. Dr. Ely, who was a passenger in the Flora.

[From the Pittsburg Manufacturer.]

#### DISTRESSING SCENE ON BOARD THE STEAMBOAT FLORA.

Mr. Phillips :

Dear Sir,—Your editorial hand having been disabled, I will in compliance with your request, attempt to describe the distressing scene which occurred on board the steamboat Flora, on the Ohio river, on the 16th of November present. Our passage from St. Louis you will recollect was short and delightful. A boat better manned or provisioned than the Flora I have not seen on these Western waters, and the passengers seemed all disposed to be mutually agreeable. The weather also had been fine; and we had indulged ourselves in sound sleep, in the full expectation of arriving in safety at Cincinnati, in the morning. But alas! we were to be sadly disappointed: we were to witness one of those events which editors commonly designate in conformity with the feelings of sufferers, as 'most distressing,' or 'most awful.' True it is, that I have never witnessed so much suffering within twenty-four hours as within the day past. At 5 o'clock in the morning, the Flora, thirty miles below Cincinnati, had taken in a new supply of wood, and was about leaving the bank, when the two cast iron pipes, which connected the steam of the two boilers were suddenly broken asunder.

The forepipe was snapped asunder in the neck on the right side and the aft pipe in the neck on the left side. The fracture was at an angle of about 45 degrees from a perpendicular section, and the lips of the orifice were sufficiently ragged to indicate *tough* in distinction from *brittle* iron. The fissure was nearly two inches in width, and the boilers appeared to have receded from each other to the same distance in their upper portions. Through these fissures the steam escaped, or, perhaps I may say, radiated, with scorching fury, so as to make men breathe death. The deck passengers experienced none of its evil effects; but contrary to the ordinary course of events, all its power was spent on those who occupied the cabins above. A pencil of fiery rays forced up a piece of the floor in the baggage room, so as to make a passage equal to a foot square, and thence shot through the other apartments to the stem of the boat. All the lights were extinguished, and the white vapor was truly 'darkness visible,' and full of woe, for we could for a few seconds discern and breathe nothing else if we breathed at all.

When the vomiting of steam first commenced, Mr. Mintur, of Mo. and an elderly Baptist preacher, from Kentucky, were the only passengers sitting in the baggage room. Captain Chapman had left them but a moment before. Mr. Mintur was somehow strangely "spirited away" from danger, so as not to be touched, and the preacher had his nose skinned, and his hat sponged with burning vapor, without suffering other damage. Yet in the same small room, the steam crisped the thick leather straps of many trunks and their covering, in such a manner, that they would tear in pieces as easily as wrapping paper.

Mr. Benjamin Myrick, of Charlestown, Mass. slept in the Captain's state room, on the right side of the gangway, between the baggage room and the gentleman's cabin. The steam and boiling water penetrated his room, and jumping up, he attempted to force his way into the cabin. At the same instant, Mr. Kinnard, a member of Congress from Indianapolis, in Indiana, thinking that the boat was on fire, from the smoke-like vapor which surrounded him, attempted to plunge out of the cabin by the same door, and was dreadfully scalded. Between them the door was soon opened, and the fatal steam had full course. In its way it met Moses, a faithful colored boy, who had started up at the thought of having slept too long in the morning, and was returning to the cabin with a lighted

candle, having called up the steward of the boat, who had employed him as one of the waiters. It met also, or overtook Mr. S. J. Donnelly, of Washington, Pa. and excoriated every part of his body, except that covered by the hair of his head, or his flannel waistcoat. Also, Mr. McLaughlin, of Columbiana county, Ohio, and produced nearly as extensive a removal of the skin; and Mr. George Fisher, from Salem, in Kentucky, who suffered but little less than the former.

Two young men, of the sir-name of Turner, with their sister, a little older than themselves, had lately buried their mother, their last surviving parent, near New Madrid, Mo., and were going to Steubenville, in pursuit of some of their kindred and a home. The young men had their faces, hands and arms covered with blisters; the sister escaped, to nurse them. Dr. Luther Halsey, Professor of Theology in the Western Theological Seminary, lay in the most remote birth in the main cabin, and yet had his hands and face scalded. Mr. Allen, from Massachusetts, inhaled the vapor so as to scorch his lips and throat, besides being severely wounded with glass in his side. His brother was wounded in one hand and in his hip, but not dangerously.—Mr. Clancey, a machinist, was badly scalded in his face, hands and arms. Mr. Thomas, returning from his new found home in Illinois, was scalded severely in both hands. The same is true of the bar-keeper.

Four other gentlemen were severely but not dangerously wounded in one hand, in addition to yourself.

Mr. Shepherd, a young gentleman from Illinois, was blistered in his face and hands, and for a time thought himself but little injured; but when he came to be removed, gave evidence that his lungs and breast had suffered so much, as to render his recovery very doubtful.

The whole covering of the hands, even to the nails of several, were removed. Twenty persons were injured. Three persons, Myrick, McLaughlin and Moses, have died; and when we left Cincinnati, three more were in imminent danger of dying speedily.

In the moment of peril every one was seeking whatever escape he could find from the cabin, which seemed like a burning cauldron. In forcing out the windows many burning hands were made to bleed; but the consternation of the moment being over, the numerous sufferers bore their pains without shrieks, and without a murmur. All seemed deeply concerned for their companions in misery, no less than for themselves.

The occasion of this lamentable event must have been some mechanical defect in the fixing of the boilers, or else, defect in, or injury done to, the structure of the boat, whereby the boilers were made to spread apart, and to suspend the weight of themselves and of the water in them on the connection steam pipes. The brick work between the boilers was unusually solid, and of a wedge-like formation, and by expansion, repelling the expansion of the heated boilers, themselves may have contributed to the catastrophe. In the hold of the boat there was but little freight to repress the centre of the hull, and on the lower guards the wood may have served as weights on a lever to elevate the beams which supported the boilers; and so may have conspired with the above described expansion, to press the boilers out of place and rend the pipes. Be it distinctly understood, our calamity arose not from the bursting of the boilers, but from the fracture of pipes and the consequent eruption of aqueous, white hot lava.

To Captain Chapman, who commanded the Flora in her trip from Louisville, and to his men employed to conduct the boat, I attach no blame. If any persons concerned as owners or officers knew of any flaw in the pipes or defect in the under works which supported the boilers, or in the brick-layer's work, and still exposed, voluntary, human life to danger, so that lives have been lost, they ought to be regarded as MURDERERS; and cannot in the sight of God free themselves from the blame of violating the 6th commandment.

The event must have been regarded as one that could or could not have been calculated on, and so prevented. If the latter, it was such an accident as will happen under the guidance of Heaven, notwithstanding all the foresight and caution of human wisdom. In either case, He who ordains life and death reigns in such events, and we must say, the will of the Lord be done.

EZRA STILES ELY,  
Ohio river, steamboat Robt. Emmet, Nov. 18.

The subscribers, fellow passengers on board the Flora, at the time of the above described accident, concur with Dr. Ely, in the foregoing statement, from the belief that it is true:—D. R. McNair, Pittsburg; W. M. Haskell, Boston; Wm. Forbes; Chas. R. Wells; Alex. T. D. ysdale; D. Clendenin, Jr. Lou.; William Bennet, Galena; H. Van Beil, Philada.; John Strunk, John H. Martine, N. Y.; John Short, N. Y.; J. B. Latimer, Philada.; A. Phullen, Galena, Ill.; H. G. Wells, Michigan.

## THE NATIONAL ERA.

WASHINGTON, MARCH 4, 1847.

### TERRIBLE STEAMBOAT EXPLOSION.

The New Orleans Delta of 13th inst. states that on the afternoon of the 11th the steamboat Medora, which left that port on the 10th on her way to Alexandria, burst her boilers, killing two and wounding and scalding twenty persons. The Medora stopped at the landing at Port Hudson, for the purpose of taking in some lady passengers—holding her steam all the while—and just as she was starting the explosion took place. The boilers burst aft, sweeping up through the cabin floor at an angle of about twenty-five degrees, tearing away the wheels and stair-ways, and, in fact, leaving the boat a complete wreck. Both boilers went overboard, carrying with them the two engineers, who, seeing the jack-staff afloat, clung to it until assistance was rendered them. With the exception of the clerk, who was slightly scalded, none of the officers of the boat were injured. Chas. Martin, a fireman, had the top of his skull blown off by a piece of the boiler, and died instantly; a lad, who was a passenger, is missing—supposed to have been killed also. Most of the deck hands and firemen; who were taken to the New Orleans hospital, are badly scalded, and it is feared some of them will not recover. Rev. Mr. Washburn, of Caddo Parish, and Dr. Flournoy, who resides near Greenwood, La., are both very badly scalded. Maj. Milton Blocker, of North Miss.; Mr. John S. Caruthers, Tenn.; Mr. Robert Flinn, Miss.; and Dr. John R. Evans, of the firm of Rawlins, Evans, & Co., of this city, are severely scalded. A Mr. Moise, residence unknown, was considerably injured by the falling timbers.

### STEAMBOAT COLLISION—LOSS OF LIFE.

We learn from a passenger on the steamer Cutter, which came down yesterday, that about half past four o'clock on the morning of the 18th inst. the steamboats California and Isaac Newton came in contact, 165 miles above this city, by which accident the former was sunk—going down in less than two minutes. Six men were drowned—one passenger and five of the crew—three of whom were named William Watson, Augustus Thompson, and David Irvin—Cincinnati Gazette.

## THE NATIONAL ERA.

WASHINGTON, MAY 27, 1847.

TERRIBLE EXPLOSION.—The steamboat New Hampshire, on her way to New Orleans, met with a terrible disaster, about forty miles below Little Rock, Arkansas. Just as she was shoving off from a wood yard, her boiler burst, rending the boat in twain, causing a complete wreck, and killing nearly all her officers. The passengers were generally in their state-rooms, or the loss of life would have been far greater. An iron safe, containing \$3,000 in half eagles, was thrown several hundred yards, and broken to pieces by the concussion.



# Capt. Bill Menke Dies; Famed For Showboat Melodrama

Capt. John W. (Bill) Menke died Monday, July 15, 1968, at the age of 88, ending an era of riverboat melodrama that spanned nearly 70 years.

Capt. Bill had been in ill health in recent years and surrendered his beloved Goldenrod Showboat on the Mississippi river after finding the task of restoration from a fire in June, 1962 too much for him.

He had been a patient in Alexian Brothers Hospital for the last two weeks, and died at 10:30 a.m. Monday. Even after his retirement, he and a brother, Capt. Charles Menke, 72, continued to live in an upper-deck apartment on the Goldenrod, his home since he first tied up at the St. Louis riverfront in 1936.

THOUSANDS of St. Louisans and tourists came to visualize Capt. Bill as the prototype of "Cap'n Andy Hawks" of the Cotton Blossom showboat of Edna Ferber's novel and the Je-

Tues., July 16, 1968

St. Louis Globe-Democrat



CAPT. BILL MENKE

rome Kern musical, an association he vigorously rejected.

It may have stemmed from his oft-repeated disclaimer that Miss Ferber rode the Goldenrod

for background color for her widely-read novel. She invited herself with a telegram to Capt. Bill, an invitation he refused for a reason he never made clear.

But after the popularity of the novel and the musical, which, with Arthur Godfrey, will play later this summer at the Municipal Opera for the ninth time, Capt. Bill proudly displayed Miss Ferber's aged-brown telegram on his office wall until it was destroyed in the 1962 fire.

THE SHOWBOAT, gaudily refurbished in gold and red velvet by a group of St. Louis investors to duplicate the original interior, last spring was declared a National Historic Landmark by the federal government.

One of Capt. Bill's proudest associations with the 50-year-old boat was with the television actress, Kathy Nolan, born in St. Louis as Jocelyn Joyce Schrum. Miss Nolan once was a member

of the cast of non-professional performers that still presents nightly melodrama in the showboat's lower deck theater.

ANOTHER CHERISHED memory was of the late musical comedy star, Gertrude Lawrence, who during her appearances here at the American Theater, regularly spent at least one evening on the showboat. She was but one of many entertainers who over the years acquired Capt. Bill's friendship. Red Skelton never came through the city without a visit on the Goldenrod where he once performed.

The showboat's repertory included such old standbys as "Ten Nights in a Barroom," "The Drunkard," and "Bertha the Sewing Machine Girl." The caliber of the drama inspired Capt. Billy to write a travesty on Shakespeare's Hamlet, which he entitled "Hamlet and Yeggs," with bits of Macbeth, the Merchant of Venice and Julius Caesar thrown in.

CAPT. BILLY came by his rank officially, as he held both a master's and a pilot's license. He was born in Brooklyn, and got into his phase of show business after traveling with his fa-

ther in a medicine and magic show.

In Buffalo, a family friend, George M. Cohan, wrote an act in which the Menkes appeared as the Four Bryants.

"The act was good, but we were terrible," Capt. Billy re-

called, "and we had to shuffle out of Buffalo."

After a booking on a showboat in Evansville, Ind., the Four Bryants acquired a shantyboat of their own in 1900. They worked the waterways from Pittsburgh to New Orleans, and later Capt. Bill, and

his brothers, Charles and Ben, covered the same route with the present Showboat.

**THE BROTHERS** moored their boat at the St. Louis riverfront intending to stay two weeks, but in that short time found the city and the respon-

sive audiences to their liking, and in the ensuing 30 years never unloosed the mooring cables except once to have a steel hull fitted to the vessel.

Capt. Ben died in 1956 of a heart attack aboard the boat, and a third brother, Capt. Harry, died here in 1953.

2D

St. Louis Globe-Democrat

July 20-21, 1968

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**Capt. Bill Menke**

Capt. Bill Menke, who kept The Showboat alive for the entertainment and delight of thousands through the years, was laid to rest in St. Louis Friday after a funeral Mass at the Old Cathedral.

Capt. Bill and his Goldenrod earned a place in the hearts of St. Louisans and tourists who appreciated the old-fashioned melodrama that gave flavor to our river town.

He and his brothers brought The Goldenrod here in 1936, when times were bad, expecting to stay only two weeks. Reception of audiences to old favorites such as "Ten Nights in a Barroom" and "The Drunkard" was so

good the Menkes never pulled up anchor.

The Goldenrod became a fixture on the riverfront and Capt. Bill was the man in command until a fire put him out of commission in 1962.

His beloved boat was restored and operated by others, but he remained such a part of it that he continued to live aboard.

Now The Goldenrod is an official National Historic Landmark, so designated by the federal government.

Capt. Bill is gone but The Showboat stays on.

No one will have anything but happy memories of Capt. Bill Menke, who spent 70 of his 88 years on the river, providing fun fit for all.

**THE GLOBE.**

"SUPREMACY OF THE LAWS AND THE CONSTITUTION."

CITY OF WASHINGTON.

TUESDAY NIGHT, OCT. 24, 1837.

Captain Boggs, of the steamboat Gen. Gaines, who left New Orleans just before the storm of the 7th instant, informs the editor of the Louisville Journal that the gale struck him near Plaquemine, and that it blew subsequently with immense violence. Trees were uprooted and broken, and flat boats destroyed in great numbers. Captain Boggs remained over night a little below the mouth of Red river, where he saw the air whitened with cotton, which was blown from the fields half across the Mississippi. The opinion was, that at least one third of the whole cotton crop was blown away. The condition of the sugar crop was such that the injury done to it can not but have been immense.

At Natchez several small houses were swept away. The gale was not less furious there than in the region farther South. The calamity is probably the greatest that has befallen the Southern country for several years.

**Lohman's Landing Is Last Link to Steamboat Era**

St. Louis Globe-Democrat

Mon., Sept. 2, 1968

A last link with the days when steamboats plied their way from St. Louis up the Missouri River past the state capital at Jefferson City is destined for destruction unless a last-ditch effort to save it is successful.

It is a stone building called Lohman's Landing at the base of a bluff near the river's edge at Jefferson City.

Built sometime before 1840, the building once was the hub of the city's life, centered then—as in St. Louis—on its riverfront. Now, the vacant building is owned by the state, which plans to raze it. A state official has explained that no funds are available to restore and maintain the old structure.

**HOWEVER, THE COLE** County Historical Society is seeking popular support for a move to save Lohman's Landing as "the last historic building marking Jefferson City's early days."

A resolution passed recently by the society noted that destruction of the building "would leave this city without a single historic landmark of meaningful significance."

Near the grounds of the Capitol, the stone building "blends well" with the stately government structures nearby, the society pointed out, and "because of its location on the banks of the Missouri River, may well become an integral part of the present plan to revitalize, clear and improve the river, both for commercial and recreational purposes."

Urging the state to preserve and protect Lohman's Landing, the society also urged that steps be taken to restore it for use and enjoyment of "the people of Missouri."

Research done by the society and various other Jefferson City historians indicates the building was erected in 1834, making it the oldest structure in the state capital. Its walls are square-cut chunks of limestone, some weighing at least 50

pounds.

**IN ITS EARLIEST** days, the building was used as a hotel, a warehouse and a tavern. Union soldiers undoubtedly were quartered there during the Civil War.

Several accounts exist of a tragic incident in 1849, when the building and nearby wharf were the scene of a riot by passengers of the steamer Monroe, which landed there with 150 Mormons aboard, many ill with cholera.

The owner of the building, then being used as a warehouse, was John Yount and when he learned of the deadly disease aboard the boat, he tried to prevent the Mormons from coming ashore. A melee followed and the Mormons swarmed into town, seeking medical aid.

John Yount locked and boarded up his warehouse to prevent any cholera carriers from entering. The disease spread over Cole County and more than 64 persons died.

**YOUNG SOLD** the building in 1852 to Charles F. Lohman, an immigrant from Germany, who paid \$796 for it and began a store there, with a warehouse and inn on upper floors.

The steamboat trade was at its peak and Lohman's Landing thrived. But after the Civil War, the railroads sounded the death knell of the steamboat era and the Lohman family, still prominent in Jefferson City, sold the store in 1874. It was empty for years until purchase in 1905 by Charles Tweedie, founder of Tweedie Footwear Corp.

The building was used as a warehouse by the shoe company until it closed several years ago and Lohman's Landing was part of the Tweedie property bought by the state.

"THE GREAT DUST HEAP CALLED HISTORY"  
K. J. BICKEL KEONUK IOWA

# The Valley Whig.

KEOKUK:

MONDAY MORNING, OCTOBER 15, 1860.

## River Items.

The river at this point has been swelling a little for a day or so past, and there are about two feet on the rapids, but not enough for boats to go over. Freights appear to be plenty, and the boats loading and unloading above the Packet Depot make lively times for the lighters and the railroad. There are about 4 feet in the channel to St. Louis.

The Missouri, according to last reports, is falling with 3½ feet in the channel.

The Illinois is rising in the upper portion from the effects of rains thereabouts. How much of a swell there is, is not yet known.

The Ohio continues receding, and is navigated with extreme difficulty from Pittsburg to Cairo. There are 3 feet in the canal at Louisville and 3 feet scant at Scuffletown and other formidable bars along the lower Ohio. All the boats are detained a greater or less time thereabouts. Unless they have a rise pretty soon, none but the very lightest draught boats will be able to run. Wabash and Cumberland rivers are dead low, and navigation is entirely suspended in those streams. Arkansas likewise remains entirely unnavigable. From St. Louis to Cairo there are 5½ feet scant, to Memphis 6 feet, and 6 feet only on Helena bar.

Every day for the past two weeks, says the *St. Louis Bulletin*, a Keokuk Mail Line Packet has arrived at and departed from this wharf, and we think much spare room could not have been found in the cabin of any one of them during that time. They come and go filled with people. There never has been in this city or any other city a greater success in the way of a steamboat company than the Keokuk Packet Line Company, and there never were gentlemen more deserving success than those composing said association. All their boats are of the first order, and the officers on each and all are among the most experienced of our whole steamboat community.

**A MONSTER BOAT.**—We learn, says the *Louisville Courier*, that Capt. John Cannon, the insatiable boat builder, and owner of the famous cotton packets, Gen. Quitman and Vicksburg, has determined to build a boat for the next season that shall totally eclipse everything on the western waters, and rival, if not beat the swiftest clipper on the eastern seas. If we are correctly informed, she is to be 600 feet in extreme length, with a very sharp model, and to be propelled by four engines of immense power, and all other necessary appliances to make her stem the current of the Mississippi at the rate of twenty-five miles an hour. Two trips per week between New Orleans and Vicksburg are the longest of Capt. Cannon's calculations, and three days to Louisville will be

considered only an ordinary trip.

River men along this stream appear to be sceptical about this matter, and are extremely curious to hear some further about this new "ark."

# The Valley Whig.

KEOKUK:

MONDAY MORNING, JUNE 4, 1860.

## HORRIBLE TRAGEDY ON A STEAMBOAT.

### Two Cabin Passengers Killed and Another Severely Wounded.

The New Orleans Delta of last Sunday has a particular account of a terrible tragedy that occurred on board the Red river packet B. L. Hodge, on her late trip from Shreveport to New Orleans:

#### STATEMENT OF THE PASSENGERS.

The undersigned, passengers on board the B. L. Hodge, on her present trip, from Shreveport to New Orleans, deem that a statement of the facts of an atrocious murder which occurred on board of her, on Red river, about twenty-five miles below Grand Encore, on the 18th of May, about 2 o'clock a. m. due to the public and her officers.

"A man calling himself B. L. Sleath came on board the boat at Shreveport, and registered himself as a deck passenger for New Orleans. On the next evening after leaving Shreveport, he came to Capt. R. H. Martin, (who was in command of the boat,) and expressed a desire to be allowed to change his passage from deck to cabin, which was acceded to, and a state room assigned him by the clerk. Having a small amount of money with him he deposited it with the clerk. Between two and three o'clock in the morning, while almost all the passengers were asleep, (several gentlemen still sitting up conversing,) Sleath suddenly stepped up behind one of the gentlemen named F. G. Jernigen, and caught him around the head, drew a bowie knife from behind him, and attempted to cut his throat. He was prevented from making a fatal wound, by Jernigen catching the blade of the knife in one hand, and Sleath's arm in the other. He however received a very severe wound across the throat.

"The passengers who were asleep were roused by the noise and excitement in the cabin and the boat running into the bank.— Just at that time a man named Charles M. Fort, coming out of his state room into the cabin, was fatally stabbed by Sleath, and expired in a few moments. He resided in Springfield, Robertson county, Tennessee.— Another passenger, named R. J. Lyle, of Nashville, Tenn., being roused by the noise, opened his state room door to look out, and was immediately stabbed by Sleath, Lyle only said "I am stabbed," and expired without a groan, the bowie knife having penetrated through his heart.

"At this juncture, the Captain, who had been asleep in his room, was called, and coming at once into the cabin, he succeeded in getting the knife from Sleath, and then secured him. The murderer had upon his person, at the time of his arrest, several other knives and a revolver.

"The murderer is a deformed creature, small in stature, broken-backed, and about 28 years of age. He said he was a native of Weston, Lewis Co. Virginia, and that he had been teaching school at a place called Knoxville in Cherokee Co. Texas. The reasons

105  
given by him for committing the deed were that they were the parties who were seeking his life—although they had never met before. He acknowledges the deed but does not seem to care particularly about it.

# The Valley Whig.

KEOKUK:

MONDAY MORNING, NOVEMBER 26, 1860.

## Steamboat Pacific Sunk.

On the night of the 18th the steamboat Pacific was burned at Uniontown on the Ohio river. The Cairo correspondent of the St. Louis Republican says:

She was coaling at Uniontown, on the Kentucky side, when the fire commenced. It started in the hay that was piled on the forward part of the boat, and she was a mass of flames in a few minutes. The passengers and crew mostly got out on shore where she lay, but a number were lost. The number of the lost is variously reported, the last accounts reaching as high as forty; but the bodies were burned, and it is impossible to tell how many were burned or drowned.— Capt. Lamb, after staying by the boat to the last, was drowned. The boat was cut loose or burned loose—from the Kentucky shore, and drifted over to the bar on the Illinois side, where she burned up. She had about 600 tons of freight, which, with the boat, was a total loss."

#### The Louisville Courier says:

The Pacific was on her first trip of the season, having been fully repaired and refitted at Mound City, during the summer, at a cost of \$10,000. She was valued at \$55,000 and was covered by insurance amounting to \$40,000, principally in the local office here and the agencies of Cincinnati offices in New Albany. The risks were—\$20,000 here, \$5,000 in Delaware, and \$15,000 in New Albany. She was owned by Captain Braddon, of New Albany; Sherley, Bell & Co., of this city, and Halliday, the former clerk.— The greater portion of the sheep on the boat belonged to Mr. Charles Dorsey, of Jefferson county, who had them insured here. The cargo on board was also insured here, making the entire loss of boat and cargo over \$80,000.

A telegram from Louisville on the 21st says:

Eleven persons are thus far ascertained to have been lost by the burning of the Pacific, mostly boat hands and deck passengers.

# The Valley Whig.

THE DES MOINES VALLEY WHIG  
PUBLISHED EVERY MONDAY MORNING.

APRIL 15, 1861.

**STEAMBOAT SUNK.**—The steamer Des Moines Belle, running as a packet in the Des Moines river, is reported to be sunk near Eddyville, above the bridge. We could not learn whether her loss is a total one. She was bound down stream and had a cargo of produce, of which over one hundred sacks of wheat, in a damaged state, came down by the K. Ft. D. M. & M. R. R.

# Canton ferry works on extended schedule during harvest season

CANTON, Mo. — Crossing 90 to 100 trucks a day between Canton Mo., and Meyer Landing, Illinois, the Canton Ferry operates on an "extended schedule" each day in order to accommodate grain farmers in a four-county area of Missouri who are trucking their harvested beans to the Ursa Farmer's Cooperative Elevator at Meyer.

The heavy harvest began the last week in September and, according to Allen Blackmore, owner and operator of the ferry, will likely continue through the next week (Oct. 14-19), when he expects the first crossings of corn to begin. Blackmore stated that the quality of the beans has been excellent and that farmers are reporting the biggest yield per acre they have ever had.

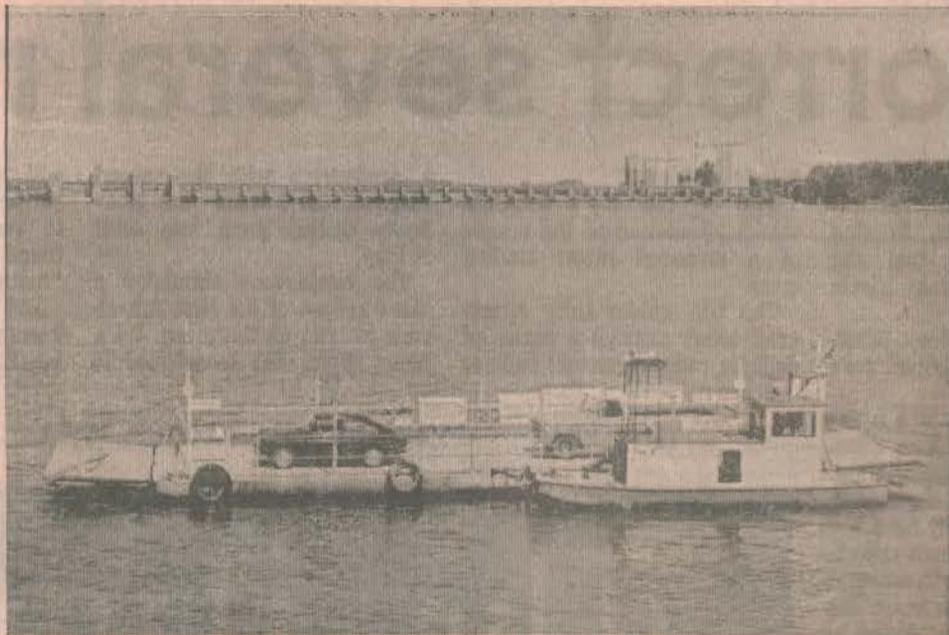
Blackmore has extended the hours for operating the ferry during the heavy harvest season to begin at 7:00 a.m. and continue until 8:00 p.m. and a long line of loaded trucks has formed ahead of the opening time each morning.

With ordinary traffic, passengers never have to wait more than a few minutes for the ferry; for Blackmore can make the round trip in 15 minutes. However, with a full barge load of trucks in each direction, as is the case in harvest seasons, the round trip requires 20 minutes.

The ferry does not operate on a regular time schedule, but operates to accommodate its patrons. If the ferry is on a crossing when a car approaches a landing, all that the driver needs to do is indicate that he wishes to cross is to follow the directions on a sign at each terminal, "Raise flag and sound horn for ferry," and in a very few minutes the deckhand will be lowering the approach for the driver to move his vehicle on the barge. In another six minutes he will be able to drive off the barge on the opposite landing.

Inconsistent with increases in many other services and commodities, the cost of ferry transportation has remained stable for more than a century. "Foot" passengers could ride for 10 cents each, while the fare for a team and wagon was 50 cents. (College trustees and their families could ride free.) Today the fare is 25 cents for foot passengers and \$1.00 for cars. The cost of crossing grain remained 1-cent per bushel from July, 1940, when the first load of grain was crossed, until September, 1967, when the price advanced to 1½-cents per bushel.

Incidentally, the first load of grain crossed on the Canton Ferry was the



**THE CANTON FERRY** returns to its home base at Canton after a trip across the Mississippi to Meyer. The ferry is working overtime these days as farmers harvest the largest soybean crop ever.

first load purchased by the newly established elevator at Meyer. The elevator then had a capacity of 35,000 bushels. It now boasts a capacity of about one and one-half million bushels.

A number of ferries provided river transportation between Canton and the Illinois shore between the time the first one passed into obscurity and the advent of the "Canton Ferry" in 1940. Originally a protege of the Canton Chamber of Commerce, the present ferry has been in operation since June 8, 1940. In the spring of that year, 26 public minded business men of Canton provided \$100.00 each to purchase the all-steel, non-sinkable barge built at Valley Park especially for ferry service.

Sixty feet long by 18 feet wide and three feet deep, with a load capacity of 24 tons, the barge is constructed with three water-tight compartments making it practically impossible for the barge to sink. It meets all the requirements of the Coast Guard for safety in barge service.

In addition to crossing grain during the three major harvest seasons — wheat, bean, and corn — the Canton Ferry crosses fertilizer to supply Illinois farmers with dry, anhydrous, and liquid plant food for their crops. It also crosses vehicles from every state in the Union and from both Canada and Mexico.

After ferry schedule hours, and as another accommodation to area farm-

ers, Blackmore also ferries machinery to and from islands in the Mississippi — Buzzard nine miles north of Canton, Big four miles north of Canton, and Bushman south of Canton. He occasionally moves grain from the islands.

The ferry towed by the launch, The Judy F, is also popular with church and club groups and other organizations for "after hour" cruises on the Mississippi both downriver and on the lake above Lock and Dam No. 20.

It is nothing unusual for Blackmore, the genial pilot whom friends often address as "Commodore," to use his signal on the launch as he is crossing the Mississippi to communicate with pilots on the big tows pushing barges with thousands of bushels of grain loaded at the elevators at Meyer downstream to New Orleans or other ports along the way.

**The Daily Gate City**  
2 — KEOKUK, IOWA  
SATURDAY, OCT. 12, 1968

THE GREAT DUST HEAP CALLED HIGHTON  
R. L. BICKEL KEOKUK, IOWA

# How Robert E. Lee Came to City's Aid

Cont. St. Louis Globe Democrat. Apr. 20-21, 1968

Steamboating was in its heyday in the years just before the Civil War and immediately afterwards at St. Louis.

The levee was lined with majestic sternwheelers, sidewheelers, packet boats, tourist and excursion boats that poured forth a steady flow of passengers, crewmen and freight onto the cobblestoned riverfront.

Soon after the first steamboats came from the Ohio River up the Mississippi to St. Louis in the early 1800s, the number grew to 230 making regular visits in 1834 and within 10 years, to 686, with a

tonnage of 144,000.

Then, disaster threatened the thriving steamboat trade when the river began shifting its main channel away from the St. Louis toward the Illinois shore.

A young Army engineer, Lt. Robert E. Lee, was put in charge of an effort to direct the river's current back into its old channel, to save the city's trade lifeline.

After a careful survey of the problem, Lt. Lee came up with a successful plan — a dam and dike strategically placed at an island in mid-river that directed the current back to its original channel near the Missouri shore.

The success of this opera-

tion led to promotion for the young Army officer, and Capt. Lee went on in 1840 to a bigger job — the construction and repair of defenses in New York harbor.

Of course, he later was to become the hero of the Confederacy in the Civil War and the city he had saved became a stronghold of the Union war effort, sending armored boats into the heart of the South to help win victories at Fort Henry and Vicksburg.

The worst riverfront disaster was in 1849, when a fire started on the steamer *White Cloud* moored at the levee and spread out of control to destroy 23 boats and 15 square blocks of the city.

## The Daily Gate City

10 — KEOKUK, IOWA

TUESDAY, MAY 21, 1968



THE CANTON FERRY, now in its 28th year of operation under the ownership and management of Allen Blackmore, transports passengers and freight between Canton and Meyer Landing, Il-

linois. Operators, who do not have regularly scheduled runs, can make a round trip in 17 minutes. The ferry is available for evening excursions on the Mississippi

NATIONAL INTELLIGENCER.

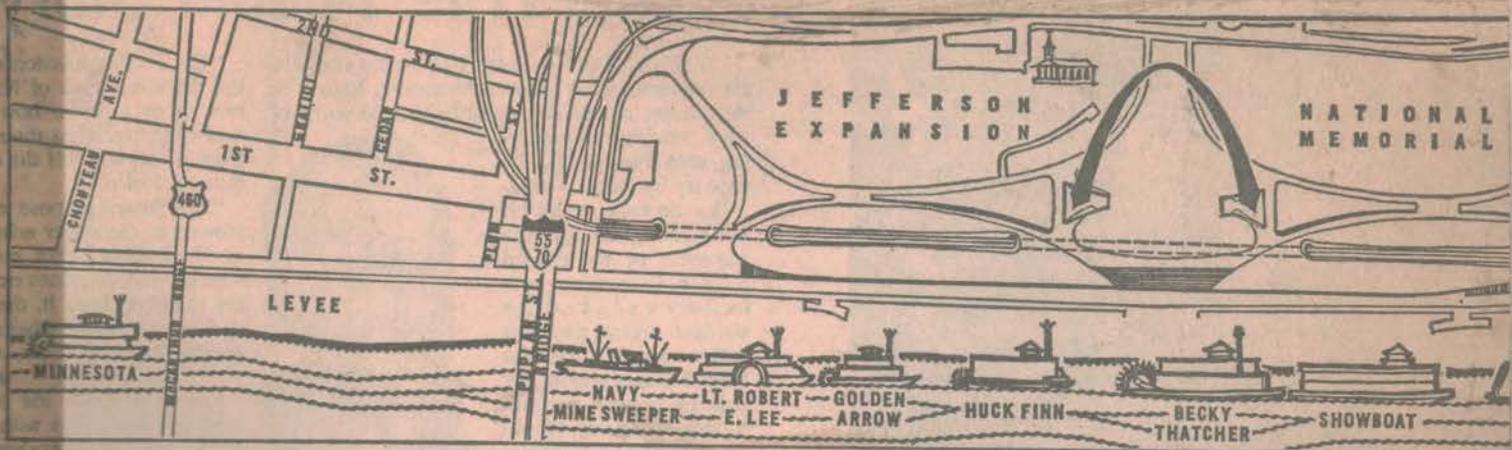
WASHINGTON.

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

TUESDAY, NOVEMBER 16, 1852.

STEAMBOAT EXPLOSION.—A despatch from Cincinnati briefly announces that the steamer *Buckeye Belle* exploded two boilers, near Marietta, on the Ohio river, last Friday night, and that fifteen persons were instantly killed and several others severely wounded. What adds to the horror of this dreadful statement is the charge that the engineers had been warned of the danger, and that one of them at the time was standing on the safety valve, thus rendering it evident that the catastrophe was the result of the most reckless carelessness.

# St. Louis Riverfront Coming



## Pleasure and Excursion Boats Giving Old Levee New Air of Excitement

April 20-21, 1968

St. Louis Globe-Democrat 3F

By SUE ANN WOOD  
Globe-Democrat Staff Writer

For the first time since Mark Twain's steamboat era vanished in puffs of locomotive smoke along the St. Louis levee, the riverfront is alive with activity and excitement.

Visitors drawn to the riverfront to view the Gateway Arch and ride to its top also are swarming onto the historic cobblestones lapped by the Mississippi River to see an array of boats reminiscent of the scene less than a century ago when the levee was lined with steamboats.

Veteran among the vessels is the Goldenrod Showboat, a riverfront fixture since 1937, still staging its melodramas before audiences that happily hiss the villain and cheer the hero.

The air-conditioned excursion steamer Admiral is another long-time magnet for riverfront visitors. Most of the other attractions moored at river's edge, or planned for mooring in the near future, are newcomers to the levee scene.

**LOSS OF THE POPULAR** River Queen restaurant still is mourned but plans are afoot to replace the sunken Queen with a bigger floating restaurant and marina.

That is only one of the new riverfront features proposed for the future, this summer and later.

C. Larry Unland, city director of streets, reports that "a drawerful of applications" is pending at City Hall for mooring permits along the area designated as "improved wharf," from just south of Carr street to a

point just north of Chouteau avenue.

On the improved wharf, he explained, no structure can be erected; only mooring space can be granted by the Board of Public Service, which has the power to revoke the permit with 30 days notice.

Applications for mooring permits go first to the city Port Commission, which recommended approval or rejection to Mr. Unland, and then go for final action to the public service board.

**SCHEDULED TO OPEN** next month is a combined heliport and marina at the northern edge of the wharf area, at the foot of Carr.

The heliport, owned by Fostaire Aviation Ltd., will have an air-conditioned waiting room with flight deck on the roof for helicopter sight-seeing excursions. The barge holding these facilities also will include offices, rest rooms and a crew lounge, C. Tom Foster, head of the firm, said.

The marina just south of the heliport barge will be able to dock about 20 boats. Mr. Foster said the firm has ordered a new "full jet helicopter" which has won over all other types of helicopters in competition for military use because of its safety.

A recent helicopter crash in the river, that took the lives of the pilot and two youngsters, has heightened a sense of urgent concern for improved safety in helicopters and other riverfront crafts.

**STILL PENDING ARE** permit applications for the proposed replacement for the sunken River Queen, at the foot of Delmar boulevard. A group headed by Andrew J. Frisella,

moving and storage company president, wants to place there a major vessel, designed as a steamboat replica, with a 620-seat restaurant and meeting rooms and an adjoining marina center with quiet water harborage and general sales and minor service facilities.

Mr. Frisella reports his group is ready to move ahead with the plans if a "long-term lease from the city" can be obtained. It would take about eight months to build after receiving the lease, he said.

The Admiral, billed as the world's largest river excursion boat, will open its season Memorial Day, making four-and-a-half-hour daytime trips and three-hour moonlight dance cruises Wednesdays through Sundays until Labor Day.

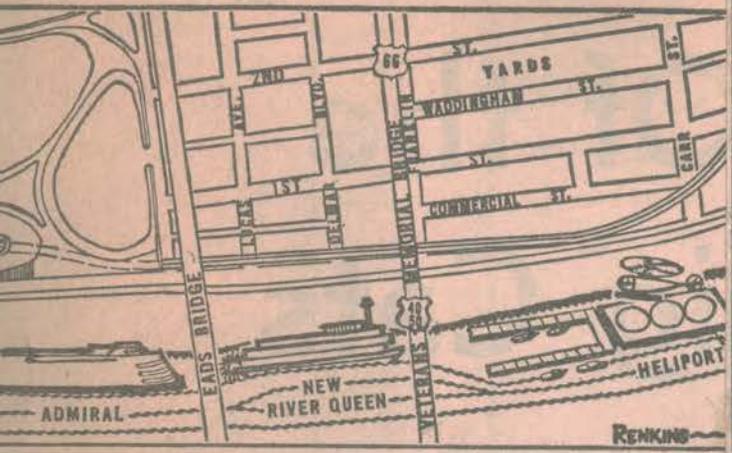
**THE LITTLE SISTER** of the Admiral, also owned by Streckfus Steamers, is the Huck Finn, a miniature paddle-wheeler, that makes one-hour excursion trips on the river from its mooring place at the foot of Chestnut street. The trips are scheduled daily during June, July and August and on weekends in April, May and September.

Just south of the Admiral is the permanent mooring place of the Goldenrod Showboat, the last survivor of this unique type of riverboat and designated as such by the U.S. Department of Interior, which has registered the Goldenrod as a National Historic Landmark.

Frank Pierson, owner of the showboat, said one of the regular barroom entertainers this summer will be Singleton Palmer with his popular St. Louis Dixieland musicians. The Ragtimers also will provide banjo-plunking entertainment in the second bar on board.

**ON STAGE SEVERAL NIGHTS** each week is the Showboat's acting troupe in "The Drun-

# Back to Life



## The Biggest Mistake Twain Ever Made

A frequent visitor to the St. Louis riverfront in pre-Civil War days was a steamboat pilot named Samuel Clemens.

He took the pen name that was to become known the world over from a steamboat term—"mark twain" meaning "two fathoms." Leather thongs tied to a line at six feet, or one fathom, intervals were used to measure river depth. Steamboats needed a depth of nine feet to navigate, so the line had to show two marks—mark twain—below water.

In his "Life on the Mississippi," Mark Twain wrote: "The first time I ever saw St. Louis, I could have bought it for \$6 million and it was the mistake of my life that I did not do it."

kard" and other favorite meller-dramers, straight out of repertoires of the past.

Mr. Pierson also has obtained a permit for the Becky Thatcher II, which will replace the original Becky that sank in 1965 at the foot of Olive street. A steamboat museum, gift shop and dock pavilion will open on the new boat next month, Mr. Pierson said, and he hopes to have a full-scale restaurant in operation aboard Becky II by late summer.

The new Becky has been converted from the sternwheel riverboat "Mississippi."

Often on view at its regular mooring spot at the foot of Clark avenue is the Golden Arrow, a privately owned replica of an old-time Missand dock pavilion will open on the new boat for private parties and riverfront excursions for their out-of-town guests.

To the south, at the foot of Spruce street, ambitious plans by a group of St. Louisans may materialize into a steamboat named "The Lt. Robert E. Lee."

**FRED LEYHE, PRESIDENT** of the James Eads Corp., said the Robert E. Lee name is being considered to honor the great Confederate general who, as an Army lieutenant in the Corps of Engineers, designed a river-control system that saved St. Louis when the river channel began shifting away from the city in 1836.

Proud of his own river heritage, Mr. Leyhe said his grandfather "started the Eagle Packet Co. before the Civil War and one of my father's boat pilot houses is on display at the Missouri Historical Society."

He naturally has strong ideas about authenticity in planning for a replica of a sternwheeler that will have an interior decor "as luxurious as those in the steamboat era." It will have at least two restaurants, Mr. Leyhe said.

"There's about \$1 million worth of work to be done," he reported, "but in nine months, we hope it will be there on the riverfront."

**THE WORLD WAR II ERA** will be represented on the riverfront with a Navy minesweeper, purchased by a group headed by Robert O'Brien of Webster Groves. It will be moored at the foot of Poplar street.

While not typical of this inland port, the minesweeper will house a Navy museum that should prove interesting and educational to riverfront visitors, Mr. O'Brien said, and a restaurant may be installed there later.

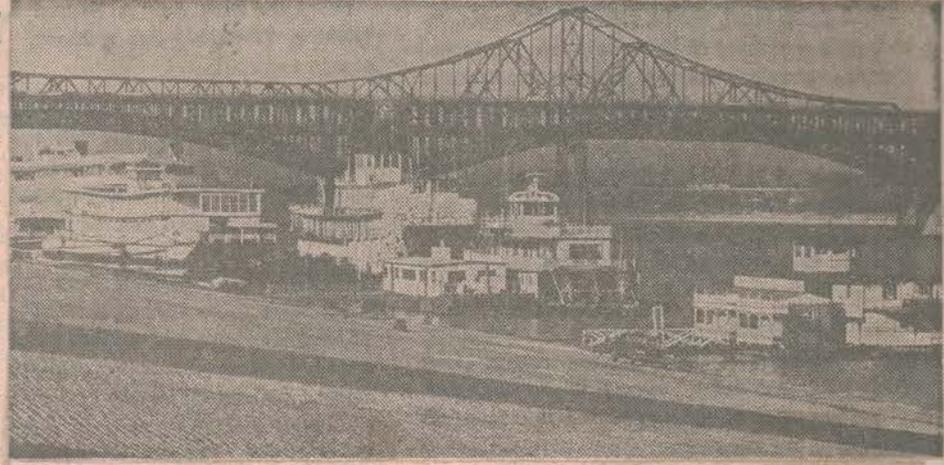
"So many people never have been on a true war vessel," he pointed out. "Besides being

open for tourists in summer, it can be used by schools for an educational program in winter."

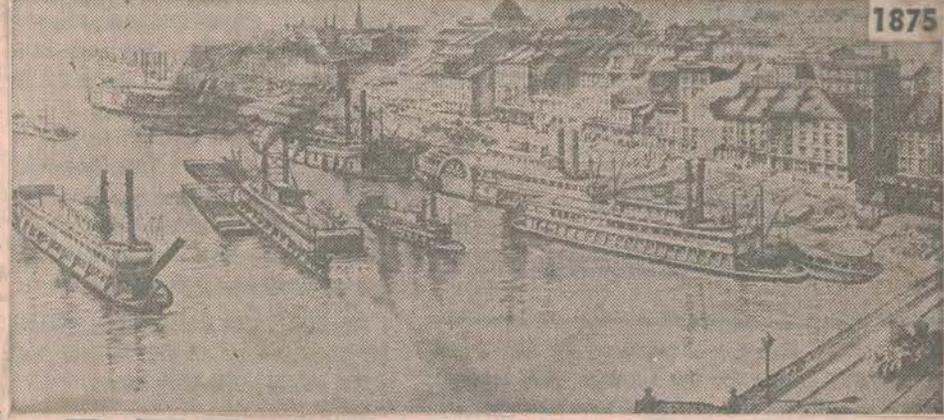
Another application has been made to dock an old-time steamboat, "The Minnesota," converted into a restaurant and nightclub, at the foot of Chouteau avenue. The 50-year-old riv-

erboat was built as a pleasure boat for the Mayo brothers of the famous medical clinic.

If all these, and more, plans for new shoreline attractions come true, the St. Louis riverfront more than ever will be the city's entertainment center for all ages.



**BOATS ON ST. LOUIS RIVERFRONT TODAY AND BELOW IN**



# PERSPECTIVE

SATURDAY-SUNDAY, APRIL 20-21, 1968



SEPT. 18, 1930

# OVER THOUSAND BOATS THROUGH KEOKUK BRIDGE

Round Trips for Boats in  
1928 Numbered 1,006  
and Barges Totalled  
1,450 Trips Up and  
Down River.

TUESDAY, JAN. 15, 1929

Boats to the number of 1,006 passed through the draw of the Keokuk and Hamilton bridge going up and down the river during the season of 1928, the report of Engineer E. S. Cushman shows, Barges to the number of 1,450 passed through the bridge headed up and down stream. The boats made 500 trips up the river and 506 down, while the barge trips totalled 711 up-stream and 739 down the river.

The only packet on the yearly report was the "Belle of Calhoun" with seventeen round trips. Excursion steamers made fourteen trips each way, the "Capitol" making seven round trips, the "J. S." five and "Washington" and "St. Paul" each one.

Government boats were the most users of the draw, 354 trips being recorded for them up the river and 352 down the river. The "Sny" made the largest number of trips, with the "Muscatine" second.

### The Barge Convoys.

The "Red Wing," "John W. Weeks," "General Ashburne" and "Wynoka" made the most trips of the miscellaneous boats listed. The "Wynoka" on twelve round trips towed fifty-three barges up stream and sixty-two down. The "General Ashburne" on its twenty-four round trips towed eighty-nine barges up-river and ninety-three down-stream. The "John W. Weeks" made twenty-six trips up the river with ninety-four barges and on twenty-seven trips down the river towed 104 barges. The "Thorpe" on one trip up stream towed six barges, while the "C. C. Webber" on two round trips convoyed seven barges.

Two show boats, "Crown Hill" and "Grace Devers," were among the season's visitors in these

waters and passed through the draw.

The Season's Summary.  
Here is the complete bridge report:

Name of Boats.....	Packets.		Barges.	
	Up.....	Down.....	Up.....	Down.....
Belle of Calhoun..	17	17		

Excursion.			
Washington .....	1	1	
St. Paul .....	1	1	
J. S. ....	5	5	
Capitol .....	7	7	
	14	14	

Government.				
Wakerobin .....	8	8	8	8
Sny .....	126	126	66	57
Minnie S. Barrett	2	2	17	3
Apo (dredge) ...	1			
Dav'nport (dredge)		1		1
Der'ick Boat No.561	1	1		
Nauvoo .....	8	8	31	36
Mississippi .....	1	1		
Muscatine .....	90	90	203	224
Coal Bluff .....	2	2		4
Grace .....	81	80	43	55
Ellen .....	3	3		2
Marion .....	27	26	8	15
C. W. Howell....	2	2		
General Allen....	1	1		
S. C. 64 .....		1		
Salvisi .....	1		1	
	354	352	379	403

Miscellaneous.				
Red Wing .....	30	30	20	30
S. S. Thorpe .....	1	1	6	
C. C. Webber .....	2	2	7	
James P. Pearson	2	2	3	7
Wynoka .....	12	12	53	62
North Star .....	1	1		
General Ashburn.	24	24	89	93
Kaskaskia .....	1	1		
John W. Weeks..	26	27	94	104
Polly .....	1	1		
Kalitan .....	1	1	1	1
Grace (gas) .....		1		21
Alarm .....	3	3	7	
Sand Boy .....	7	7	4	3
Sid .....		1		
Crown Hill (show)	1	1	1	1
Grace Devers. "	1	1	1	1
Wairku .....		1		
Wyrmetka .....		1		
Louise .....		1		11
Ben Franklin....	1	1	41	1
Tecumseh .....	1	1	4	
Windigo .....		1		
	115	122	332	335
Grand total....	500	506	711	739

Looking in the mirror is not frivolous; it depends on what you think when you look there.

## "J. S." Steamer DeLuxe



### SATURDAY SEPTEMBER 20 MOONLIGHT EXCURSION

Auspices  
ELKS LODGE NO. 106  
Lv. Keokuk 9:30 P. M.  
(Dancing Starts 8:00 P. M.)  
Rt. Midnite  
Tickets 75c

FAMOUS COTTON PICKERS  
10-Piece Colored Orchestra,  
Fate Marable conducting. The  
same orchestra that played  
aboard the "J. S." Steamer De  
Luxe last spring and made a hit  
at all of the cities on the upper  
Mississippi.

LAST EXCURSION THIS  
YEAR

## DAILY GATE CITY.

WEDNESDAY MORNING, MARCH 17, 1875

## TELEGRAPHIC

### Burning of the Steamer Lewis Below St. Louis—The Pilot and Four Men Missing.

St. Louis, March 16.—The steamer Wm. J. Lewis took fire at Chester, Ill., 60 miles below here, this afternoon and burned to the water's edge. One pilot and four men are missing. The boat was owned by the Missouri River Company, and was worth \$50,000; insurance \$38,000.

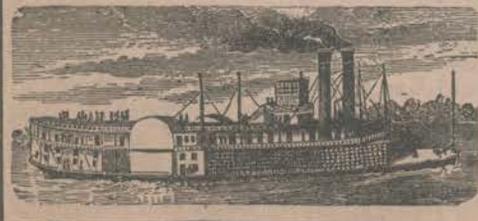
## DAILY GATE CITY.

TUESDAY MORNING, MAY 25, 1875

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WILL hereafter run regularly between the above named points, making three round trips per day, leaving Keokuk at 7 and 11 a. m., and 3 p. m. connecting with trains at Alexandria and Warsaw. Passengers and freights will be carried as low as by any other line.  
CHAS. FALKNER,  
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**THE ALBION.**

NEW YORK, SATURDAY, JANUARY 20, 1844.

**ROBERT FULTON.**

Fulton and Steam Navigation—Memoirs of Edward Cartwright, &amp;c.

In our recent notices of Dr. Cartwright's biography, we omitted a subject of interest and historical value, because it occurs somewhat accidentally in that biography, forming, indeed an episode in which Dr. Cartwright is hardly more than a passive spectator. The subject of that episode is the American Fulton and the invention of steam navigation. The correspondence of Mr. Fulton is one of the most interesting parts of this volume, both as throwing light upon the character of that extraordinary man, and as furnishing us with facts and dates of value in the history of the invention of steam navigation. Indeed, the character of Fulton is not sufficiently estimated or understood in this country; chiefly, we believe, because his claims to the invention of steam navigation have been matter of national dispute between America and Britain; and, as usual, there has been awakened in the controversy so much party feeling, that the dispute has been conducted with a warmth, and even acrimony, by no means favourable to a clear and partial view of historical truth. On the one hand, Fulton has been put forward as the exclusive inventor of steam navigation; the sole heir to the gratitude of posterity; the only man endowed with the talents, science, experience, and foresight equal to the achievement of so great a revolution. This exaggeration—not unnatural—of the merits of a countryman, has led, not less unfairly or naturally, to the injustice, on the other hand, of denying him all share of merit; of reporting him merely as a copyist,—as a man of successful enterprise and commercial speculation, and in no way entitled to our respect and gratitude. This is the unhappy—would it were the unusual—effect of controversial writing. We desire to embrace the opportunity which the publication of these letters gives us of considering Fulton's character apart from these controversies, and of presenting his claims to the kindly feelings and estimation of our countrymen, as a man of high talent, refined taste, enlightened and generous views, who, originally descended from this country, spent many years of his life among us, mingled in the stirring scenes of an eventful period of our history, and was, finally, to his own country that great benefactor who introduced there, most unquestionably, a new element of transport admirably suited to the geographical constitution and historical position of his young and rapidly advancing country.

The life of Fulton contains few events of importance until the period when this memoir introduces him to our notice. Ambitious both of fortune and of knowledge, he was the founder of his own fortune, and his own schoolmaster—important elements in the formation of character. His father was a native of Kilkenny, and his mother of Irish extraction: he lost the former when three years old, and enjoyed the blessing of an affectionate mother's care till he attained the age of twenty-one. His natural disposition unchecked, led him to adopt the profession of a painter, which he practised in Philadelphia, where he was noticed by Franklin; and so considerable were his talents in art that he was recommended to set out for England, and push his fortune in London. West, the painter, patronised his young countryman, took him into his house, and became his friend; but art does not appear to have occupied his mind or his time further than as a means of respectable subsistence—a purpose which, for some years, answered sufficiently well. He had, however, imbibed the true spirit of an artist; for in the wealthier years of prosperous life, he made a strong effort to imbue his countrymen with a love of art, and to establish among them high standards of art.

But it is as an engineer, rather than as a painter, that the world has to do with Mr. Fulton. He came to London at the age of twenty-one, in the year 1787; and he does not appear to have assumed any other functions than those of the artist until 1794, when he took out a patent for certain expedients in canal navigation! and soon after (1796) published a work on canals, exhibiting great originality, and no little invention, science, and sagacity. He proposed a system of small canals, instead of large ones, to be navigated with light small boats of a few tons' weight. These canals he proposed to accommodate to the inequalities of the country by means of vertical lifts and double inclined planes, to be worked by water. Had his views been carried into effect, and had experience of these canals pointed out what recent researches have discovered, that high velocities may be obtained on small canals at a much less expenditure of power than low velocities on large canals, then, in all probability, a system of communication might by this time have been created to rival railways in velocity, and to excel them in economy both of power and cost of transit.

From this time it seems that Fulton ceased his practice as an artist, and devoted himself wholly to the employments of engineer and mechanist; but we have not been able to meet with any records of his labours as an engineer, if we except the volume on canals, and some patents for rope-spinning and flax spinning, a machine for sawing marble, and the mechanical dredging scoop, still used extensively both in England and Ireland for clearing canals and harbours, which his American eulogist attributes to him. The prosecution of his inventions soon afterwards (in 1797) led him to France.

It is here that the biography of Cartwright holds us out with the history of Fulton and of steam navigation. The following passage introduces us very agreeably to the company of two amiable and distinguished men. In 1796, Mr. Cartwright removed to London with his family, and the scene of the following description is in this city:—

By his removal to the metropolis, Mr. Cartwright enlarged the sphere of his acquaintance amongst men of ingenuity and science, and his house again became the resort of projectors, of various merits and pretensions. His own manners were peculiarly calculated to make his society coveted where his tal-

ents were admired. No man who knew so much was so little pertinacious in conversation; he had a thorough contempt for arrogance, and was remarkable for his openness and freedom from jealousy towards rival and contemporary projectors. The coincidence of their respective views produced, instead of rivalry, intimacy and friendship between two such projectors: and Mr. Fulton's vivacity of character and original way of thinking, rendered him a welcome guest at Mr. Cartwright's house. The practicability of steam navigation with the most feasible mode of effecting it, became a frequent subject of discourse. The writer of these memoirs has now to regret, amongst many other neglected opportunities of acquiring knowledge, that, from the carelessness of youth, such a degree of attention was not given at the time to these discussions as might have thrown considerable light upon a subject since become of such universal interest. Who could then contemplate . . . that speculations apparently so chimerical should have been realized to their present wonderful extent! It is not assumed that Mr. Fulton, even with Mr. Cartwright's assistance, had at that time brought his plan of a steamboat to any degree of maturity; but it is believed that neither of these gentlemen were then aware of any other person having advanced towards steam navigation as far as themselves. . . . It is, however, well known, that Mr. Cartwright did construct the model of a boat, which, being wound up like a clock, moved on the water, so as to prove the experiment in a manner satisfactory to the inventor.

These statements prove little more than that Fulton and Cartwright were on a footing of familiar intercourse, and conversed together frequently on mechanical matters. They serve, however, as an introduction to the correspondence which followed this personal intercourse, and give us a key to some of the allusions contained in it.

It was in France that Mr. Fulton's career first became attended with distinction and importance. We find him, in 1797, in Paris, where he continued to reside for the next seven years, in the bosom of a family to whom he was endeared by a lasting and changeless friendship, and where he met with the sympathy, appreciation, and co-operation, so conducive to the peace of a man of genius, yet so rarely enjoyed by them to the same extent as in this instance. In this asylum he engaged in studies of a kind well suited to discipline his mind, and furnish it with instruments of future achievement. The following picture of this happy period of mixed repose and activity, we have taken from the account of one who participated in the enjoyments of this peaceful scene:

Here commenced that strong affection, that devoted attachment, that real friendship, which subsisted in a most extraordinary degree between Mr. Barlow and Mr. Fulton during their lives. Soon after Mr. Fulton's arrival in Paris, Mr. Barlow removed to his own hotel, and invited Mr. Fulton to reside with him. Mr. Fulton lived seven years in Mr. Barlow's family, during which time he learnt the French, and something of the Italian and German languages. He also studied the higher mathematics, physics, chemistry, &c., and those sciences which aided his natural genius in attaining that superiority which he afterwards displayed over those who, with some talents and without any sort of science, have pretended to be his rivals.

There is no sufficient reason to doubt that Mr. Fulton discovered some means of submarine navigation, though, as the plan was never published, this extraordinary invention has been lost to society; that he actually constructed and used with success, a vessel capable both of sailing on the surface of the water and of descending below to any desired depth, remaining any given time, without inconvenience to passengers. He could regulate its ascent or descent, and control the motion, in velocity and direction, so as to move with as great ease and certainty below as upon the surface. The following facts enable us to form some estimate of the degree of success which his system had attained:—

On the 26th of July, 1801, he weighed his anchor and hoisted his sails; his boat had one mast, a mainsail, and a jib. There was only a light breeze, and she did not move on the surface more than two miles an hour; but it was found that she would tack and steer, and sail on a wind, or before it, as well as any common sailing boat. He then struck her masts and sails, to do which and perfectly to prepare the boat for plunging, required about two minutes. Having plunged to a certain depth, he placed two men at the engine intended to give her progressive motion, and one at the helm, while he, with a barometer before him, governed the machine which kept her balanced between the upper and lower waters. He found that with the exertion of one hand only he could keep her at any depth he pleased. The propelling engine was then put in motion, and he found upon coming to the surface that he had, in about seven minutes, made a progress of above four hundred yards. He then again plunged, turned her round when under water, and returned to near the place he began to move from. He repeated his experiments several days successively, until he became familiar with the operation of the machinery and the movements of the boat. He found that she was as obedient to the helm under water, as any boat could be on the surface. In the next experiment he descended with three companions, and remained there for four hours and twenty minutes! at the expiration of this time he came to the surface without having experienced any inconvenience from having been so long under water.

This species of ship he appropriately named the NAUTILUS, and a careful examination of Professor Owen's description of the Nautilus might materially assist the inventor of any apparatus destined for a similar use.

Having discovered the means of descending at pleasure beneath the surface of the ocean, and of moving in that element whithersoever he would, Mr. Fulton next attempted to derive useful, practical results from this new faculty of moving unseen, and his first application of it was to the uses of warfare. He invented missiles and projectiles of various kinds suited to this new element, and gave to them the name of torpedoes; these appear to have been shells charged with gunpowder in large quantity, capable of being propelled through water by the mechanism which they contained, and so designed as to explode whenever they had traversed a given distance. By this means he succeeded in blowing up vessels made the subject of experiment, one in France, another off Walmer Castle, and finally one in his own country. But he had those difficulties to contend with which are common to all inventors of new methods and systems—prejudice, interest, ignorance, and inexperience. The effect,

however, produced by his experiments was such, that there is every reason to suppose that the invention, or at least his non-intervention, was purchased by Government. On this subject Dr. Cartwright's memoir has the following passage:—

The British Ministry did not think it unworthy of inquiry how far Mr. Fulton's pretension to success, in so formidable an art, was well-founded or not. Mr. Cartwright, who was probably in full possession of Mr. Fulton's secret, and no less impressed than Earl Stanhope with the notion of its dangerous extent, was consulted in this inquiry. On the renewal of the war, Mr. Fulton's neutrality, at least, was considered worth the purchase; and Mr. Cartwright was appointed one of the arbitrators, to settle the terms upon which Mr. Fulton consented to the suppression of his secret. The terms of the award were probably satisfactory to Mr. Fulton.

These facts, if authentic, are important, and are omitted in the American biography of Fulton.

The claims of Mr. Fulton, or rather the claims made for him by his friends (for we have no evidence that he claimed to be considered the inventor of steam navigation) have been the subject of disputes between the partisans of Fulton and of rival claimants, in his own country and between America and England. Oliver Evans, Fitch, Rumsey, Livingstone, Stevens—all in America—had not only conceived the idea of navigating vessels by steam, but had actually embodied their ideas in working steam-boats with more or less success; while in other countries, as in England, the idea was not only entertained, but full descriptions and engravings of the principle and mode of operation were published as early as 1737, and sold in London for sixpence: and in Scotland two steam-vessels had been propelled with success, one in the year 1788 and the other in 1789, and a third, larger than the former, was afterwards constructed with still greater success, in 1802. In all these experiments something like six miles an hour was the velocity attained, and full accounts of their success were published in the prints of the day; they were matters of notoriety. The whole design of a steam-vessel, propelled as now by paddle-wheels, was conceived by Halls, in England, in 1737, and executed on three different scales of magnitude in Scotland, in 1788, 1789, and 1802, by Miller, Taylor, and Symington. We shall be able, from the documents before us, to arrange these claims in their respective places with regard to Mr. Fulton.

It is plain, therefore, that after the dates 1788 and 1789, the construction of boats propelled by steam, at the rate of five and six miles an hour, having been accomplished, and ample accounts of their performances in the public prints having rendered their success matter of notoriety, the subject was one of frequent and interesting discussion among scientific men and inventors in Great Britain. We accordingly find Earl Stanhope, Mr. Cartwright, and others, devoting their attention to this subject, and already engaged in experiments. It was in 1787 that Mr. Fulton came to this country; consequently he was here at the very time when these early steam-boats were constructed, and when every one interested in mechanical matters, and associating with mechanical men, must have been aware of the step which had been taken in so interesting and fascinating a subject for mechanical ingenuity. It was not till 1797 that Mr. Fulton left this country to reside in France. The biographer of Dr. Cartwright accordingly shows us that the subject occupied both the attention of Cartwright and that of his young friend Fulton. He says, 'Mr. Cartwright did construct the model of a boat, which, being wound up like a clock, moved on the water, so as to prove the experiment in a manner satisfactory to the inventor;' and again, 'At this time, also, navigating by steam was one of Mr. Cartwright's favourite projects, and he conceived that his newly-invented steam-engine might be made applicable to that purpose.' Further, 'Mr. Fulton's vivacity of character and original way of thinking, rendered him a welcome guest at Mr. Cartwright's house. The practicability of steam navigation, with the most feasible mode of effecting it, became a frequent subject of discourse.' It is plain, then, that as far as the general scheme of navigation by steam was understood at that time, it was discussed by Fulton in common with others.

A letter from Lord Stanhope to Mr. Fulton has been added by his biographer, and proves, as we have already stated, that the subject was then one of frequent discussion. Lord Stanhope writes from Holdsworth, Devon, 7th Oct., 1793: 'Sir,—I have received yours of the thirtieth of September, in which you propose to communicate to me the principles of an invention, which you say you have discovered, respecting the moving of ships by steam. It is a subject on which I have made important discoveries. I shall be glad to receive the communication which you intend, as I have made the principles of mechanics my particular study,' &c. It is plain, from the terms of this letter, that neither Mr. Fulton nor Lord Stanhope at this time spoke of steam navigation as a thing to be invented—neither alluded to the invention of steam navigation, but the invention and discovery of something respecting steam navigation; just as at the present time we have frequent announcements of new inventions, discoveries, and improvements in steam navigation, concerning generally either some change in the engine, or in the ship, or the paddle-wheels, on some other modification of parts. This distinction between the invention of the art itself and the invention of something concerning the art, is of some importance, and we shall find it of use to us in weighing the value and understanding the true tenour of the following correspondence.

Carrying with us this estimate of the amount of information possessed at that period by mechanical men in England regarding the invention of steam navigation, and of the extent to which the attention of inventors was directed towards the improvement of its details, so as to contribute to its perfection and introduction into general usefulness, we shall now follow Mr. Fulton to France, in 1797; whence we find him writing to his friend Cartwright, as follows:—

Paris, Sept. 20, 1797.

I have not had an opportunity of answering your letter of the 20th August until now. I am much pleased with your mode of making houses fire-proof, and should be happy to see it extended to America. \* \* My idea of many of those things which may be considered as only the overflowsings of your mind, is to convert them into cash, and adhere firmly, even without partners, to some of your more important objects, such as the steam-engine, boat moving by steam, or cordelier. I have a great objection to partners. I never would have but one, if I could help it, and that should be a wife, &c.

R. FULTON.

Hitherto, therefore, it appears that we are to regard the inventions already alluded to, concerning steam navigation, and indeed the whole subject, as far as it was matter of intercourse between Fulton and Cartwright, as belonging to the latter almost exclusively.

In the following year, however, we find Fulton engaged in experiments having an immediate relation to steam navigation—namely, a mode of propelling through the water by means of a fly or smoke-jack, not unlike the Archimedean screw in its mode of action.

Paris, February 16, 1798.

I have received yours of December 11th, at which time you could not have received my last letter, which was dated December 8th. You speak of expecting my return, but that, I fear, is very doubtful, in consequence of the delays at the patent office, the approaching period when I must necessarily return to America, and the difficulty of obtaining a passport from hence to England. \* \* Works of magnitude I find cannot be hurried. It would give me much pleasure to make the produce of your mind productive to you. You will, therefore, consider what part of your inventions I may be trusted with. The steam-engine, I hope, may be made useful in cutting canals and moving boats, with a fly of four parts, similar to that of a smoke-jack. \* \* I find this apply the power to great advantage, and it is extremely simple. The patent law is now altering, but I fear the price will not be reduced; yet the payments will, perhaps, be made easy, by being 20l. a year, for three years. My small canals are making many friends, which business I shall leave in the hands of a company. The celebrated Montgolfier has just made a great discovery in hydraulics; it is a means of raising waters from the beds of rivers, by the simple movement of the stream, without either pump or wheel. I know him well, and have seen his model frequently at work. It is forty feet high, and consisting of only two tubes, extremely simple. I also have been contriving a curious machine for mending the system of politics, and applying manual labour to advantage. Of these two inventions I will send you sketches before my departure.—Believe me, &c.

ROBT. FULTON.

The mode of propelling, here incidentally mentioned as the subject of experiment, does not appear to have had the application of steam to navigation as the principal object, if indeed as its object at all, for the writer was then actively occupied with the endeavour to obtain the means by which his submarine or driving boat might be urged through the water by the power of the men within it.

It is not, indeed, until 1802 that we find him applying his powers of invention directly to the application of the steam-engine for the purpose of propelling passage-boats through the water; then, indeed, he appears to have taken up the matter in earnest. The circumstances which now, for the first time, induced him to do so, are as follows. Mr. Livingstone had just come over from America, where the general question of steam navigation had been entertained by the legislature of New York, and where Mr. Livingstone had himself constructed a steam-vessel, which, however, failed to attain the required minimum speed of four miles an hour. When Mr. Livingstone arrived in France, as minister from the United States, he communicated to Mr. Fulton the importance of steam-boats to their common country; informed him of what had been attempted in America, and of his resolution to resume the pursuit on his return, and advised him (Mr. Fulton) to turn his attention to the subject. It was agreed between them to embark in the enterprise, and immediately to make such experiments as would enable them to determine how far, in spite of former failures, the object was attainable: the principal direction of these experiments was left to Mr. Fulton, who united, in a very considerable degree, practical to a theoretical knowledge of mechanics. From this time Mr. Fulton appears to have zealously directed his attention to the subject, as we are warranted to infer from the following letter to Dr. Cartwright:—

Paris, 10th March, 1802

My good Friend,—Be so kind as to let me know how you have succeeded in your steam-engine. To what state of perfection have you brought it? What will one of a six-horse power, making a three or four foot stroke, cost? How much will it weigh? How much space will it require when rendered as compact as possible? What weight and value of coals will it consume per hour? And how soon can it be made?—I think you once mentioned to me your intention to use spirits of wine, and that you would obtain a power of at least thirty pounds to the square inch! Have you succeeded in these great objects? The object of these inquiries is to make part of an examination on the possibility of moving boats of about six or seven tons by steam-engine, and your engine I conceive best calculated for such a work, particularly as the condenser may always have the advantage of cold water without adding much to the weight of the boat; and having the advantage of cold water may enable you to work with ardent spirits, and produce the desired elasticity of steam with one-half the heat—hence, in calculating the weight of the whole apparatus, the weight of the condensing water will be trifling: it is therefore the weight of the engine and the fluid in the boiler which are to be calculated. For this object I believe the engine should be double, with the steam acting on the top and bottom of the piston, or in two cylinders, the one ascending while the other descends. For the particular case, where such a boat is wanted, I believe it is of more importance to have a light and compact engine, than to have too much regard to the economy of fuel, unless the additional weight of the fuel to go twenty miles would be more than the additional weight of the engine to economize the heat. To gain power in a smaller space, how would it answer to make the boiler sufficiently strong to heat the steam to two atmospheres, or thirty pounds to the square inch! thus a cylinder of six inches would give a purchase of 300 lb.; that is 200 lb. constant purchase, which is about the run of my demand. As for example, 3 lb. will draw a piece of timber twenty feet long which presents a butt end of one foot square at the speed of—

	1 mile per hour.
12 pounds	2 ditto.
48 "	4 ditto.
96 "	6 ditto.
120 "	7 ditto.

Now supposing my boat to be forty feet long and five feet wide—boat, passen-

Jan 20 1844  
ST. FULTON

gers and engine, weighing six tons—it will present a front of about six feet resistance, or 720 lb. purchase: to run such a boat 7 miles per hour—  
 Suppose the boat to weigh 2 tons  
 30 passengers, with their baggage 3  
 —  
 5

one ton is left for the engine and machinery. From this calculation you will be able to judge what can be done by your invention; and if by your means I can perfect my plan, I have got a good opportunity of rendering your engine productive to you, and it will give me pleasure to do so. You will be so good as to write to me as soon as possible, answering in a particular manner the questions stated, with any observations you think proper, and will be so good as to make on my proposed attempt.

ROBERT FULTON.

These are the shrewd calculations of a sagacious inventor, and indeed the whole of his progress in this matter exhibits no ordinary degree of practical sagacity. It is not, however, to be wondered that Fulton did not at first select from among the many methods that presented themselves to him, all the true elements of success. He seems to have tried many methods of propelling, rather than adopt the paddle-wheels which Miller used in 1788, and which all men use in 1843. But he set about it in a proper spirit, and prosecuted his inquiries in a sound philosophical method. Three separate subjects appear to have occupied his attention; 1, the construction of a suitable vessel; 2, the adoption of an appropriate steam-engine; 3, the most efficient mechanism for propelling. It is interesting to follow the development of his ideas in these several departments; and first, of the paddle-wheel as a means of propulsion. Like many ingenious men in his time and ours, Mr. Fulton appears to have found great difficulty in reconciling his mind to the use of so simple and obvious an expedient as the ordinary water-wheel. Paddles, oars, ducks'-feet, chains, chaplets, smoke-jacks, flies, screws, and jets—anything less known or less simple—appear to have possessed, and to possess, greater charms for the inventive mind, than the simple wheel now, and then, so effectively used. Practical experiment and some science at last convinced Mr. Fulton of his errors on this head, and induced him to acquiesce in the adoptions of the paddle-wheel of old Mr. Miller.

Many of these experiments were made on a small scale, and the examples we have seen of his methods of operation impress us with a high idea both of the fertility of his resources and the soundness of his judgment. In the spring of 1802 he accompanied an invalid friend to Plombieres, through which village there ran a small rivulet, and on this rivulet he made an extensive course of experiments with his ingenious models. But this course of experiments was not concluded without an *experimentum crucis* on a scale large enough for practical purposes. A boat was constructed, sixty-six feet in length and eight feet wide, and was nearly ready for experiment early in the spring of 1803: and Fulton was on the point of making an experiment with her, when one morning as he was rising from a bed on which anxiety had given him little rest, a messenger presented himself, and exclaimed in accents of despair, 'Sir, the boat is broken in pieces and gone to the bottom.' Mr. Fulton, who related the anecdote, declared that this news created a despondency which he had never felt on any other occasion. Upon examination he found that the boat had been too weakly framed to bear the weight of the machinery, and that, in consequence of the agitation of the river by the wind of the previous evening, what the messenger had represented, had literally happened—the boat had broken in two, and the weight of the machinery had carried her fragments to the bottom. His disappointment did not check his perseverance; on the very day that his misfortune happened, he commenced to repair it, and to labour with his own hands to raise the boat, working for four-and-twenty hours without interruption. They were obliged almost entirely to rebuild the boat, which was accomplished in the month of July, 1803.

In was in August, 1803, that a more conclusive experiment was made with his boat. It took place in the presence of the French Institute, and of a multitude of Parisians. The French were so grateful for this exhibition, that they called their early steam-boats on the Seine, twenty years afterwards, Fulton-boats. The American biographer states that in this experiment the boat did not move with so much speed as Mr. Fulton expected; but he imputed her moving so slowly to the extremely defective fabrication of the machinery, and to imperfections which were to be expected in the first experiment with so complicated a machine.

Here we find an inconsistency in the American biographer's statements.—'Mr. Livingstone,' he says, 'also wrote immediately after this experiment to his friends in this country (America), and through their interference, an Act was passed by the Legislature of the State of New York on the 5th of April, 1803, by which the rights and exclusive privileges of navigating all the waters of this state, by vessels propelled by fire or steam, granted to Mr. Livingstone by the Act of 1798, which we have before mentioned, were extended to Mr. Livingstone and Mr. Fulton for the term of twenty years from the date of the new Act.' Now this implies an impossibility: the experiment is stated to have been made in August, 1803; the application to have been subsequently and in consequence of the experiment, and yet the Act so applied for passed in April—four months before the experiment! We therefore must conclude that the application for the Act had nothing to do with the experiment, or that the date of the Act was later; say 1804, instead of 1803.

It would have been interesting to know the exact velocity attained by this first steam-boat, and to have learnt something regarding the construction of the engine, but on these points the American biographer is silent. As the velocity of Fulton's next and improved vessel was four miles an hour, it may be inferred that this, which fell so far short of his expectation, was considerably less.

With this experiment, though unsuccessful, yet not unproductive in instruction to the inventor, ended Mr. Fulton's European experiments in steam navigation. He went to France in 1797. For six years he was chiefly occupied in attempts to introduce submarine navigation and submarine warfare, and the experiments on steam were but an episode. His plans of warfare alarmed the English, although they did not obtain confidence or substantial encouragement from the French; and in 1803 Fulton engaged in negotiations with the British government, and came over to this country, the result of which, as Mr. Cart-

wright's biographer informs us, was the purchase of his neutrality by England. After spending some years in this country, Mr. Fulton embarked at Falmouth in October, and arrived at New York on the 13th December, 1836.

We have thus the following dates:—

Mr. Fulton in England	{ 1787 } Ten years.
	{ 1797 }
— in France	{ 1797 } Seven years.
	{ 1804 }
— in England	{ 1804 } Two years.
	{ 1806 }

Mr. Fulton returned to America in the end of 1806.

In this latter visit to England he appears to have accomplished two important objects. He saw the steam-vessel built by Symington for Lord Dundas, and which moved along the Forth and Clyde Canal at the rate of nearly six miles an hour. This vessel was the third constructed by that ingenious man, and was propelled by the common paddle-wheel, driven by a cranked axle, as now in use. This must have fully established Mr. Fulton in his conviction of the practicability and success of such a method of propulsion by steam. We accordingly find that his next important step was to order from the manufactory of Messrs. Watt & Bolton, at Soho, a steam-engine suited to the purpose of propelling a boat by means of a cranked axle and paddle-wheel, and directing it to be sent out to him in America.

In 1807, we find Mr. Fulton established as a citizen of New York—and already embarked in the speculation of his first American steamer. His friend, Mr. Livingston, appears peculiarly to have embarked with him. Fulton, however, was sole contriver of all the arrangements. In 1807, the Clermont was launched on the Hudson, with the steam engine of Messrs. Watt & Bolton; she was tried, and achieved five miles an hour. The Clermont's next voyage was a trip of one hundred and fifty miles and back—three hundred miles, to Albany and back, without accident—at the mean rate of five miles an hour; a feat truly wonderful—exhibiting in the mind which superintended the combination no common degree of sagacity, judgment, and foresight.

Mr. Fulton's genius was at last triumphant—his fame and his fortune were established. His country received, at his hands, benefits incalculable—a vehicle of locomotion admirably suited to the young resources and natural advantages of that extensive and fertile continent. The inventions of Watt, Miller, Taylor, Symington, find their consummation as elements of combination achieved by Mr. Fulton, and have become practical elements in the history of modern society.

## THE CINCINNATI MIRROR.

SATURDAY, JUNE 7, 1834.

“STEAMBOATS.—In a publication made by the writer of this article, in 1829, on the interesting subject of steam-boats, it was calculated that from the time of their first introduction on the western waters in 1811, until that period, their number amounted to about three hundred and twenty-three. Their united tonnage was estimated at fifty-six thousand tons. From the best data which could be procured from the most intelligent sources, the original cost of these boats was five millions six hundred thousand dollars, and the repairs on the same number, assuming that none of them would last longer than 1832, was set down at two millions eight hundred thousand dollars. Now, although there were five or six boats built between the years 1811 and 1817, the latter period may be assumed as the epoch of their regular and successful introduction; in 1825 they were brought to their present state of perfection. It results then that the amount expended for the building and repairing of steamboats, in a period of about eleven years, was equal to eight millions four hundred thousand dollars. As the number of steamboats was increasing yearly, no fixed amount can easily be assumed for the yearly expenses, but for the year 1829, the sum was fixed at two million five hundred thousand dollars; if then five hundred thousand dollars be considered as a fair yearly average from 1818, the total amount of money expended on the shores of the western waters up to 1829, inclusive, will be little short of fourteen millions of dollars. When it is considered that this circulation and expenditure of money was exclusively created by the introduction of the steamboat, the importance of this invention to the valley of the Mississippi may be conceived. It has produced an advance of prosperity that would have required more than a century to have realized in the ordinary progress of human affairs; it has produced a revolution in business inferior in importance to that which followed the discovery of the art of printing.

On the first of January, 1834, an official list of steam-boats, from an authentic source, gives the whole number of two hundred and thirty, whose aggregate amount of tonnage is equal to about thirty-nine thousand tons. Allowing the cost of building at a rate much lower than the

Jan 20, 1844  
 Robert Fulton

rule adopted three years since, the capital now invested in this stock will exceed three millions of dollars. The expense of running may be put down nearly as contained in the following scale:

60 boats over 200 tons, 180 running days at \$140 per day,	\$1,512,000 00
70 boats from 120 tons to 200, 240 running days, \$90 per day,	1,512,000 00
100 boats under 120 tons, 270 running days, \$60 per day,	1,620,000 00
Total yearly expenses,	\$4,644,000 00

This sum may be reduced to the different items producing it in the following proportions, viz:

For wages, 36 per cent., equal to	\$1,671,340 00
" wood, 30 per cent., equal to	1,393,200 00
" provisions, 18 per cent., equal to	835,920 00
" contingencies, 16 per cent., equal to	743,040 00

This result is truly striking to those who were accustomed to the state of things on our rivers within twenty years. The difference in the amount of wages paid, is in itself very considerable; but the item of fuel is one created exclusively by steam-boats; and when it is considered that nearly one million and a half is expended every year, at a few points on the Mississippi valley, it presents a vast field for speculation. The immense forests of beech and other timber unfit for agricultural purposes, were, before, not only useless, but an obstacle to the rugged farmer, who had to remove them before he could sow and reap. The steamboat, with something like magical influence, has converted them into objects of rapidly increasing value. He no longer looks with despondence on the denseness of trees, and only regrets that so many have already been given to the flames, or cast on the bosom of the stream before him.

At the present period, the steamboats may be considered as plying as follows, viz:

25 over 200 tons, between Louisville, New Orleans, and Cincinnati, measuring	8484 tons.
7 between Nashville and New Orleans, measuring	2565 "
4 between Florence and New Orleans,	16.7 "
4 in the St. Louis trade,	1002 "
7 in the cotton trade,	2016 "
27 boats not in established trades, from 120 to 200 tons,	8641 "
The balance under 120 tons in various trades,	14655 "
	39,000

In the New Orleans and Louisville trade, the boats over two hundred tons make about one hundred and forty trips in prosperous seasons; those of smaller size, make from fifty to sixty trips. But to go into an estimate of the number of voyages made by the boats in the different trades is impossible, because no regular data are furnished, and the result depends upon a variety of contingencies.

Previous to the introduction of the steamboat in 1817, about twenty barges, averaging one hundred tons, afforded the only facilities for transporting merchandize from New Orleans to Louisville and Cincinnati. These making but one trip within the year, gave the means of bringing up only two thousand tons. The present tonnage in this trade exclusively, having been stated to be 8484 tons, gives the amount employed, amounting to one hundred and forty trips in the season, to be 1,187,760 tons; a cause capable of producing a revolution in sixteen years hardly equalled in the annals of history. The effects upon western commerce of these causes have necessarily been immense. The moral changes alone are felt throughout the west, and the effect on prices is almost incalculable: the imported article has fallen in a ratio equal to the increased price of western products. In looking back to the old means of transportation, we cannot conceive how the present demand and consumption could have been supplied by them.

To those who are acquainted with the early mercantile history of our country, when it was no uncommon thing for a party of merchants to be detained in Pittsburg from six weeks to two months by low water and ice, the existing state of things is truly gratifying. The old price of carriage of goods from the Atlantic seaboard to Pittsburg, was long estimated at from five to eight dollars per one hundred pounds. We have instances in the last five years, of merchandize being delivered at the wharf of Cincinnati for one dollar per hundred from Philadelphia by the way of New Orleans.

It may not be useless or uninteresting to give an idea of the mortality among steam boats in a given time. It is not pretended that any decided inference can be drawn

from this statement, or that the facts go to establish any fixed rule. But under the present situation of steam boat discipline and regulations, a tolerably fair conclusion can be drawn from it. Taking the period then of two years, from the fall of 1831 till that of 1833, we have a list of boats gone out of service of sixty-six: of these, fifteen were abandoned, as unfit for service; seven were lost by ice; fifteen were burnt; twenty-four snagged, and five destroyed by being struck by other boats. Deducting the fifteen boats abandoned as unseaworthy, we have fifty-one lost by accidents peculiar to the trade. In number this proportion is over twelve per cent. per annum: in tonnage the loss is upwards of ten per cent. Amount snagged, 3721 tons; amount burned, 2330 tons.

The foregoing calculations and statements afford great field for speculation. It is evident that there is a vast amount of surplus tonnage, and of course the business at present is entirely overdone. Indeed, from a full investigation of the subject, a few years since, by a committee appointed for the purpose, it was fully ascertained that, although the benefits conferred on the valley of the Mississippi were incalculable, the stock invested in boats was, as a general rule, a losing investment; in many cases, a total sacrifice. In a few cases, owing to a fortuitous combination of circumstances, money has been made; but the instances are so few as not to affect the rule. Time may correct this evil; but in a business in which public interest and public safety are so much concerned, a little governmental interference and assistance might be useful, and ought to be tendered. Some legislative action which might tend to arrest the fearful increase of accident, has long been a desideratum; but how this is to be applied, presents the great difficulty. An experiment, however, has been tried, which seems to hold out the prospect of success. We allude to the company which was formed in 1832—3, called the Ohio and Mississippi line of transportation. During the existence of this company, not an accident of any kind occurred to person or property. A perfect regularity in arrivals and departures was introduced, and as all the good boats were in the same interest, there was no foolish rivalry, and consequently no injudicious racing. How far the post-office department would be justifiable in aiding such an association, we do not pretend to say; but in our humble view of the case, we consider the great interests of the west are much involved in the question; and when the great uncertainty and irregularities of the mail, which has hitherto distinguished the routes between Orleans, Natchez, and St. Louis, and Pittsburg, Louisville and Cincinnati, are considered, something is expected. On the score of economy alone, the subject is worthy of the reflection of the general government: probably nine-tenths of the correspondence on the western waters is of a commercial character. The greatest portion of this is now transmitted, free of postage, by the means of passengers. No one can prevent this. If a line of steamboats can be made interested in protecting the government, the general post-office would find it to their advantage to give liberal terms to such an establishment.

**NATIONAL INTELLIGENCER.**

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**WASHINGTON.**

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

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**TUESDAY, JANUARY 18, 1853.**

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THE *MARtha WASHINGTON CASE*.—In the case of the United States against *Cole, Kissane, and others*, charged with burning the steamer *Martha Washington*, Commissioner *Wilcox* (before whom the case has been under examination at Columbus, Ohio) has concluded that there is probable reason to suppose the deed was committed by the parties charged therewith, and has held them to bail to appear at the next term of the United States Circuit Court. *Kissane* and *Cole* are required to give bail to the amount of \$10,000 each, the two *Chapins* and Captain *Cummins* \$5,000 each, and *Holland* \$5,000.

It will be remembered that the charge against the above persons is that of a conspiracy which led to the burning the steamer *Martha Washington* that they might defraud certain insurance companies.

THE GREAT DUST HEAP CALLED HISTORY  
R. J. BICKEL SEAGOR, IOWA  
MARSHALL COUNTY, IOWA

# NATIONAL INTELLIGENCER.

## WASHINGTON.

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

TUESDAY, NOVEMBER 22, 1853.

### A SCENE IN COURT.

FROM THE COLUMBUS (OHIO) JOURNAL.

**THE MARTHA WASHINGTON CASE.**—This case, perhaps the most important ever disposed of in this State, has at last been concluded, and the defendants declared "not guilty." It has been one of the most exciting ever tried in any court or country.

We were at the court-room on Monday at two o'clock in the afternoon, when it was announced that the jury had formed its verdict and awaited the order of the court to render it. This intelligence spread rapidly, and in a few moments the court-house was crowded with spectators, all anxious and eager to learn the finale of this important case. After two days' deliberation, the jury slowly returned to the court-room, wearied by their protracted labors, and the prisoners were sent for. During the interval which elapsed from the entrance of the jury until the arrival of the prisoners a perfect silence was maintained throughout the entire court-room, and each one was busy with his own reflections as to the judgment about to be rendered and the probable guilt or innocence of the accused. They finally arrived, and were conveyed into the room amidst a terrible, death-like, and perhaps to them an ominous silence. They had been arrayed at the bar of justice, accused of an offence unparalleled in the history of crime, and they were now to witness the last scene of the terrible drama. Already must they have suffered a thousand tortures in the consciousness of their position. They had throughout the whole investigation remained firm and confident, but now they paled in the presence of that stern and inflexible tribunal whose sentence was to determine their destinies forever. There, too, were their wives, their families, and their friends; and the pronouncement of the sentence would not only affect themselves, but sever or reunite the dearest ties that bound them to earth. It would mar the eternal happiness or return them to the arms of those who had steadfastly and patiently administered confidence and hope in the dim loneliness and solitude of a prison, and who still attended them affectionately in this the darkest moments of their lives. It was indeed a moment of deep and painful interest, and the silence which now reigned around them was a mocking contrast to the war and tumult of feeling which was waging in their bosoms.

The Jury was called and severally answered to their names. The roll being completed and each Juryman found present, the Court in a solemn and impressive manner demanded the verdict, which, being handed to the clerk, was read in a low but distinct and audible voice. The decision of not guilty was pronounced, and as it was caught and borne from one to another, such a shout went up from the bosom of that multitude as we have not heard in a long time. The prisoners all, without an exception, gave way to their feelings, and freely mingled their tears with those of the beings whose lives would have been blighted forever by their condemnation. Fond and fervent thanks went up from the altar of each heart to that God whose providence had guarded their fates, and restored them to the bosoms of those they loved, and nought save the low, subdued, and heartfelt sobs of those who had so lately been snatched from a fate less preferable than death disturbed the scene. It was a solemn and an impressive sight, and the lesson taught was forcibly felt by every one present.

# NATIONAL INTELLIGENCER.

## WASHINGTON.

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THURSDAY, MARCH 9, 1854.

**THE MARTHA WASHINGTON CONSPIRATORS.**—The St. Louis Intelligencer states that a row occurred on board the steamer Belle Sheridan, on the Ohio, a few days since, in consequence of the appearance of some suspicious looking characters who came on board at New Albany and at points below, for the purpose, as was supposed, of rescuing the Martha Washington conspirators, who were on board in charge of Marshal Bruin. A demonstration was made at a rescue, but it resulted in a complete failure of the plans of the parties engaged in it, and their being unceremoniously set on shore. The Martha Washington conspirators, as they are termed, were on their way to Arkansas, to take their trial for murder on a requisition from the Governor of that State.

# NATIONAL INTELLIGENCER.

## WASHINGTON.

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TUESDAY MARCH 28, 1854.

**THE SINKING OF THE STEAMER J. L. AVERY.**—The Cincinnati Commercial has some additional particulars of the sinking of the J. L. Avery, forty-five miles below Natchez. Among the lost were ten slaves belonging to Wm. J. and John Purnell, of Worcester county, Maryland. Among the saved are Wm. J. Purnell, wife and five slaves; E. Purnell, and Thomas P. Single or Tingle, all of Maryland. The Commercial says:

While she was making good headway against powerful current and strong wind, a crackling noise was heard, the boat careened, and in two minutes the hull went down, bow foremost, in water estimated to have been at least fifty feet deep. Happily the cabin parted from the hull and floated. When our informant heard the sudden crackling noise, accompanied by a tremor and careening of the boat, he walked through a state room upon the guards, and saw the hull going down. One of the chimneys fell overboard, and the other upon the cabin, steadying it to some extent. The cabin floated on the larboard side, and persons who first gained the deck knocked out the windows on the starboard or upper side and rescued those inside. The ladies were thus saved. The steamer Sultana was about one mile and a half behind the Avery, and, meeting the floating cabin, rescued those who were clinging to it, and towed that remnant of the wreck ashore.

Mr. Pinney informs us that the steerage was crowded with persons whose names were unknown, and of whom from forty to sixty certainly perished! They were overwhelmed by the water within two minutes of the first intimation of danger. The hull was seen to go down with a plunge, its after part crowded with the steerage passengers. The exact number lost will never be known. It was by some estimated to be as high as seventy-five. Of the cabin passengers only eight or ten were drowned. Among the lost is the Rev. Mr. Benson, of Mount Vernon, Knox county, Ohio. The second mate was lost. A child of Mrs. Parmican, of Louisiana, was drowned. A gentleman who got on board at Baton Rouge, and whose name had not been registered, was drowned. A Mr. Shaw, of La Grange, Mississippi, was drowned.

Captain ROBERTSON, the captain of the J. L. Avery, states that the reports of the loss of life are greatly exaggerated. He thinks that not more than eight or ten persons were drowned altogether. He remained by the wreck several days and saved what he could of the passengers, baggage, furniture, &c. The boat was sunk by a snag, which came through the bottom.

# NATIONAL INTELLIGENCER.

## WASHINGTON.

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SATURDAY, FEBRUARY 18, 1854.

### Terrible Steamboat Disaster.

**LOUISVILLE, FEBRUARY 16.**—A dreadful disaster occurred here this morning. The Alton packet Kate Kearny exploded her boiler at her wharf this morning whilst about starting, killing and wounding a large number of passengers. It is estimated that twenty persons were killed, and many are supposed to have been drowned. Among the wounded is Maj. BRALL, of the United States Army. He is considered dangerous.

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10C Sun., Nov. 17, 1968  
ST. LOUIS POST-DISPATCH

## Fulton Submarine Letter Brings \$2300

NEW YORK, Nov. 16 (AP)—A letter written by inventor Robert Fulton in 1804 with illustrations for a submarine was bought this week at the Parke-Bernet Gallery for \$2300.

The letter, with seven drawings, was bought by Mury Bros., Inc., Boston. It was addressed to Samuel Clements, adjutant commandant of the Army and Navy, and in Fulton's words "contained the last and most perfect drawing on this subject, submarines."

Fulton, developer of a steam-powered boat, said the drawings were done in London June 12-20, 1804. He dated the letter London, July 26, 1804.

## NATIONAL INTELLIGENCER.

## WASHINGTON.

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

TUESDAY, MAY 30, 1854.

**CLOSE OF THE MARTHA WASHINGTON TRIAL.**—The Cincinnati Gazette learns that the examination of the Martha Washington conspirators resulted in the discharge of Capt. Cummings, and the holding to bail of the other defendants, as follows: Lyman Cole and Wm. Kissane in five thousand dollars each, and the others in the sum of three thousand dollars. Kissane gave the required bail and was released from custody. The others, at last accounts, were still in jail. Strenuous efforts were being made to get for them the required security, and it was supposed that Cole, and probably all, would be able to effect their release.

## NATIONAL INTELLIGENCER.

## WASHINGTON.

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THURSDAY, MARCH 10, 1853.

**STEAMBOAT COLLISION CASE.**—The Cincinnati Gazette of the 4th instant gives a full report of the investigation recently held by the inspectors of hulls and boilers in that district, under the new act of Congress, in reference to "the causes which led to the collision between the steamboats *Falls City* and *Pittsburgh*, and the conduct of the United States licensed officers on duty at the time of said collision." The inspectors found that the night was foggy, and that the officers of both boats were consequently deceived as to their distance apart. They entirely acquit the engineers, but find—

"That the pilots, John White and Jeremiah Mason, are censurable, not for incompetency, nor any intention to injure each other's boat, but for not complying with that part of the 'rules and regulations' which expressly requires 'the bell to be struck, or the steam whistle to be sounded, every two minutes,' when running in a fog. Therefore, the license of John White, the licensed pilot on duty on steamer 'Pittsburgh,' is suspended for twenty days; and the license of Jeremiah Mason, the licensed pilot on duty on steamer 'Falls City,' is suspended for ten days. The suspension of both to date from March 1st, 1853."

## NATIONAL INTELLIGENCER.

## WASHINGTON.

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

TUESDAY, OCTOBER 17, 1854.

**A STEAMER BURNED.**—The steamer *Princess*, from New Carthage for New Orleans, having a cargo of 3,039 bales of cotton, took fire and was totally consumed on Sunday morning, the 8th instant, when two miles below Fort Adams; the boat and cargo a total loss. The fire originated under the boiler deck, and spread with such fearful rapidity that the pilot, who was at the wheel, had barely time to run the boat ashore. Neither the officers, the crew, nor passengers could save any thing belonging to them. Fourteen persons are known to have perished, amongst whom are Mrs. Jacob Weis and child, of Red river, and Miss Maria E. Wilson, of New Orleans.

## NATIONAL INTELLIGENCER.

## WASHINGTON.

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

TUESDAY, NOVEMBER 21, 1854.

**STEAMBOAT ROBBERS.**—A correspondent who writes from Paducah (Ky.) gives us an account of an affair which occurred on the steamer *Michigan*, in the Mississippi river, on which boat the writer says he was a passenger. The correspondent says that two dashing men were on the boat, who represented themselves as sons of a Mississippi planter named Leclere. Just before the boat reached Memphis several state-rooms were broken open, and a Mr. Craig seized the burglar, who proved to be one of the *soi-disant* planter's sons. Craig and other passengers followed the thief to the hurricane deck, when Leclere went to the stern and threatened to shoot any man who should attempt to arrest him. The passengers rushed on him, when he fired his pistol in the air, jumped overboard, and, as is supposed, was drowned. The passengers returned to the cabin, when it was discovered that about \$1,800 and six gold watches had been taken. Leclere's "brother" was hunted up, who, upon promise that he should not be punished, told where the stolen property was hidden. He said his own name was John Traverse and that of his accomplice Dick Jones, formerly of New Albany, who was convicted two years since of larceny, and who made his escape from the penitentiary in August last. We give this story as it comes to us. We do not know the writer of the letter. The Jones mentioned was a notorious thief, and was sentenced and escaped as stated.—*New Albany Ledger*.

## KEOKUK, IA., GATE CITY

MONDAY, NOV. 6, 1950

## John F. Ireland, Retired River Man, Dies Saturday

Funeral service was held at 2 p. m. today in the Hall Funeral Home at Fort Madison for John F. Ireland, 86, retired river boat captain who died Saturday in Summitville.

Born December 9, 1863 in Kentucky he had lived in Lee county since 1879 and for many years was captain of the *Ottumwa Belle* and mate on the old *Sam Atlee*.

Surviving are two brothers, Charles H. Ireland, Sr. of Wever, and Jerry Ireland of Galesburg; and a sister, Mrs. Lessie Wright of Columbus, Ohio. Preceding him in death were two wives, Zora Payne Ireland and Pearl Ireland as well as a daughter, Pearl.

He lived in Fort Madison and Wever until three years ago when his health failed and he went to Summitville.

## KEOKUK, IA., GATE CITY

SATURDAY, JAN. 2, 1954

## Rites Held Today for Veteran River Pilot

DAVENPORT, — (IP) — Funeral services were held today for Capt. A. H. (Bert) Lovett, 78, Davenport, a veteran upper Mississippi River pilot.

Lovett, who began working on the river in 1892, died Friday. He received his pilot's license at 21 and at that time was the youngest pilot on the river.

## KEOKUK, IA., GATE CITY

THURSDAY, MAR. 26, 1953

## Gordon C. Greene Becomes Sara Lee At Portsmouth, O.

The Gordon C. Greene, last of the pleasure packets on the Mississippi river, has not only been immobilized and transformed into a hotel but also has lost the name which conjured up old and romantic memories on the river.

Now a stationary hotel for atomic plant workers at the foot of Market street in Portsmouth, O., the revamped steamer has been named the *Sara Lee*.

The boat underwent a complete transformation at Maysville, Ky., last winter to become a 104 room, floating hotel, and will be opened for occupancy on April 1.

Until recently the steamer made regular passenger trips on the Mississippi between St. Louis and St. Paul as well as making other pleasure tours on the Tennessee and Cumberland rivers from its home port at Cincinnati.

For many years it was directed by Capt. Mary Greene, only licensed woman pilot and master on the river.

# WASHINGTON.

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

WEDNESDAY, APRIL 13, 1853.

## NATIONAL INTELLIGENCER.

### EXPLORATIONS AND DISCOVERIES AMONG THE HEAD-WATERS OF RED RIVER.

At a recent special meeting of the American Statistical and Geographical Society of New York, held at the University, (the Hon. GEORGE BANCROFT in the chair,) after the transaction of the ordinary business of the Society, it adjourned to the chapel of the University, where the President introduced to a large and brilliant audience Capt. R. B. MARCY, of the U. S. Army, who proceeded to read the following interesting paper on his recent important exploration of the Red River Country, and his discovery of the head-waters of that stream, which was received with close attention and much applause:

#### CAPT. MARCY'S ADDRESS.

*Gentlemen of the Geographical Society:*

In submitting a paper to a society composed of gentlemen so distinguished for intelligence as those of the American Geographical and Statistical Society, a feeling of diffidence comes over me, from a want of confidence in my own abilities, such as I have seldom before experienced.

Situated as I have been for the greater portion of the last twenty years, upon our extreme western borders, and subjected to the privations incident to the life of a soldier, with but few facilities for intellectual cultivation, I have not the vanity to suppose, neither, I trust, will it be expected, that any production of mine will be of a character to impress the imagination or please the fancy of an audience such as I now see before me. I shall therefore confine myself to a concise and unpretending narration of facts that have come under my own observation; and if any efforts of mine can, in the smallest degree, add to the fund of information already possessed by the society, I shall feel most abundantly rewarded.

Permit me to remark, in the first place, that much of my time during the past four years has been spent on our southwestern prairies, far beyond the limits of civilization, and in the country occupied by those erratic and migratory people, the "natives of the plains." While among them I endeavored to observe their habits closely, and have attentively studied their character, and shall take occasion, in the course of what I have to say, to lay before you some of the results of my observations and reflections.

Previous to the past summer I had been occupied in exploring the country on the Canadian river of the Arkansas, and upon the headwaters of the Trinity, Brasos, and Colorado rivers of Texas, and my reconnoissances had extended as far west as the Rio Grande, in New Mexico. During this time my attention had frequently been called to the remarkable fact that a portion of one of the largest and most important rivers in the United States, lying directly within the limits of the district I had been examining, remained up to that late period wholly unexplored and unknown. All the information we had in regard to its sources was derived from Indians, and, of course, was very unreliable, indefinite, and unsatisfactory. In a word, the country embraced within the basin of upper Red river had always been to us a *terra incognita*. Several enterprising and experienced travelers had, at different periods, attempted the examination of this river; but, as yet, none had succeeded in reaching its sources. At a very early period officers were sent out by the French Government to explore Red river, but their examinations reached no further than the country of the Caddoes and Natchitoches, in the vicinity of the present town of Natchitoches, Louisiana.

Three years after the cession to the United States, by the First Consul of the French republic, of that vast territory then known as Louisiana, a small party, called the "Exploring Expedition of Red river," under charge of Capt. Sparks, embarked from St. Catharine's landing, near Natchez, Mississippi, with instructions to ascend Red river to its head. This party descended the Mississippi, and on the 3d of May, 1806, entered Red river, in-

tending to ascend in their boats as high as the "Pawnee Piqua" Indian villages, where they were to leave their boats, purchase horses sufficient to pack their provisions, and then proceed (as was expressed in their orders) to the "top of the mountains," the distance being, as they conjectured, about three hundred miles. From this it is manifest that Red river was supposed to issue from a mountainous country, and all the arrangements for this expedition were made accordingly.

This party encountered many difficulties and obstructions in the navigation of the river, among the numerous bayous below the Great Raft, but finally overcame them all, and reached a point above this formidable obstacle. They were, however, soon met by a large force of Spanish troops, the commander of which ordered them to proceed no further; and, as their numbers were too small for a thought of resistance, they were forced to turn back and abandon the enterprise.

Another expedition was fitted out by our Government in 1806, and placed under command of that enterprising young traveller, Lieut. Pike, who was ordered to ascend the Arkansas river to its sources, and thence to strike across the country to the head of Red river, and to descend that stream to Natchitoches. After encountering many privations and intense sufferings in the deep snows of the lofty mountains about the headwaters of the Arkansas, Lieut. Pike finally arrived upon a stream running to the East, which he took to be Red river, but which subsequently proved to be the Rio del Norte. Here he was taken by the Governor of New Mexico, and sent home by way of Chihuahua and San Antonio, and thus this expedition failed.

Gen. Wilkinson, under whose orders Lieut. Pike was serving at the time, in a letter to him, after his return, says: "The principal object of your expedition upon the Arkansas was to discover the true position of the sources of Red river. This was not accomplished." Lieut. Pike, from the most accurate information he could obtain, gives the geographical position of the sources of Red river as in latitude 38° N. and longitude 104° W., which was far from correct.

Again, in 1819-20, Col. Long, of the United States Topographical Engineers, on his return from an exploration of the Missouri river and the country lying between it and the head of the Arkansas, undertook to descend Red river from its sources. In his interesting report he speaks of the subject as follows: "We arrived at a creek having a westerly course, which we took to be a tributary of Red river. Having travelled down its valley about two hundred miles, we fell in with a party of Indians, of the nation of Kaskaias, or 'Bad Hearts,' who gave us to understand that the stream along which we were travelling was Red river. We accordingly continued our march down the river several hundred miles further, when, to our no small disappointment, we discovered that it was the Canadian of the Arkansas instead of the Red river that we had been exploring. Our horses being nearly worn out with the fatigue of the long journey, and the season being too far advanced to admit of our returning in quest of the source of Red river, with the possibility of exploring it before winter, it was deemed advisable to give over the enterprise for the present, and make our way to the settlements upon the Arkansas. We were led to the commission of this mistake in consequence of not being able to procure a good guide acquainted with that part of the country. Our only dependence in this respect was upon Pike's map, which assigns to the headwaters of Red river the apparent locality of those of the Canadian." Thus it will be seen that of all the expeditions which have attempted the exploration of the Red river, none succeeded in reaching its sources.

The Mexicans and the Indians contiguous to their territory are in the habit of calling any stream, the waters of which have a red appearance, "Rio Colorado," or Red river; and in a region of red clay, like that upon the Canadian, which imparts to the water a crimson cast, it is not surprising that this river should have received from them the appellation of "Rio Colorado;" and this fact will account for the mistake into which Baron Humboldt was led when he stated that the Red river of Natchitoches rises some fifty miles east of Santa Fe, (which information he must have received from the Mexicans;) and it will also account for the mistakes of Col. Long and Lieut. Pike.

On the 5th day of March, 1852, I received an order from the War Department to take an escort of my own company, then stationed at Fort Belknap, on the Brazos river, in Texas, with a few Delaware Indians as guides, interpreters, and hunters, and proceeded to explore Red river, from the confluence of Cashe creek (the highest point that had been examined) to its sources. In compliance with this order, I immediately repaired to Fort Belknap, where I arrived on the 20th day of April; and on the 2d day of May I left that place for the initial

point of my reconnoissance, whence, on the 8th, I commenced my labors.

Cashe creek is a stream of very considerable magnitude, which takes its rise in the Wichita mountains, and unites with the Red river one hundred and twenty miles above the Washita, and one hundred miles above the highest settlement upon the river. About fifty miles above this confluence I found that Red river divided into two nearly equal branches. Following the north branch for forty miles, we arrived at another fork, the branches of which were also of about equal magnitude. We continued upon the most northerly of these, and, after travelling three hundred and seventy miles, arrived at its sources on the 16th day of June, in latitude 35 degrees 14 minutes north, and longitude 101 degrees 51 minutes 5 seconds west from Greenwich.

As the observations taken here made our present position only about twenty-five miles from the Canadian river, in the same longitude, (where I had passed in 1849,) I was anxious to determine how these results corresponded

with those arrived at on that occasion, particularly as the Canadian had by several travellers been mistaken for Red river. Accordingly, with a small detachment for an escort, I made an excursion across the intervening country, and found the road I had made in 1849, with the river, in the relative position indicated by our astronomical observations at the head of Red river. This was to me a matter of much gratification and interest, as it developed and confirmed the accuracy of our calculations regarding the geographical positions of both points.

After having completed the examination of the north branch of Red river, we turned south, over an elevated waving prairie country, and travelled thirty miles, when we reached the middle or salt fork of the river, which we ascended to its source, and again resumed the south course, and, marching fifty miles in this direction, it brought us to the valley of the south or principal branch of the river. We arrived at this stream, which the Camanches call Ke-che-ab-que-ho-no, or "Prairie-dog-town-river," so named for the reason, I presume, that a vast number of dogs are found along its valley. Indeed, in one place, near the head of the river, we passed for twenty-five miles through a continuous community of these quadrupeds. Supposing its extent to have been the same in other directions, the town would occupy an area of 625 square miles, or 398,000 acres, with the burrows at the usual distances of about twenty yards apart, and each containing a family of five or six dogs, the aggregate population would, I fancy, exceed that of any city in the world. This interesting little specimen of the mammalia of our country has often been described by travellers; but some facts connected with their history, which I have never seen mentioned in any published account, may not be considered out of place here.

In selecting a position or site for their towns, they appear to have no regard to the distance from water, which has induced me to believe that they do not require that element, which other animals so frequently have occasion for, and without which they inevitably perish. I have occasionally seen them upon the elevated table lands of New Mexico, where there was no water on the surface of the ground for twenty miles, and where it did not seem probable that it could be found by excavation. As there are seldom any rains or dews upon these plains during the summer months, and as the animals never wander far from their burrows, I think I am warranted in the conclusion that they require no other aqueous sustenance than what they receive from their food, which is grass. The rattlesnake is often found with the dogs, and has by some been considered a welcome guest of the proprietor of the establishment: but this is an error, as he preys upon the dog, and is undoubtedly regarded by him as an intruder.

We found this branch of the stream one thousand yards wide, and flowing over a sandy bed, through an exceedingly rough and broken country, wholly impassable for wagons. I was therefore under the necessity of leaving my wagon train and proceeding from this point with a small escort of mounted men, directly along the bed of the stream; and after three days' hard riding, with the thermometer ranging from 102 to 110 degrees in the shade, and nothing but the most nauseating and bitter water to drink during the time, we at length arrived at the source of the main branch of Red river, in latitude 34 degrees 12 minutes, and longitude 102 degrees 35 minutes, about two hundred and twenty-five miles in a south-east direction from Santa Fe.

Three miles from the head of the river, we found that its bed, which, from its confluence with the Mississippi to this point, with one exception, had been sand, suddenly changed to rock, with the water (which below here had been turbid and bitter) flowing clearly and rapidly over it; and, much to our delight, it was cool, and entirely

free from salts. This was an unlooked-for luxury, as we had everywhere before this found it exceedingly unpalatable. The effect of this water upon us had been to produce sickness at the stomach, attended with loss of appetite, and a raging and feverish thirst, which constantly impelled us to drink it, although it had still a contrary effect from what we desired, increasing our thirst rather than allaying it. After intense suffering from drinking this nauseating water, we indulged freely in the pure and delicious element, as we ascended along the narrow dell through which the stream found its way; and, following up for two miles the tortuous course of the gorge, we reached a point where it became so much obstructed with huge piles of rocks that we were obliged to leave our horses, and clamber over the remainder of the distance on foot.

The gigantic walls of sandstone, rising to the enormous height of eight hundred feet, on each side, gradually closed in, until they were only a few yards apart, and at last united above us, leaving a long, narrow corridor beneath, at the base of which the head spring of the principal branch of Red river takes its rise. This spring bursts from its cavernous reservoir, and, leaping down over the huge masses of rock below, commences its long journey to unite with other tributaries in the noblest river in the universe. On beholding this little rivulet, as it winds its tortuous course down the steep descent of the canon, it is difficult to realize that it forms the nucleus to the largest and most important river in America, floating steamers upon its bosom for nearly two thousand miles, and depositing an alluvium along its borders which renders its valley perhaps the most fertile in the world.

We drank copious draughts of the cool and refreshing water in the spring, and thereby considered ourselves, with the pleasure derived from the beautiful and majestic scenery around us, remunerated for all our fatigue and privations. The magnificence of the views that presented themselves to our eyes as we approached the head of the river exceeded any thing I had ever beheld. It is impossible for me to describe the sensations of intense pleasure I experienced as I gazed on these grand and novel displays of nature.

The stupendous escarpments of the solid rock, rising to such a height as to exclude the rays of the sun for a great portion of the day, were worn away, by the lapse of time and the action of water and the weather, into the most fantastic forms, which it required but little effort of the imagination to convert into works of art; all united in forming one of the most sublime and picturesque scenes that can be imagined, and we all, with one accord, stopped and gazed with wonder and admiration upon a panorama which was now for the first time exhibited to the eyes of civilized man.

All here wore the aspect of nature as it sprang into existence, nature in its unreclaimed sublimity and wildness, and it inspired me with that veneration which one is apt to feel in contemplating the beauty and grandeur of the undisturbed creations of the Sovereign Architect, stamped apparently as with his own eternity.

From the head of this branch of the river I returned to the main body of my command, and from the point they had occupied travelled down between the two south branches, reaching Fort Arbuckle, in the Chickasaw Nation, on the 30th day of July. Here, for the first time, we heard the report that was so generally circulated in relation to our massacre by the Camanches. This report evidently originated with these Indians, who manifested no friendly disposition toward us, and always avoided us. Although we considered ourselves fully prepared to meet any force of Indians that could be brought against us in the country through which we passed, yet I cannot forego this opportunity of acknowledging the deep gratitude I feel to my countrymen for the kind sympathy they manifested in the fate of myself and companions.

In a hasty glance at the face of the country over which we passed, one of the most striking and anomalous features that presents itself is a narrow strip of woodland, from five to thirty miles wide, called the Cross Timbers, extending from the Arkansas river, in a southwesterly direction, to the Brasos, some five hundred miles. This belt divides the arable lands from the great prairies, which, for the most part, are arid and sterile. Upon the east side there are numerous spring brooks, flowing over a very productive champaign country, with an abundance of timber and an exuberant vegetation, teeming with the delightful perfume of flowers of the most brilliant hues, here and there interspersed with verdant glades and small prairies, affording inexhaustible grazing and the most beautiful natural meadows that can be imagined. On the other side commence those barren and desolate wastes, where but few and unimportant streams greet the eye of the traveller, and but little wood is found, except on the immediate borders of the water courses.

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"THE GREAT HUNT HEAR CALLED HISTORY"  
S. E. DICKEL, KEOKUK, IOWA

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From the point where Red river leaves the Cross Timbers the country suddenly changes its character. The bluffs approach nearer the river, and the bottoms, which below this are broad and exceedingly rich and productive, contract, and do not support that dense and heavy vegetation which characterizes the lower portions of the valley. The undergrowth of canebrakes and vines disappear, and is no more seen throughout the entire extent of the river. The lands adjacent gradually rise and exhibit broad and elevated swells, with spacious intervening valleys. The soil continues to become more and more sterile as we ascend until we reach 101 degrees of west longitude; and from this point to the head of the river, with very few exceptions, there is no more arable land.

Several erroneous opinions have for many years been entertained in regard to the country upon the headwaters of Red river. For instance, it has generally been supposed, from the circumstance of a heavy rise occurring in the river during the month of June, at a time when there is generally no rain in the settlements, and during the dry season upon the plains, that the sources of the river would be found in lofty mountain ranges, where the meeting of snows would account for the great amount of water passing through the channel at the season mentioned.

But such is not the fact, as all the principal tributaries have their origin in the eastern borders of the table lands of New Mexico, where there are no mountains. We, however, passed through a chain of mountains, about two hundred miles below the head of the river, where we observed frequent and copious rains during the season of the June flood, and I am of opinion that here is the source of much of the water in the lower portion of the stream.

As the water has a very bitter and disagreeable taste, it has been conjectured that it passed in its course through extensive salt plains. But this I also found to be an error, as there is no deposit of chloride of sodium upon the river, the peculiar taste being communicated by some ingredient which it receives in its flowing for a hundred miles over a gypsum formation, which extends from the Arkansas river, in a southeasterly direction, to the Rio Grande.

This great belt of gypsum, which I have myself passed through at four different points, embracing a range of three hundred miles, is considered by Dr. Hitchcock to be the most extensive in the known world. I have every where found it characterized by the same peculiarities, with the water issuing from it invariably bitter and nauseating.

The Arkansas, Canadian, Brasos, Colorado, and Pecos rivers also pass through this formation, and a similar taste is imparted to the waters of all. These rivers also have their sources in the borders of the same elevated table lands, and where they make their exit from this plateau their beds are confined to vast sluices or cañons, the sides of which rise very abruptly to an enormous height above the surface of the water.

This defile on Red river is seventy miles in length, the escarpments from five to eight hundred feet high on each side, and in many places the approach so near the water's edge that there is not room for a man to pass; and occasionally it is necessary to travel for miles in the bed of the river before a spot is found where a horse can clamber up the precipitous sides of the chasm. I could not determine in my own mind whether this remarkable defile had been formed after a long lapse of time by the action of the current, or had been produced by some great convulsion of nature.

The barren mesa, in which these rivers take their rise, extends from the Canadian river, in a southerly course, for about four hundred miles, between the parallels of north latitude 32 deg. 30 min. and 36 deg. 20 min. It is in some places nearly 200 miles in width, and is embraced within the meridians of 101 and 104 deg. west longitude.

The approximate elevation of this plain above the sea, as determined with the barometer, is three thousand six hundred and fifty feet; it is also much elevated above the surrounding country, very level, and extends off in every direction as far as the eye can reach without a tree, shrub, or any other vegetation to intercept the vision. The traveller, in passing over it, sees nothing but one vast, barren, and monotonous waste and dreary solitude. It is an ocean of pathless, trackless, desert prairie, where the voice of man is seldom heard, and where no living being permanently resides. It may with propriety be termed the Great Zahara of North America. The almost total absence of water causes all animals to shun it—even the Indians do not venture to cross it, except at two points, where they find a few small ponds. Many years since the Mexicans marked out a route across the plain with stakes, and hence the name by which it is known throughout Mexico of *el Llano estacado*, or the "Staked Plain."

The geological features of the country along the valley of the upper Red river are generally characterized by rocks of the secondary formation. The Wichita mountains, however, are composed of granite rocks, with veins of quartz running through them, similar to the gold-bearing rocks of California. Ores of copper, of a very rich quality, are found in many places throughout the valley, and we also discovered a few small particles of gold in the detritus from the mountains.

The country embraced within the basin of the upper Red river is much frequented by several tribes of Indians, all having similar habits, but speaking different languages. The most numerous and warlike of these are the Camanches, who are separated into three distinct local grand divisions, namely, the northern, middle, and southern. Each of these is subdivided into several bands, commanded by separate chiefs. The northern and middle Camanches subsist almost entirely on the flesh of the buffalo, and are generally found at their heels, migrating with them from place to place, on those vast and inhospitable plains, which cannot, in the nature of things, be made available for agriculture; and they seem to be destined in future, as they have been in former ages, to be the empire of the erratic savage.

And it is a fact worthy of remark, that man, in whatever situation he may be placed, is influenced in his modes of existence, his physical and moral condition, by the natural resources of climate, soil, and other circumstances around him, over the operations of which he has no control. Fortunately, such is the flexibility of his nature, that he soon adapts himself to the hardest and most untoward circumstances, and indeed ultimately becomes not only reconciled to his lot, but fancies his condition far preferable to that of most others.

The example of our border settlers is illustrative of this fact, since they continue to remove further and further west as the settlements encroach upon them, preferring a life of dangerous adventure and solitude to personal security and the comforts and enjoyments of society; and what was at first necessity to them, becomes in time a source of excitement and pleasure. The nomadic Indian of the prairie demonstrates the position still more forcibly. Free as the boundless plains over which he roams, he knows nor wants any luxuries beyond what he finds in the buffalo or the deer at his door. These serve him for food, clothing, and a covering for his lodge, and he sighs not for the distinctions which occupy the thoughts and engage the energies of civilized man. His only ambition is that he may cope successfully with his enemy in war, and manage his steed with unflinching adroitness. He is in the saddle from boyhood to old age, and his favorite horse is his constant companion. It is when mounted that the Camanche exhibits himself to the best advantage; he is then at home, and his skill in the various manœuvres which he makes available in battle, such as throwing himself entirely upon one side of his horse, and discharging his arrows with great rapidity in the opposite direction, from beneath the animal's neck, while he is at full speed, is truly astonishing. Every warrior has his war-horse, which is the fleetest that can be obtained. He prizes him more highly than any thing else in his possession, and it is seldom that he can be induced to part with him at any price. He never mounts him except when going into battle, for the buffalo chase, or upon state occasions. On his return from an excursion, he is met at the door of his lodge by one of his wives, who takes his steed and attends to its wants with the utmost care. The prairie warrior performs no menial labor; his wives, who are but little dearer to him than his horse, perform all the drudgery. He follows the chase, he smokes his pipe, he eats and sleeps, and thus passing his time, in his own estimation, he is the most lordly and independent of sovereigns.

Such are some of the characteristics of the prairie Indians; and I cannot dismiss the subject without remarking that, in addition to the physical similitude between the deserts of Arabia and the steppes of Central Asia to the elevated prairie mesas of our own country, a striking resemblance also exists between their respective inhabitants. The Arabs of the desert, the Tartar tribes, and the aboriginal occupants of the prairies are alike wanderers, having no permanent abiding places, still living in their travelling lodges, and where these are pitched making their homes.

They acknowledge no other rule than the patriarchal, and no other alliance but that of fraternity; and they are alike insensible to the wants and comforts of civilization. They know neither poverty nor riches, vice nor virtue, and they are alike exempt from the deplorable vicissitudes of fortune. There is a happy state of equality, which knows not the perplexities of ambition, nor the crimes of avarice. They never cultivate the soil, but subsist altogether on game, plunder, and pillage. They are the most

expert horsemen in the world, and cherish the same fond attachment for the animal.

In their political and domestic relations there is also a similarity. They are governed by chiefs, whose office is hereditary so long as their administration meets the approbation of their followers. The chief leads them to war, and presides at their deliberations in council; but, should he disgrace himself by any act of cowardice or mal-administration, they do not hesitate to depose him and place a more competent man in his stead. Their laws are such as are adapted to their peculiar situation, and are sanctioned by the general voice. The execution of them is vested in the subordinate chiefs, or captains, as they are called, and are promptly and rigidly enforced.

The only property of these people, with the exception of a few articles pertaining to their domestic economy, consists entirely in horses and mules, of which they possess great numbers. These are mostly pillaged from the Mexicans, and the man who has been very successful in their forays often owns as many as one hundred animals. In respect to the rights of property their code is Spartan.

They are perhaps as arrant freebooters as can be found on the face of the earth. They regard stealing from strangers as perfectly legitimate and honorable, and he who is most successful in this is most highly honored by his tribe. Indeed, a young man who has not made one or more robbing excursions into Mexico is held in but little repute. In evidence of this, an old chief of the northern Camanches, called Is-sa-keep, in conversation with me, said he was the father of four sons, who were as promising young men as could be found; that they were a great comfort to him in his old age, and could steal more horses than any youths in his band.

As these forays are often attended with much toil and danger, they are called "war expeditions." It not unfrequently happens that but six or eight young men set out upon one of them, and the only outfit they require is a horse, with suitable war equipments, consisting of the bow and arrows, lance and shield, and occasionally a gun. Thus prepared, they start on a journey of a thousand miles or more, through a perfectly wild and desolate country, dependant wholly upon such game as they may chance to find for a subsistence.

They thus make their way to the northern provinces of Mexico, where they lay in waiting, near some hacienda, until a favorable opportunity offers to sweep down upon a solitary herdsman, and, with the most terrific and unearthly yells, drive before them the animals they select; and woe to the panic-stricken ranchero who fails to make a precipitate retreat, as they invariably kill such men as offer the slightest impediment to their operations, and take prisoners the women and children, whom they hold in bondage of the most servile character. They are sometimes absent from their tribes for two years, before their success is sufficient to justify their creditable return.

Some few of them, who have visited their Great Father at Washington, have gone home strongly impressed with the numerical power and prosperity of the whites; but the great majority of the nation, being entirely ignorant of every thing that relates to us, and many of them having never even seen a white man, believe the Camanches to be the most powerful nation in existence; and the relation of facts which conflict with this notion by their own people to the masses of the tribe, at their prairie firesides, only subjects the narrator to ridicule, and he is set down as one whose brain has been turned by the necromancy of the pale-faces, and is henceforth regarded as wholly unworthy of confidence.

Having upon one occasion a Delaware and a Camanche with me, in the capacity of guides, I was much diverted at a conversation which passed between them, in my presence, and which was interpreted to me by the Delaware.

It appeared that the latter had stated to the other the fact of the sphericity of the earth's surface. This idea, being altogether new and incomprehensible to the Camanche, was received with much incredulity, and, after gazing for a moment at the Delaware, to ascertain if he was sincere, he asked if that person took him for a child, or if he looked like an idiot? The Delaware said no, but the white people, who knew all about these matters, had ascertained such to be the fact, and he added that the world was not only round, but that it revolved round the sun. The Camanche very indignantly replied that any man of sense could, by looking off upon the prairies, see at a glance that the earth was level; and, moreover, that his grandfather had been west to the end of it, where the sun passed down behind a vertical wall. The Delaware continued in his simple but impressive manner to describe to the Camanche the operations of the steam-engine, and other objects of interest that he had seen, all of which the Camanche regarded as an effort of a fertile

imagination, expressly designed to deceive him; and the only reply he deigned to make was an occasional exclamation in his own language, the interpretation of which the other pronounced to be "Hush, you fool!"

I then endeavored to explain to the Delaware the operation of the magnetic telegraph; and, in illustrating its practical utility, told him that a message could be transmitted a thousand miles, and an answer returned, in the short period of ten minutes. He seemed much interested in this, and listened attentively to my remarks, but made no comments until I requested him to explain it to the Camanche, when he smilingly said, "I don't think I'll tell him that, captain; for the truth is, I don't believe it myself."

The mode of life among the prairie tribes, owing to their unsettled and wandering habits, is such as to render their condition one of constant danger and apprehension. The security of their numerous animals from the encroachments of their enemies, and their constant liability to attack, makes it imperatively necessary for them to be at all times on the alert. Their herdsman are stationed with as much regularity as the sentinels of a military post; and even in times of the most profound peace they guard their animals both night and day, while mounted scouts are patrolling on the neighboring heights to give notice of the approach of strangers when their horses are hurried to a place of security, and every thing made ready for defence.

The manner in which they salute a stranger is somewhat peculiar, as my own reception at one of their encampments will show. Their chief was a very corpulent old man, with exceedingly scanty attire, who, immediately on our approach, declared himself a great friend of the Americans, and persisted in giving me evidence of his sincerity by an embrace, which, to please him, I forced myself to submit to, although it was far from agreeable to my own feelings. Seizing me in his brawny arms, while we were yet in the saddle, and laying his greasy head upon my shoulder, he inflicted upon me a most bruic-like squeeze, which I endured with a degree of patient fortitude worthy of the occasion; and I was consoling myself on the completion of the salutation, when the savage again seized me in his arms, and I was doomed to another similar torture, with his head on my other shoulder, while at the same time he rubbed his greasy face against mine in the most affectionate manner, all of which proceeding, he gave me to understand, was to be regarded as a most distinguished and signal mark of affection for the American people in general, whom, as he expressed it, he loved so much that it almost broke his heart, and in particular for myself, who, as their representative, can bear testimony to the strength of his attachment.

On leaving his camp the chief shook me heartily by the hand, telling me at the same time that he was not a Camanche, but an American; and as I did not feel disposed to be outdone in politeness by an Indian, I replied, in the same spirit, that there was not a drop of Anglo-Saxon blood in my veins, but that I was wholly and absolutely a Camanche, at which he seemed delighted, duly understanding and appreciating the compliment.

These people are hospitable and kind to all with whom they are not at war, and on the arrival of a stranger at their camps a lodge is prepared for him, and he is entertained as long as he chooses to remain among them. They are also kind and affectionate to each other, and as long as any thing comestable remains in the camp all are permitted to share alike; but, with these exceptions, they are possessed of but few virtues. Polygamy is sanctioned, and is very common among them, every man being allowed as many wives as he can support. Their women are of low stature, ill-shaped, and filthy and ugly in the extreme, while the men are tall, well formed, and fine looking.

Many of their children, owing to unavoidable exposure, die young. The boys, however, are treated with great care and kindness, while the girls are frequently beaten and abused unmercifully.

Of all the Indians I had before encountered, I know of none who had not an extreme fondness for spirituous liquors, which, unfortunately, has every where, from the advent of the European on this continent, been their worst enemy. Those of the prairie tribes I have seen say the taste of such liquor is not pleasant, that it makes fools of them, and that they do not desire it. If there are exceptions to this I think they may be set down as factitious rather than natural, the appetite having been created by occasional indulgence in the use of a little at a time.

The diet of these people is very simple. From infancy to old age their only food, with the exception of a few wild plants, which they find on the prairies, is fresh meat, of which, in times of plenty, they consume enormous quantities. In common with many other tribes, they can,

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when necessity demands it, abstain from eating for several days without inconvenience, and they are enabled to make up at one meal the deficiency.

All of them are extravagantly fond of tobacco, which they use for smoking, mixed with the dried leaves of the sunac, inhaling the smoke into their lungs and giving it out through their nostrils.

Their language is verbal and pantomimic. The former consists of a very limited number of words, some of which are common to all the prairie tribes. The latter, which is exceedingly graceful and expressive, is the court language of the plains, and is used and understood with great facility and accuracy by all the tribes from the Gila to the Columbia, the motions and signs to express ideas being common to all.

In contemplating the character of the prairie Indian, and the striking similarity between him and the Arab and Tartar, we are not less astonished at the absolute dissimilarity between them and the aboriginal inhabitants of the Eastern States.

The latter, from the time of the discovery of the country, living in permanent villages, where they cultivated fields of corn, possessed strong attachment for their ancestral abodes and sepulchres; they did not use horses, always made their hunting and war expeditions on foot, and sought the cover of trees on going into battle; while the former have no permanent abiding places, never cultivate the soil, are always mounted, and never fight a battle except in the open prairie, where they charge boldly up to an enemy, discharge their arrows with great rapidity, and are away before their panic-stricken antagonists can prepare to resist or retaliate. Indeed, they appear to have been different in almost every respect.

As the prairie Indians depend almost entirely on the buffalo for a subsistence and clothing, it becomes a question of much interest what will be the fate of these people when these animals shall have become extinct. Formerly buffaloes were found in countless herds over almost the entire northern continent of America, from the twenty-eighth to the sixtieth degree of north latitude, and from the shores of Lake Champlain to the Rocky Mountains. They then ranged free and uninterrupted over the boundless plains of the west, only guided in their course by that faithful instinct which invariably led them to the freshest and sweetest pastures. Their only enemy then was the Indian, who supplied himself with food and clothing from the immense herds around his door, but would have looked on it as sacrilege to destroy more than barely sufficient to supply the wants of his family. Thus this monarch of the plain was allowed uninterrupted range from one end of the continent to the other; but this happy state of things for the noble beast was not destined to continue. An enemy appeared who made great havoc among them, and in short time caused a very sensible diminution in their numbers, and much contracted the limits of their wanderings. This enemy was the white man, who, in his steady march, causes the original proprietor of the soil to recede before him, and to diminish in numbers almost as rapidly as the buffaloes. Thousands of these animals were annually slaughtered for their skins, and often for their tongues alone—an animal, whose flesh is sufficient to afford sustenance to a large number of men, is sacrificed to furnish a "bon bouche" for the rich epicure. This wholesale slaughter on the part of the white man, with the number consumed by the Indians, who are constantly on their trail, migrating with them as regularly as the season comes round, with the ravenous wolves that are always at hand to destroy one of them if wounded, gives the poor beast but little rest or prospect of permanent existence. It is only eight years since the western borders of Texas abounded with buffaloes; but now they seldom go south of Red river, and their range upon the east and west has also very much contracted within the same time, so that they are at present confined to a narrow belt of country, between the outer settlements and the base of the Rocky Mountains. With this rapid diminution in their numbers, they must, in the course of a very few years, become extinct.

What will then become of the prairie Indian, who, as I have already remarked, relies for subsistence, shelter, and clothing on the flesh and hide of this animal? He must either perish with them, increase his marauding depredations on the Mexicans, or learn to cultivate the soil.

As the first law of our nature is self-preservation, it is not probable that he will sit down and quietly submit to starvation. He must, therefore, resort to one of the latter alternatives; but, as he has no knowledge of agriculture, considers it the business of a slave, and very much beneath the dignity of a warrior, it appears reasonable that he will turn his attention to the Mexicans, over whom he has held the mastery for many years. Heretofore his plunder of them has been for pastime and for glory; but

when he is obliged to resort to this as a means of subsistence, wo to the poor Mexican. It will be necessary to devise some measures to do away with the inveterate prejudices which the Camanches entertain against the habits and customs of the whites, before they will be induced to remain in any fixed abodes or cultivate the soil.

In common with most other Indians, they are very superstitious. They believe in dreams, the wearing of amulets, medicine bags, &c., and the dedication of offerings to secure the favor of invisible agents, as also in the efficacy of music and dancing for the cure of diseases.

They submit with imperturbable stoicism and apathy to misfortunes of the most serious character, and in the presence of strangers manifest no surprise or curiosity at the exhibition of astounding novelties; yet this apparent indifference is assumed, and they are in reality a very inquisitive people.

In every village may be seen small structures, consisting of a framework of slight poles, bent into a semi-spherical form, and covered with buffalo hides. These are called medicine lodges, and are used as vapor baths. The patient is seated within the lodge, beside several heated stones, upon which water is thrown, producing a dense hot vapor which brings on a profuse perspiration, while at the same time the Shamans, or medicine men, who profess to have the power of communicating with the unseen world, and of propitiating the malevolence of evil spirits, are performing various incantations, accompanied by music, on the outside. Such means are resorted to for healing all diseases; and I am also informed that their young men are obliged to undergo a regular course of steam-bathing before they are considered worthy of assuming the responsible duties of warriors.

The knowledge they possess of their early history is very vague and limited, and does not extend further back than a few generations. They say that their forefathers lived precisely as they do, and followed the buffalo; that they came from a country towards the setting of the sun, to which they expect to return after death.

They acknowledge the existence and power of a great supernatural agent, who directs and controls all things; but this power they conceive to be originally in the sun, which they worship, and appeal to on all occasions of moment. They also anticipate a future state of existence similar to the present, and invariably bury with the warrior his hunting and war equipments.

Thus far no efforts have ever been made to improve the moral or physical condition of the people. No missionaries have to my knowledge ever visited them, and they have no more idea of Christianity than they have of the religion of Mahomet. We find dwelling almost at our doors as barbarous and heathenish a race as exists on the face of the earth; and while our benevolent and philanthropic citizens are making such efforts to ameliorate the condition of savages on other continents, should we not do something for the benefit of these wild men of the prairies?

These dingy noblemen of nature—the original proprietors of all that vast domain included between the shores of the Atlantic and Pacific—have been despoiled, supplanted, and robbed of their just and legitimate heritage by the avaricious and rapid encroachments of the white man. Numerous and powerful nations have already become exterminated by unjustifiable wars that he has waged with them, and by the effects of the vices he has introduced and inculcated; and of those that remain but few can be found who are not contaminated by the pernicious influences of unprincipled and designing adventurers.

It is not, at this late day, in our power to atone for all the injustice inflicted upon the red-man; but it seems to me that a wise policy would dictate almost the only recompense it is now possible to make, that of introducing among them the lights of Christianity and the blessings of civilization, with their attendant benefits of agriculture and the arts.

[The thanks of the society were unanimously voted to Captain MARCY for his paper, which was highly complimented by Mr. BANCROFT, Mr. LEAVITT, and other gentlemen of the society.]

NATIONAL INTELLIGENCER.

WASHINGTON.

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

TUESDAY, FEBRUARY 8, 1853.

APR 13, 1853 PG 15  
RIVER

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 instalments 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. ABERT,

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.

NATIONAL INTELLIGENCER.

WASHINGTON.

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

TUESDAY, NOVEMBER 1, 1853.

THE RED RIVER RAFT.

LOUISIANA, OCTOBER 15, 1853.

Messrs. GALES & SEATON: I observe in the National Intelligencer of October 4th, 1853, an article headed "The Red River Raft," over the signature of C., which is calculated to mislead the public in relation to a work of great importance to the General Government and the States of Louisiana, Arkansas, and Texas; and I therefore beg leave to reply through your columns in order to set the matter right. The statement of C. that "not ten miles of the great raft (one hundred miles long) has ever been removed" is erroneous. C. is also in error when he stated that the route through Bayou Pierre, &c. was open-

ed by Capt. SHREVE. The routes he speaks of were used, whilst the raft existed, in extreme high water, and the route through Caddo Lake has been used since the new raft formed. When Capt. Shreve commenced opening the Red River Raft it extended one hundred and sixty miles. In 1838 he had removed the principal obstructions in the main channel, except where cut-offs were made, so that the navigation for steamboats was opened for seven hundred and fifty miles from the foot of the former raft. (See his report made to Congress in 1839.) That Herculean work, of so much importance to that section of country, was performed at an average cost of about twenty thousand dollars per mile. Capt. Shreve recommended a further appropriation of eighty-five thousand dollars to make the work effectual and permanent. The navigation through the site of the former raft (except cut-offs) remained partially open until the latter part of the season of 1840; the writer of this was a passenger on board of a steamboat that passed through in the spring of 1840.

The present raft is at the head of the former obstruction, and is said to extend from four to five miles, and can easily and effectually be removed if the work is conducted by such an efficient manager as Capt. Shreve proved himself to be. The removal of the original raft improved the navigation very materially, and proved of considerable pecuniary advantage to the General Government. The sales of the public lands bordering on the former raft in Louisiana and Arkansas amounted to near a million and a half of dollars within nine years from 1838. Those lands would most probably have remained unsold and worthless but for that great work. General JESUP, Quartermaster General, in his report of December 20th, 1851, estimates that the removal of the present raft would save to the General Government forty-five thousand dollars per annum in the transportation of troops and their supplies for one regiment alone stationed on the northern frontier of Texas, and that other troops further West could be much more economically supplied through that channel if opened.

Should any difficulty arise along that frontier requiring more troops and their supplies, it is probable that the opening of the present raft would save to the General Government half a million of dollars in a single season, and would moreover afford greater dispatch during the season of high water, and this will be obtained by an appropriation of one hundred thousand dollars. M.

THE KEOKUK, IA.. GATE CITY AND CONSTITUTION. FRIDAY, MAY 26, 1950

ENJOY A RIVER EXCURSION ON THE BEAUTIFIED STEAMER AVALON

SPECIAL!! DECORATION DAY

TUE. 30 TWO TRIPS MAY 30 AFT. & NITE

KEOKUK

Nite Trip Lvs. 9 P. M. Ft. of Main St. Dancing 8 P. M. Till Midnite



DAYLIGHT Aft. Trip Leaves 2:30 P. M. Returns 5:30 P. M.

FARES — AFT. Adults \$1.00 — Children 50c (incl tax) — NITE: Adults \$1.50 — Children 75c

JOHNNY ELLINGTON and his 10 Piece ORCHESTRA Direct from St. Louis—Featuring "ELENTONE TRIO"

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

RED RIVER

# Tale of Eagle Packet Company



One of the several river packets owned by the Eagle Packet Company, that bore the name of "Grey Eagle," probably built in Warsaw in 1865, and later sold to the St.

Louis, Naples and Peoria Packet Company for trade on the Illinois River. Note tilting stacks, so arranged that it could pass under low bridges.

By **CARL LANDRUM**

**T**HE story of the sinking of the "Flying Eagle" at the Hannibal bridge brought to mind the other Eagle packets, as did the trip down the Mississippi by Theodore Roosevelt in 1907. Quincy knew the Eagle line well in those days and many readers today will recall stories involving the Eagle boats. So — it might be well to look into the beginning of the Eagle Packet Company of Warsaw, Illinois.

In 1846 Henry Leyhe, together with his wife and children, two sons and two daughters, left their home in Frankfort, Germany, and came to this country, landing first at New Orleans. They next took passage on a steamboat up the Mississippi River to St. Louis, the goal of so many German immigrants.

Not long afterward the terrible cholera epidemic struck St. Louis and, fearful for their lives, the Leyhe family moved to a grove in Belleville, Illinois. They stayed there a short time and then moved up the river to Warsaw, Illinois. Here Henry Leyhe bought a sawmill and entered into the lumber business.

The two boys, Henry and Wil-



**STEAMER SPREAD EAGLE, of Eagle Packet Co.,  
QUINCY, ILLINOIS.**

Steamer "Spread Eagle," of the Eagle Packet Co. at the Quincy wharf. Built in 1873 by J. R. Stewart & Co. of Madison, Indiana. W J. Hatcher was Quincy agent of the packet company.

liam, grew up in a typical Mississippi river town, the river played an important role in their lives as it did for every-

one there. When the time came to think of what they would do the rest of their lives they chose the role of steamboat men. Be-

ing of a mechanical nature they soon became licensed steamboat engineers.

In 1861 a man named Ham Brannon approached the Leyhe brothers with a proposition to build their first boat. This man owned a small steamboat which sank at the mouth of the Des Moines River, almost opposite Warsaw. It was suggested that the machinery, boiler and anything else salvaged from the wreck could be used in the new boat in return for a half interest.

William Leyhe was working for his father in the sawmill at the time, sawing out a lot of burr oak which had been contracted for by the town of Warsaw. When he came across an exceptionally good log, he would roll it aside and save it for use in the new boat. At about the same time, two men came down the river in a skiff, towing four square white pine timbers, fourteen inches by forty-four feet, and offered them for sale. They were well suited for conversion into gunwales for the new boat. For the tiller line, it has been said that the boys used cord from one of their mother's cord beds.

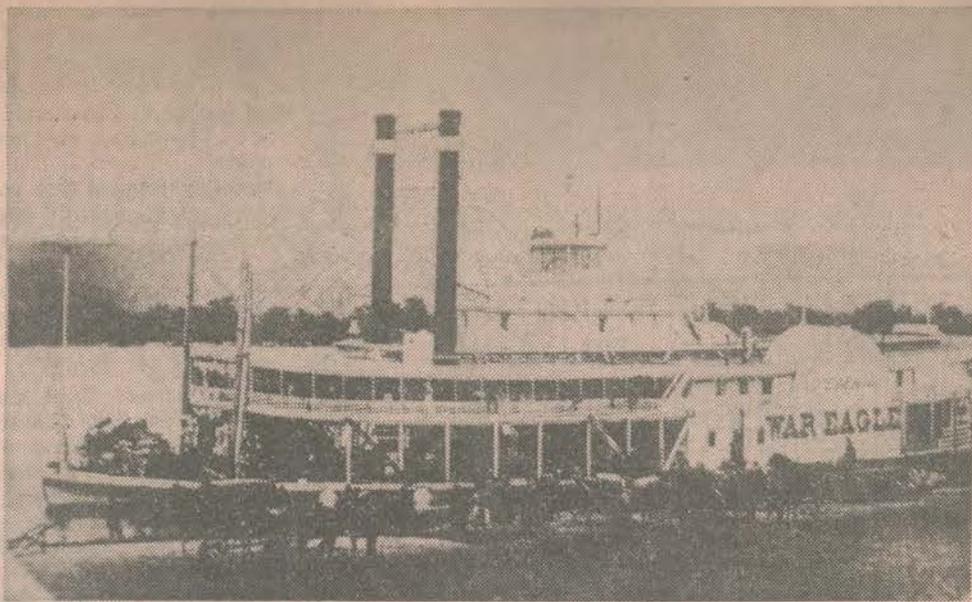
This boat was named the "Young Eagle." She had a square bow and was propelled by a sternwheel. Her dimensions were fourteen feet beam by eighty - four feet length, and she was placed in service between Warsaw and Keokuk, a distance of five miles.

The "Young Eagle" must have made money from the beginning. After only four years, in 1865 a larger boat, the "Grey Eagle," was built on the levee at Warsaw, to operate between Quincy and Canton, Missouri, as a daily packet, a distance of twenty miles. Henry Leyhe was her captain, and William Leyhe the engineer. She was a stiff - shaft sidewheeler.

The Leyhe brothers were hard workers and took advantage of every opportunity that came along. By 1872 it was decided to branch out with a much larger boat. The "Grey Eagle" was sold to parties on the Illinois River and her wreck is said to lie on the west bank, just below Henry.

A contract was let with the shipyards at Madison, Indiana, for a new sidewheeler, one hundred eighty feet long by twenty-eight feet beam, to cost \$30,000. She was named the "Spread Eagle," and placed in service between Quincy and Keokuk, a distance of forty miles. The trade did not prove successful and the brothers cast about for a new trade for their fine new boat.

It was decided to try out the



Packet "War Eagle," built in 1899 at Madison, Indiana, for the Eagle Packet Co. for the Cape Girardeau and Commerce trade, replacing the "Grey Eagle." A year later the upper works of the "War Eagle" caught fire and burned off at the St. Louis wharf.

"Spread Eagle" on the St. Louis, Alton, and Grafton daily run. Although there was another boat on this run, the "De Smet," the public must have liked the Eagle Packet Company for a deal was soon made taking the "De Smet" into the Eagle Company; the arrangement was not satisfactory however, and the "De Smet" left for other waters.

The name "Spread Eagle" continued in this run through a successful series of three packets of the same name in the decades to come. At the time Captain John R. Williams, a wealthy man and resident of Warsaw, was president of the Eagle Packet Company; he lived to be one hundred and eight years old. William Leyhe was vice president, G. W. Hill was secretary and treasurer and Henry Leyhe was manager of the line.

Captain Hill had a pork packing plant in Alexandria, Missouri, just across the river from Warsaw. During the summer months he acted as head clerk on the "Spread Eagle," but in the winter season, when the boat was laid up, he operated the packing plant with Henry Leyhe as plant engineer.

Meanwhile both Captains Henry and William Leyhe had married and moved to Alton, Illinois, taking their home office with them. Captain Henry Leyhe had two sons, Frank and Harry; Frank died at the age of eighteen in 1886, while Harry spent most of his years on various Illinois River packets. Captain William Leyhe also had

two sons, who later became captains in their own rights, Henry W. Leyhe and William H. Leyhe.

Meanwhile the "Spread Eagle" was doing so well that the company decided to build another steamer to serve as an auxiliary vessel should the "Spread Eagle" become disabled. In 1879 the first "Bald Eagle" was built at Madison, Indiana. She was a sternwheeler, two hundred and two feet in length, thirty feet beam and 5.4 feet in the hold. In 1881 the Diamond Jo Line chartered her for the St. Louis and St. Paul Trade.

In 1891 the Leyhe brothers bought out the St. Louis, Naples and Peoria Packet Company, owners of the "Calhoun" and the "D. H. Pike," in use on the Illinois River. However, the "Calhoun" was old and they decided to dismantle her and use as much material as could be salvaged for a new "Grey Eagle." The entire cabin of the old "Calhoun" was moved to the new boat, along with the machinery from the "New South," being refitted nearby at the time.

In 1894 the Eagle Packet company acquired the St. Louis and Mississippi Packet Company and placed the "New Idlewild" in service below St. Louis. In 1897 it became necessary to replace the second "Spread Eagle," so the name of the "New Idlewild" was changed to "Spread Eagle."

With the old "D. H. Pike" wearing out, a new sidewheeler boat, the "Bald Eagle" was built in 1899 for the Cape Girardeau and Commerce trade,

replacing the "Grey Eagle." Then disaster struck - her upper works caught fire and burned off while at the St. Louis wharf. In April of 1901 she was built as the Cape Girardeau.

At this time the company set up a boat store at the foot of Vine Street in St. Louis, and the offices were moved from Alton and Captain Henry W. Leyhe took charge with Captain William Leyhe, master of the "Spread Eagle."

In 1903, at the time of the sinking of the "Flying Eagle" at Hannibal, the Missouri and Mississippi rivers were experiencing the greatest floods ever known and railroad transportation in and out of St. Louis was cut off. The Alton railroad made arrangements with the Eagle Packet Company to operate two boats daily connecting Alton with their trains from Chicago. The "Spread Eagle" commanded by Captain William Leyhe and the "Bald Eagle" commanded by Captain Harry Leyhe, commenced running between St. Louis and Alton, during the emergency.

As a result they carried thousands and thousands of passengers, milk and other perishables which the city could not do without, besides the United States mail. Other railroads also began routing their freight and passengers over the Alton-Eagle Packet Co. route.

The year 1904 brought the World's Fair to St. Louis although during the first few months it attracted little attention. Then suddenly it became

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Eagle Packet  
THE GREAT DUST HEAP CALLED HISTORY  
S. BUCKEL, KEOKUK, IOWA  
EAGLE PACKET

popular and visitors came from all over the world. The boats of the Eagle Packet Company, consisting of the "Bald Eagle," "Cape Girardeau," "Spread Eagle" and "Grey Eagle" handled more than their share of passengers to the fair.

In an earlier article we told of the trip downstream from Keokuk to Memphis by President Theodore Roosevelt on board the U. S. government steamer "Mississippi" past Quincy, escorted by other packets. Among these steamers were the "Spread Eagle," "Cape Girardeau," and "Bald Eagle," all known to Quincy residents.

However at St. Louis the parade of river craft assumed its greatest and most colorful aspects. By now the "David Swain," "Alton," and the "Chester" had joined the procession, making in all twenty boats. At about six o'clock that evening the "Mississippi" with the President on board, stopped her wheel, the "Alton" came alongside, and the two boats were lashed together. The party on the Eagle Packet "Alton," including governors of the different states and their aids, invited President Roosevelt over for a banquet in the forward end of the "Alton's" cabin. Theodore Roosevelt then became the only President of the United States to travel and dine

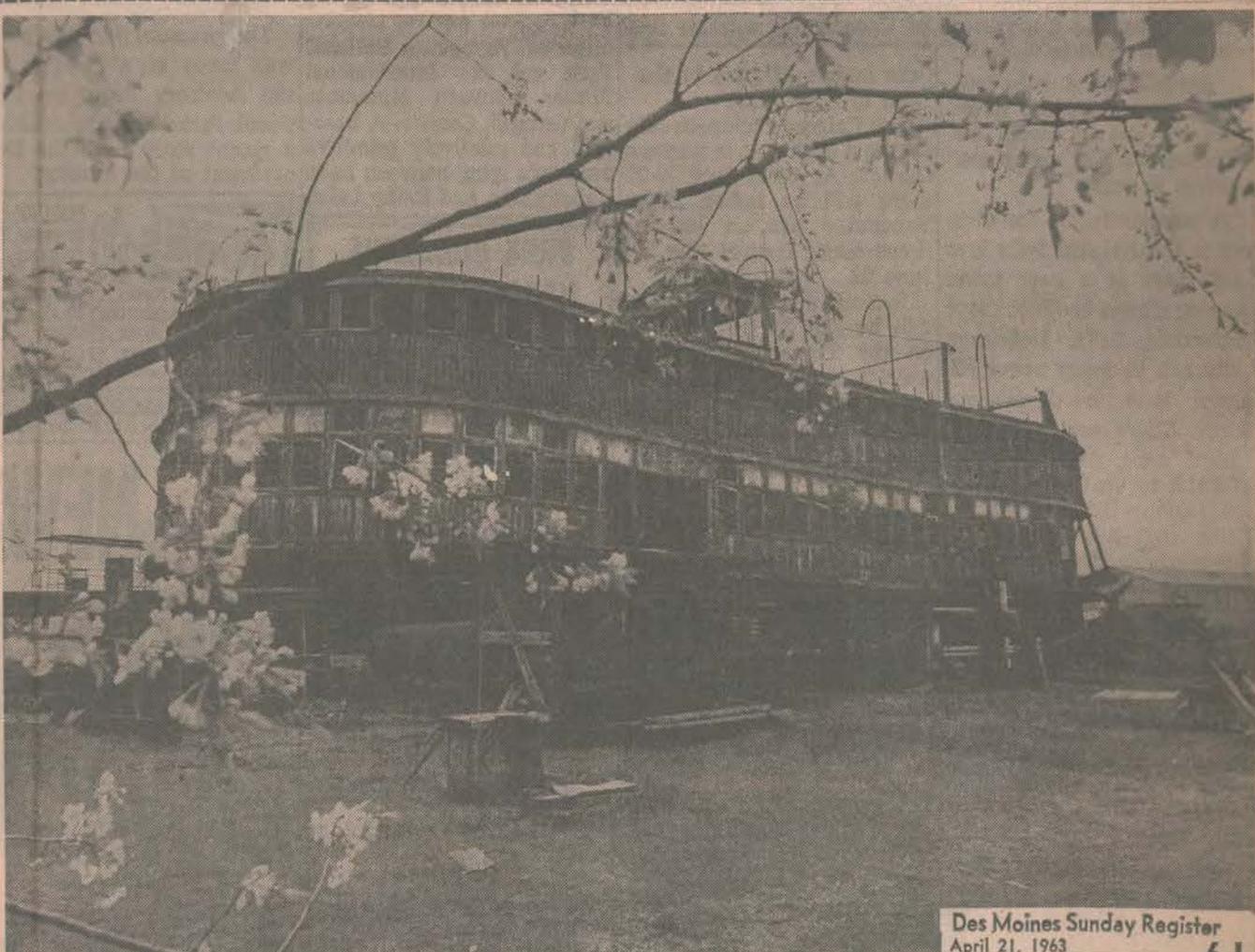
aboard an Eagle Packet Company boat.

To save time and space it becomes necessary to skip over a few years and packets. At the beginning of the 1918 season the company had but two boats, the "Bald Eagle" and the "Piasa." As a result the cotton boat "Wm. Garig" was purchased in March that year and renamed the "Golden Eagle." Although a small boat she was to become the best known of all the company's boats.

By 1935 the company was forced to sell either the "Golden Eagle" or the "Cape Girardeau," the only boats left. The Greene Line of Cincinnati purchased the latter, and the Leyhe's renovated the "Golden

Eagle" and placed it in the tourist trade. The "Golden Eagle" passed Quincy many times and her friends were legion. However, the second world war stopped her for two years when boilers could not be obtained and the packet was sold to outside interests. Sad to relate, on her first trip of the year 1947 she ran hard aground on Tower Island, a hundred miles or so below St. Louis, and broke up. It is ironic that although he was not on board this trip as her master, Captain William H. "Buck" Leyhe was on board as a passenger and watched her sink slowly to the bottom of the river. The Eagle Packet Company had come to an end at last.

May 5, 1968 - pg 5  
Eagle Packet



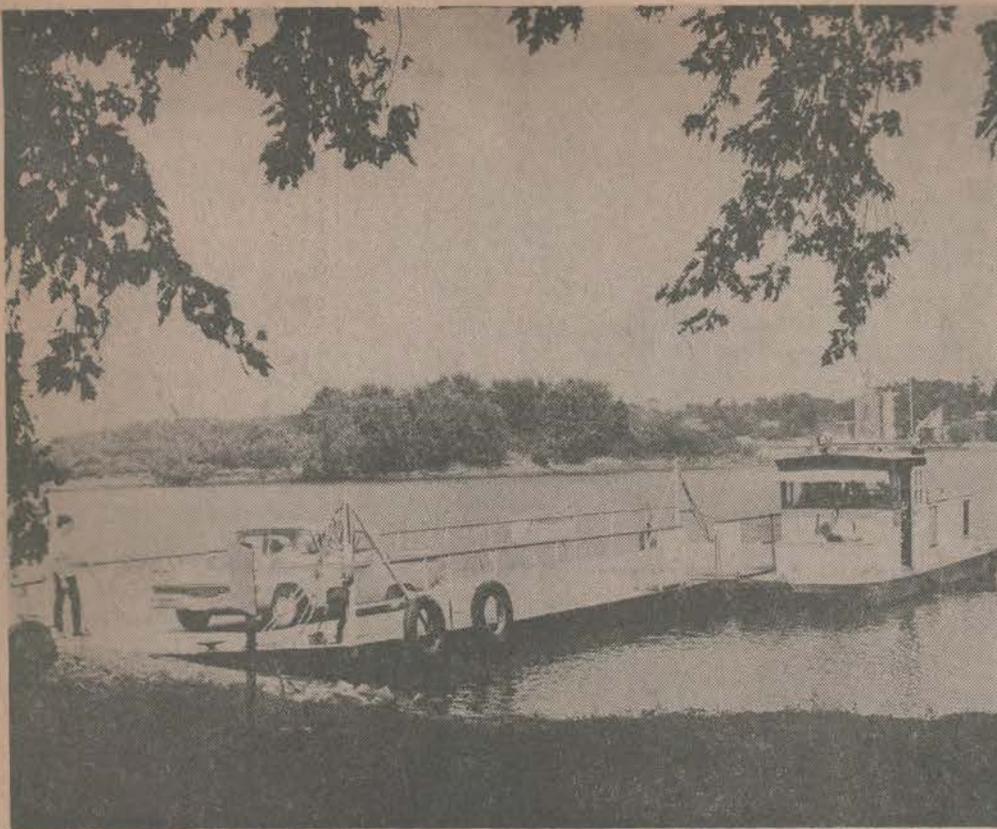
Des Moines Sunday Register  
April 21, 1963

REGISTER PHOTO

### Fading Away

The old and weathered sternwheeler W. J. Quinlan sits out another spring in the Kahlke Bros. boat yard in Rock Island, Ill. Built in 1904 for T. J. Robinson and called the Davenport, it saw service between Rock Island and Davenport as a steam ferry. It was then purchased by "Cap" Henderson,

and nickel rides and a nightly dance band were featured. In 1929, W. J. Quinlan bought it from the Henderson estate, and it was rebuilt and named after the new owner. It plied the Mississippi until 1946, when it was retired. It now fades away in the boat yard.



Des Moines Sunday Register  
Dec. 22, 1968  
Local Section

### 3-L Rule Out Toolesboro Bridge

Iowa's last operating ferryboat will continue to operate, in season, on the Mississippi River between Oakville and New Boston, Ill. The Iowa Highway Commission has decided to shelve plans for a toll bridge across the river from nearby Toolesboro. Officials said there is not enough traffic to justify building a bridge in the region.

## Won't Drop Iowa's Last Ferry Boat

By Jerry Knight  
(Register Staff Writer)

TOOLESBORO, IA. — Iowa's last ferry boat won't be put out of business by a toll bridge, the Iowa Highway Commission has decided.



Proposals for a toll bridge across the Mississippi River here — halfway between Muscatine and Burlington — were shelved after a consultant said the bridge couldn't pay for itself.

#### 100 Years

Though the ferry between Oakville, Ia., and New Boston, Ill., has been operating profitably for 100 years, or thereabouts, there isn't enough traffic to warrant a bridge, the experts said.

They also recommended, and the Highway Commission agreed, that bridges not be built at Fort Madison and Guttenberg, because of lack of traffic.

So instead of just another bridge, traffic crossing the river here will continue to be served by a ferry boat.

Once there were dozens of ferry boats, but now Capt. Norman Baggett, 37, of New Boston, says his is the only one in Iowa and the last one left on the upper Mississippi River.

The nearest is downstream at Canton, Mo., says Baggett, who teaches school in New Boston and runs the ferry during the summer months and on weekends in May and September.

#### "By Jerks"

Business is "steady by jerks," he said. On weekends during the summer the tugboat Barbara Ann often pushes a full load of eight cars across on the barge.

But during the week there are frequent trips with just a single auto.

The ferry doesn't run on any

schedule. Baggett has flag poles at each landing. When a fare comes and the ferry is on the other side, the driver runs up the flag to summon the boat.

The fare is \$1.50 one-way, \$2.50 round-trip. The crossing takes 10 to 15 minutes.

Baggett bought the ferry from Walter St. Ores of New Boston, who ran it for many years. Baggett says this summer will be his last as a ferry boat captain.

#### Sell Ferry

Describing himself as "a teacher by profession, a riverman by trade," Baggett said he plans to sell the ferry and go back to college to get a master's degree.

He doesn't have a buyer yet "but there are a number of lookers, and I think someone'll take it over."

Besides its sentimental appeal to tourists, the ferry is an important service for the 500 residents of Oakville and the 750 persons who live in New Boston.

It's almost 50 miles between the two towns — except for the ferry.

#### 290 Cars

A study by two consulting firms found that only 290 cars a day would use a bridge at first, and even as traffic grew, there would be only about one-sixth as many vehicles as needed to pay for a toll bridge.

Subsidizing the bridge would cost Iowa an estimated \$14 million, reported Howard Needles, Tammen and Bergendorff, of Kansas City and Wilbur Smith and Associates, New Haven, Conn.

The two firms said a bridge across the Mississippi south of Guttenberg, in the Cassville, Wis., vicinity would get only about two thirds of the traffic needed to be self-supporting.

A state toll bridge at Fort Madison would also earn only about two-thirds of the needed money, they said.

### The Daily Gate City

KEOKUK, IOWA — 9

MONDAY, DEC. 23, 1968

## Iowa's last ferryboat will continue

TOOLESBORO (AP)— Iowa's last ferry across the Mississippi River will continue to operate, as it has for the past 100 years.

The Iowa Highway Commission had been studying proposals to build a toll bridge across the river at this small town halfway between Muscatine and Burlington.

But a consultant recently reported there wouldn't be enough traffic for the bridge to pay for itself and the commission dropped the plan.

The ferry runs from near Oakville, Iowa, to New Boston, Ill. It is owned by Capt. Norman Baggett, 37, of New Boston, who says it is the last one on the Mississippi north of Keokuk, though there is another to the south at Canton, Mo.

Baggett runs the ferry during the summer and on weekends in May and September, and teaches school in New Boston the rest of the year.

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

# 'TREASURE' IN SUNKEN BOAT

Des Moines Sunday Register  
Dec. 8, 1968  
Third News Section 2-T

## A RICH CARGO IN 1865 WRECK ON MISSOURI

### 2 Omaha Men Think They've Found It

By Gene Raffensperger  
(Register Staff Writer)

MISSOURI VALLEY, IA. — The sternwheeler Bertrand, a wood-burning steamboat, left St. Louis in mid-March, 1865, and headed upstream on the Missouri River for Fort Benton, Montana Territory, and the gold fields there.



Capt. James Yores' boat carried a handful of passengers, an experienced crew and a cargo of whisky and quicksilver (mercury). The mercury would be used in the mines and the miners would use the whisky.

#### \$40,000 Aboard?

One report said the 5,000 gallons of whisky was in oak kegs. The mercury was in earthenware carboys. Reportedly, the Bertrand also had \$40,000 worth of gold and silver specie in its strongbox.

None of this cargo reached Montana Territory. On Apr. 1, 1865, near DeSoto in Nebraska Territory, the Bertrand hit a snag and the river swallowed the boat and cargo. Captain Yores, his crew and passengers made it to shore.



SUNDAY REGISTER PHOTO

### Cargo From Sunken Boat

Kermit Dybsetter, refuge manager at the DeSoto Bend Wildlife Refuge, holds a boot and displays other items taken from the sunken remains of the steamboat Bertrand. Box, left, which contains soap, is marked, "Stores Bertrand." The other box contains "tinned tomatoes." Bottle, right, is labeled as stomach medicine, but is believed to contain whisky, which was being shipped to gold miners in the Montana Territory. The boat sank after hitting a snag in the river.

After that the Missouri, a restless river, changed its channel in the area of the wreck and the sands of time and high water covered the Bertrand.

People didn't forget the Bertrand, they just couldn't find her.

There was good reason to look. The whisky cargo had

obvious value but the mercury was even more valuable. One estimate is that the Bertrand carried 35,000 pounds of mercury.

At today's market price for mercury, that cargo would bring about \$245,000.

Now, 103 years after the Bertrand went down, two Omaha, Neb., men are convinced they have found her.

#### Wooden Hull

At a spot in the DeSoto National Wildlife Refuge, located about five miles west of Missouri Valley, the wooden hull and deck of a boat have been unearthed from a grave 30 feet deep in wet sand.

The Bertrand? The evidence so far strongly points to that conclusion.

# TEST BORINGS YIELD LEATHER

## BOAT ---

Continued from Page One

But wait. Records show that from 1819 to 1897 a total of 295 steamers were lost on the Missouri. Three others are known to have gone down in this vicinity.

Here is what spurs Sam Corbino and Jesse Pursell of Omaha to continue their digging and investment in the project:

So far the men have recovered from the wreckage a wooden box containing soap and bearing the hand-written label "Stores Bertrand"; several wooden cases containing amber-colored bottles, corked and containing a liquid that smells suspiciously like whisky; an assortment of knee-high dress boots with silver-tipped hobnails; bits of iron, and a broken case which contained tinned tomatoes.

The "whisky," if that is what is contained in the amber-colored bottles, started the up-

river trip 103 years ago disguised as medicine.

The bottles bear the embossed caption: "Dr. J. Hostetters' Celebrated Stomach Bitters, Pittsburgh, Pa."

Corbino is optimistic, pointing out that the shipper may have used such a ruse to escape the tax on whisky.

### No Mercury

So far no mercury, but only a small portion of the wooden skeleton of the boat is visible.

"We are very encouraged since we found the box marked 'Stores Bertrand,'" said Corbino. "Of course there is always a measure of doubt about something like this, but we researched it and we feel we have it now."

On the debit side it must be remembered that the wreck of the Bertrand has been "found" on other occasions. The most recent case on record came in 1967 when two treasure hunters proclaimed they had found the Bertrand under a cornfield near the Missouri River not far from Onawa. Nothing came of their digging.

Corbino, 25, operator of a small business in Omaha, and Pursell, about 40, a flying instructor in Omaha, began their excavation last Feb-

ruary.

Using new aerial photos and historic maps of the DeSoto Bend area, the men narrowed the probable location of the Bertrand to an area about three-quarters-of-a-mile square.

Then they combed the selected area with a sensitive metal-detecting instrument called a magnetometer and found indications of a buried wreck at a spot about three-quarters of a mile east of the present Missouri River channel.

### Piece of Glass

Test borings here brought up bits of leather, wood, tallow, fire brick and glass. One piece of glass appeared to be the broken neck of a whisky bottle.

When Corbino and Pursell decided to dig, they obtained the assistance of Harry Sorensen, who owns a sand-gravel company in Omaha. Sorensen put a dragline on the job and the digging went ahead, complicated by the fact seepage water must constantly be pumped away from the work area.

So far the digging has revealed about 15 square feet of a deck area. The Bertrand was known to be 160 feet long and 30 feet wide, so much more excavation remains to be done.

One hatch to a cargo area was uncovered, and out of this came the amber-colored bottles in cases.

Corbino said the digging thus far represents a \$59,000 gamble by the diggers.

Pursell and Corbino are working under a contract from the General Services Administration, inasmuch as the digging is being done on a federal game refuge.

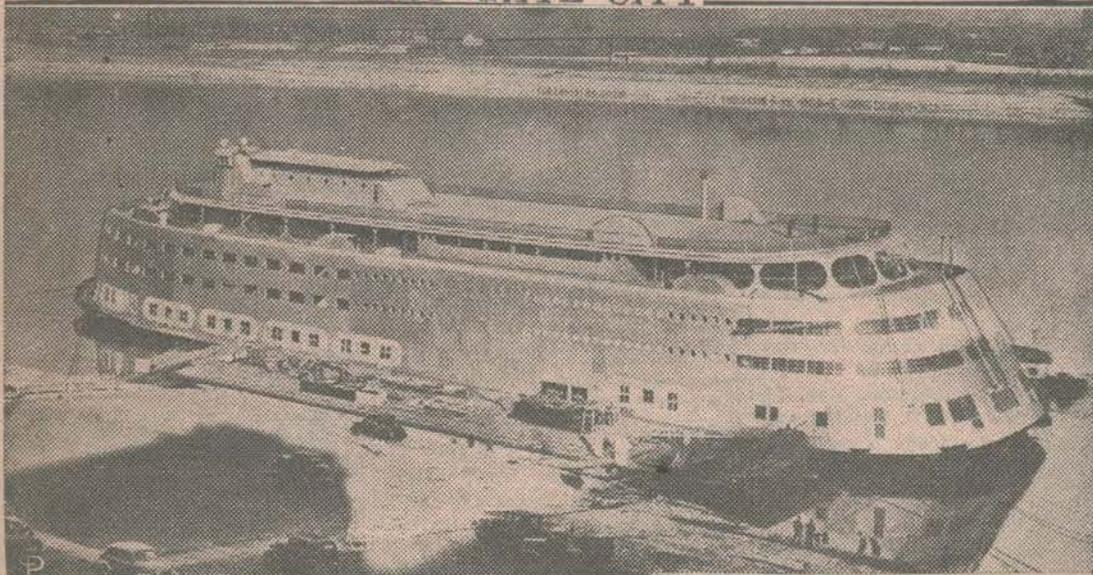
### On the Scene

Federal salvage law would permit them to keep 60 per cent of the value of any treasure with the remainder, plus historic artifacts, becoming the property of the federal government.

National Park Service archaeologists have been on the scene to advise the men on how to preserve wreckage as it is found.

"It will be three or four months of hard work from here on out," said Corbino. "I doubt if what we find here will be worth more than about \$300,000," he added.

## NEW STEAMBOAT AIR-CONDITIONED AND STREAMLINED THE KEOKUK DAILY GATE CITY



Shades of Mark Twain! The famed chronicler of life on the Mississippi never saw anything like this. It's a new five-deck, air-conditioned, streamlined

Mississippi steamboat! Shown at the St. Louis, Mo., wharf is the new river craft which is 374 feet long.

SATURDAY, NOV. 25, 1939

**Streamliner  
For Mississippi  
Built In St. Louis**  
TUESDAY, NOV. 21, 1939  
The Streckfus Company of St.

Louis announced this week the construction of a big streamlined river steamer at its St. Louis plant. The streamliner has not yet been named and will not be officially christened until next spring.

The craft is 374 feet long with five decks, two of which are en-

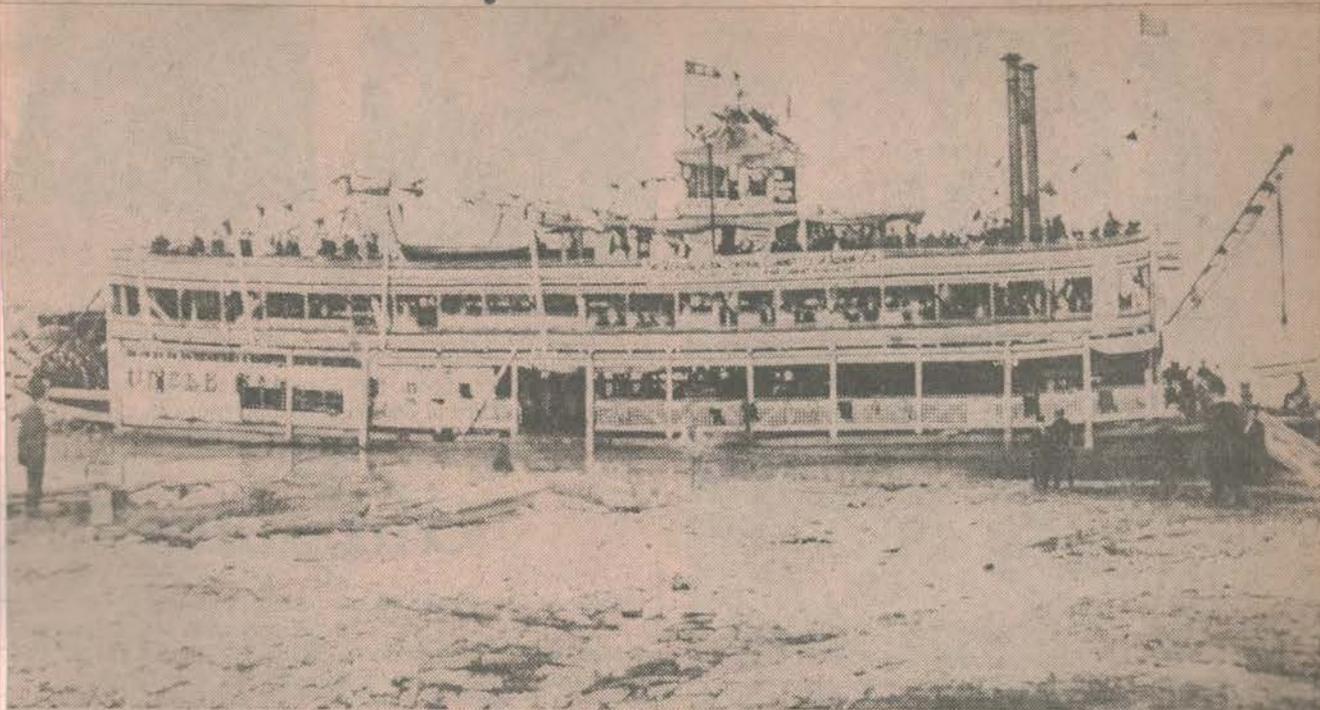
closed and air conditioned. The latter facility is said to be of the same capacity as the French liner, Normandie. It is supplemented with a special ventilating system.

Captain Joseph Streckfus, general manager of the company, long known for fine river steamers, in

The huge boat—nearly a block long, reminds one of the Burlington Zephyrus, in general construction and streamlining effect, except on a considerably larger scale. It is large at its waterline and slopes up in a slanting construction to small decks on the top.

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

# When Teddy came down the river



Steamboat Uncle Sam, gaily decorated to carry Republican Central Committee of Adams County, and guests, to Keokuk to escort steamboat Mississippi, carrying President Theodore Roosevelt downstream past Quincy October 1, 1907. Uncle Sam was owned by Frank Adams, brother of

late and more widely known C. L. (Clat) Adams. Rough cobblestone paving of river front at foot of Hampshire Street remained almost unchanged from condition shown in 60-year-old photograph above for nearly 30 years longer.

By CARL LANDRUM

A few of our readers have asked about the time President Theodore Roosevelt came down the river on a steamboat, and wondered if he stopped off at Quincy. He did not. A political trip was planned so that he might visit certain towns in Indiana, Iowa, Illinois, Missouri and Ohio, and Quincy was not among the cities visited.

He traveled by rail first, arriving in Keokuk October 1, 1907. There he spoke to 20,000 persons in Rand park and boarded the steamer Mississippi shortly before noon. The Mississippi had gone up the river the day before and was ready for the presidential party.

• • •

The Quincy Chamber of Commerce had wired Major Meigs asking if it was possible for the President to stop in Quincy and was told it could not be done. Then they asked that the President's steamer use the old channel that would bring them downstream near the Quincy hore so the people of Quincy could see the President. Again they were told this was not possible for the boats could not make the sharp turn after com-

ing through the railroad bridge above Quincy. The citizens of Quincy were told that the best place to see "Teddy" was along the river front between State Street and the southern limits of the city.

As stated the President was on the Mississippi, and the procession of river steamers included the Lilly, a government lighthouse boat, the MacKenzie, the Sidney, the Silver Crescent, the Uncle Sam with the Republicans of Adams County, the Ottumwa Belle, the Gardie Eastman, the Mary Mac, and the Grace. Quite a parade of river craft.

• • •

In addition to these boats the Quincy ferry, the B. B., was to meet the procession just after it came through the draw-bridge and head a group of small craft including that of the Illinois naval reserve of Quincy, under Lt. Hugh King.

Large crowds saw the unusual procession at Alexandria, Warsaw and Canton and the river was jammed with small boats and spectators. Here at Quincy the mayor had asked the factories and merchants on the river to decorate their buildings and all business stopped so everyone could go to the river and see the Presi-

dent. The Chamber of Commerce and the Freight Bureau made one last minute effort to get them to stop here and then gave up.

As the Mississippi passed through the river bridge President Roosevelt stood up on the prow of the boat and waved his big hat to the many small boats clustered there. One man perched out on the very tip of the bridge as it swung open shouted "Hello, Teddy, Old Sox!"

• • •

Captain John Conyers on the ferry B. B. met the procession first and sounded his whistle, which was followed by the whistles on all the boats and the factories on the Quincy shore. The steam calliope on the Uncle Sam played patriotic airs as they went down stream and the President saluted Quincy until he was out of sight. The river parade passed Quincy about four that afternoon, and Hannibal about six; arriving in St. Louis the next morning at ten.

The only other President before the turn of the century on the upper Mississippi was President Millard Fillmore, who came to Rock Island in 1854 for the completion of the

Rock Island railroad. After the ceremony there he boarded the "Golden Era" for the trip to St. Paul. There were seven packets in that procession led by the War Eagle.

It is interesting to note that in 1811 Nicholas J. Roosevelt, the brother of Theodore Roosevelt's grandfather, made the first steamboat trip down the Ohio and Mississippi rivers to New Orleans on board the "New Orleans." He and his wife and newborn baby had the frightening experience of being caught on board the boat in the terrible earthquake of New Madrid, Missouri in 1811. At that time they were tied up to an island, saw the island sinking into the water, and only by cutting the hawsers were they able to prevent the boat from being pulled under.

The son of this Roosevelt, William H. Roosevelt, settled in Warsaw, Ill., in 1836 and was mayor there during the Civil War years.

• • •

After the article on the Flying Eagle appeared several readers reminded the writer that the anchor of the ill-fated river steamer is on the lawn of the Historical building on South Twelfth.

# FAVORITE POEMS

JOHN HAY, statesman and author, was born in Salem, Ind., Oct. 8, 1838, and was graduated from Brown university in 1858. He studied law in the office of Abraham Lincoln, to whom he became assistant private secretary when Lincoln went to Washington as president. Hay wrote "Pike County Ballads" in 1871 and was the author of other poems and prose writings. "Jim Bludso of the Prairie Belle" is a poem of his often quoted.

## JIM BLUDSO OF THE PRAIRIE BELLE

Wall, no! I can't tell whar he lives,  
Because he don't live, you see;  
Leastways, he's got out of the habit  
Of livin' like you and me.  
Whar have you been for the last three year  
That you haven't heard folks tell  
How Jimmy Bludso passed in his checks  
The night of the Prairie Belle?

He weren't no saint,—them engineers  
Is all pretty much alike,—  
One wife in Natchez-Under-the-Hill  
And another one here in Pike;  
A keerless man in his talk was Jim,  
And an awkward hand in a row,  
But he never flunked, and he never lied,—  
I reckon he never knowed how.

And this was all the religion he had,—  
To treat his engine well;  
Never be passed on the river;  
To mind the pilot's bell;  
And if ever the Prairie Belle took fire,—  
A thousand times he swore  
He'd hold her nozzle agin' the bank  
Till the last soul got ashore.

He weren't no saint,—but at jedgment  
I'd run my chance with Jim  
'Longside of some pious gentlemen  
That wouldn't shook hands with him.  
He seen his duty, a dead-sure thing,—  
And went for it thar and then;  
And Christ ain't a-going to be too hard  
On a man that died for men.

All boats has their day on the Missisip',  
And her day come at last,—  
The Movastar was a better boat,  
But the Belle, she wouldn't be passed.  
And so she come tearin' along that night—  
The oldest craft on the line—  
With a nigger squat on her safety valve,  
And her furnace crammed, rosin and pine.

The fire bust out as she clared the bar,  
And burnt a hole in the night.  
And quick as a flash she turned and made  
For the willer bank on the right.  
There was runnin' and cursin', but Jim yelled out  
Over all the infernal roar.  
"I'll hold her nozzle agin' the bank  
Till the last galoot's ashore."

Through the hot, black breath of the burnin' boat  
Jim Bludso's voice was heard,  
And they all had trust in his cussedness  
And knowed he would keep his word.  
And, sure's you're born, they all got off  
Afore the smokestacks fell,—  
And Bludso's ghost went up alone  
In the smoke of the Prairie Belle.

### The Daily Gate City.

TUESDAY MORNING, FEBRUARY 27 1878

### TELEGRAPHIC

#### Two Steamboats Destroyed at St. Louis by Ice.

#### 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 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 Daily Gate City.

FRIDAY MORNING, DECEMBER 23, 1870.

#### RIVER DISASTERS.

NATCHEZ, 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 sunk in 9 feet of water. The Potomac is unloading for repairs. No lives lost.

VICKSBURG, Dec. 22.—Nine cabin and 80 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 Daily Gate City.

FRIDAY MORNING, MARCH 27, 1878

#### CITY NEWS.

**THE COGER CASE.**—The defendants in the case of Emma Coger vs. Northwestern Union Packet Company, have perfected their appeal from the rulings of our District Court in this city, to the Supreme Court; and the case will be argued before the Supreme Court of our State at its ensuing June term at Des Moines city.

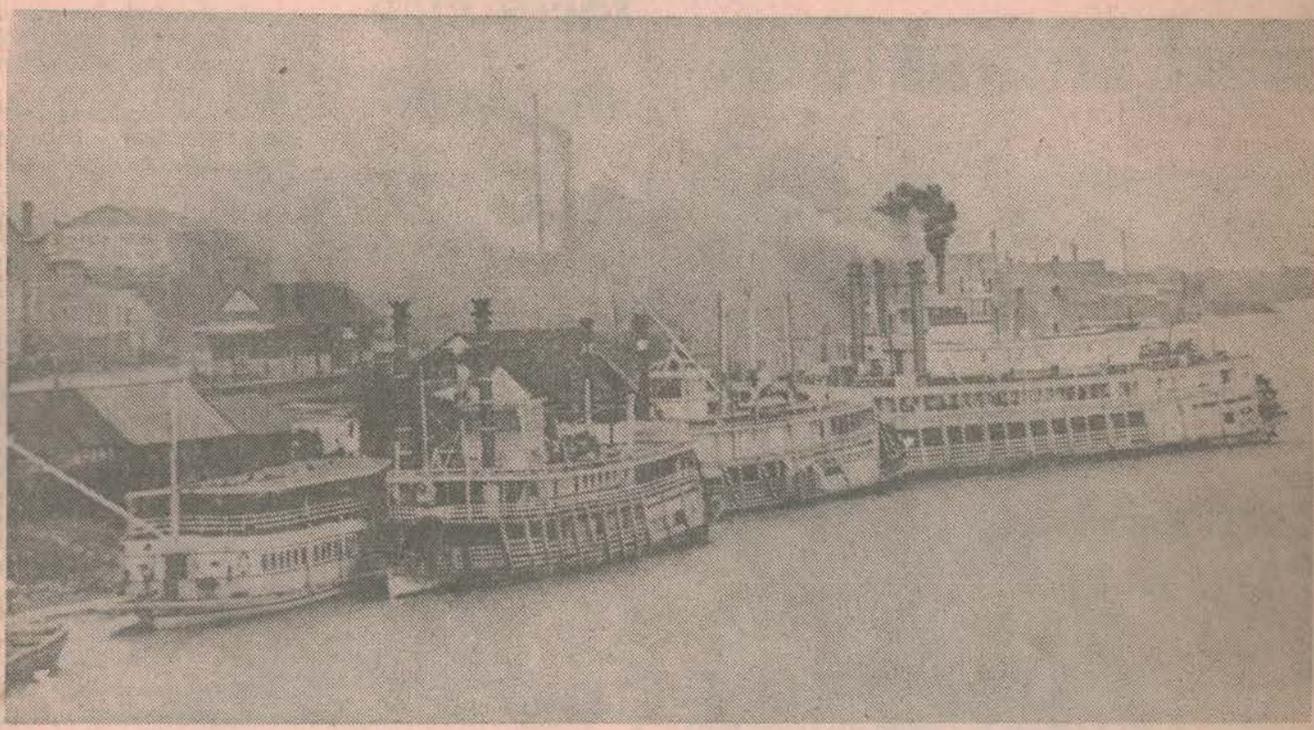
The Keokuk Gate City and Constitution Democrat  
Page 5—Monday, July 16, 1945

It Happened . . . .  
10, 25 and 50  
. . . . Years Ago  
Files of The Gate City Reveal  
Old Days in Keokuk.

**FIFTY YEARS AGO.**  
July 16, 1895—The new steamer Ottumwa Belle is made entirely of Oregon fir and is the only boat on the river made wholly from that material. It is 114 feet long with a 22½ foot beam and draws 18 inches of water. . . . The Rev. Carl Fauth is ordained at the German Evangelical church. . . . Henry Faber

THE GREAT TRUST HEAT COLLIER HISTORY  
B. BUCKEL KEOKUK, IOWA

# When steamer Flying Eagle sank



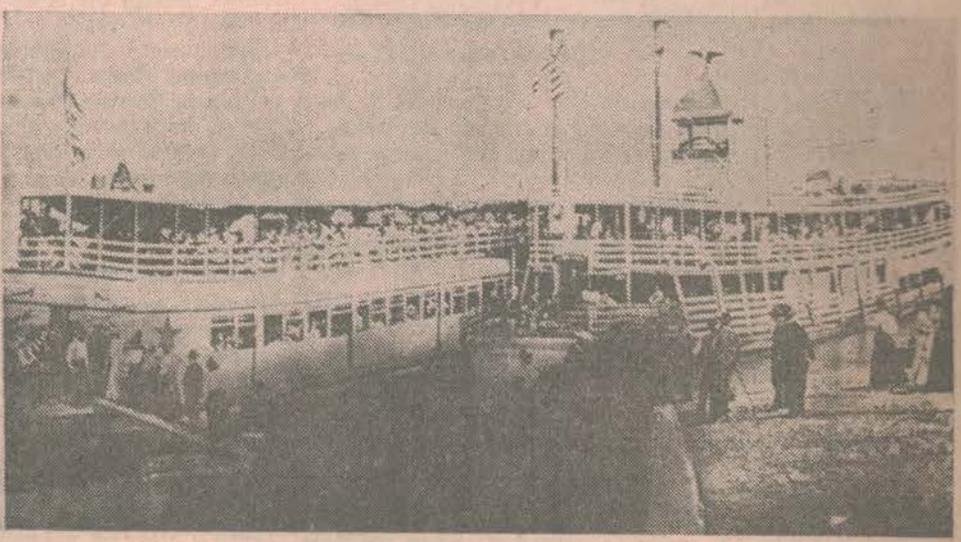
Quincy river front about 1900 with Golden Gate barge on left attached to steamer Flying Eagle that sank at Hannibal June 3, 1903. Next steamer is Silver Crescent of Carnival City Packet Co., which burned at Davenport in fall of

1926. Large steamer on the right is Washington, or old Sidney remodeled, of Streckfus Lines, and beyond it is steamer Quincy and People's Ferry. Little building left of center is depot of Quincy, Omaha and Kansas City railroad.

By CARL LANDRUM

ONE of the disasters that made the headlines in our area at the turn of the century happened so quickly that it was over in fifteen minutes. Older citizens will recall the day the steamer Flying Eagle hit the bridge at Hannibal and sank, 64 years ago, and no doubt others of our readers have heard of it.

The excursion steamer Flying Eagle, owned by Thomas S. Adams of Quincy, had left here early the morning of June 3, 1903, and was to return with an excursion made up for the most part of members of Park Methodist Church of Hannibal. There were actually 179 persons aboard the steamer and the cabin barge that accompanied her. A few men from Quincy were coming up from their jobs in Hannibal, but otherwise the crowd was mostly women and children.



Closeup view of Golden Gate barge and Flying Eagle taken that morning at Hannibal before they hit bridge and sank.

The steamer pulled out from the Hannibal wharf with a crowd on hand watching as she approached the narrow draw of the Hannibal bridge. The currents here were swift and dangerous and the boat

was carried out of the control of her pilot within seconds, striking the hull against the east pier with great force and crushing a large hole in the side.

Members of the crew had

the good presence of mind to tie the boat to the pier which made it possible for many aboard the two craft to scramble up the pier to the bridge.

Frank Adams was her captain, Frank Slater her pilot and Ed

Mead the chief engineer.

The hull began to fill with water and she began to sink the ropes were cut and both vessels began to float downstream. They were about two miles below Hannibal, within full view of everyone on the shore, when they sank. The cabin barge, Golden Gate, remained afloat longer, and skiffs and rowboats put out from shore to take persons from the barge.

A Wabash train was just leaving the depot in Hannibal about this time and had to wait for the bridge to close, allowing the conductor and others to help in the rescue of person on the bridge pier. A number of boat passengers came on to Quincy on the train, and one man reported that at least four hundred had lost their lives!

The water was very high from Keokuk to Hannibal, similar to the situation in 1888 when the trains ran in two feet of water in that city, and no doubt had a bearing on the accident. However, that night the steamer, Sidney came up and managed to navigate the draw without any trouble.

Among the men on board the ill-fated craft were H. B. Menke, of the Menke Dry Goods Company, and John, Gus, Fred and Charles Prante of the Prante Brothers brickyard in Quincy. They went up over the pier onto the bridge, Charles Prante assisting Mr. Menke to safety. The last man off the ship was Clyde Cobb, night watchman, who had been asleep in a stateroom and lost all his clothes and money.

In spite of the first predictions there were only four lives lost, probably a miracle at that. The victims were Martha Coppage, Harry Eichenberger and L. B. Curts of Hannibal and James Harvey of Quincy. The loss in terms of



Upper deck of Flying Eagle when it was waiting to leave Hannibal wharf. Steam callope was more appealing at distance. With its very short keyboard and small number of keys it was not easy to play and many liberties had to be taken with melodies. Performer here was a "Prof. Schrag."

money ran from \$5,000 to \$6,000. Although there were six hundred life preservers aboard, only half dozen were used, most people placing their faith in the helping hand of others.

The Quincy Journal sent a reporter to the home of Mr. and Mrs. Thomas S. Adams and found them in great excitement for Mr. Adams had only purchased the Flying Eagle in 1899. The boat had been built at Rock Island by Kalky Bros. in 1888, and was permitted to carry up to 700 persons.

This was the fifth steamer named Eagle, and owned by the Eagle Packet Co., that had met with trouble at Hannibal.

The Gray Eagle and the Little Eagle had gone down in years past, and the Spread Eagle and Golden Eagle had been damaged in accidents.

A similar accident occurred at the same bridge several years before this when another steamer, commanded by Captain John Winters, who lived at Fifteenth and State in Quincy, struck the same pier. His wife and daughter were in a stateroom and the door stuck and they couldn't get out. Captain Winters kicked in the door and helped them up to the top of the cabin, where they escaped to the bridge as the boat sank under them.

After the Flying Eagle sank, the Adams family put the

Uncle Sam into service as an excursion steamer. This boat was 160 feet long and had been built by Jacob Richtman of Nauvoo in 1898 and first named for him. It was later sold to James Hogan of La Crosse, Wis., and then acquired by J. Frank Adams of Quincy for \$10,000.

On November 17, 1904, just a few months after disaster struck the Flying Eagle, the Uncle Sam burned to the water's edge while moored in Quincy bay. Frank Slater was her captain. She evidently was rebuilt, for Way's Steamboat Directory states that on May 18, 1910, the Uncle Sam struck a sand dredge while backing out of Kansas City, and sank.

her destination on the Upper Mississippi.

The Ledger, after speaking of the taste, skill, and great care that have been exhibited by the various contractors in the construction of the Black Hawk says:—Her length is 188 feet, 28 feet beam, 5 feet hold, and 28 feet wheel. Her cylinders are 21 inches, and six feet stroke. She has three boilers 24 inches in diameter and 26 feet long each leaving five flues 11 inches in diameter and are of 5-16 No. 1 iron.

The Black Hawk was built under the immediate supervision of Capt. Heaight, for the Keokuk and Rock Island trade, for which she is well adapted. Her cabins are

rather lower than those of boats in the lower trade, but this is necessary on account of the high winds which sweep across the prairies of the upper Mississippi, not only rendering boats which stand too high up out of the water unmanageable but positively dangerous. This danger the owners of the Black Hawk have endeavored to avoid, and the traveling public will no doubt thank them for doing so.

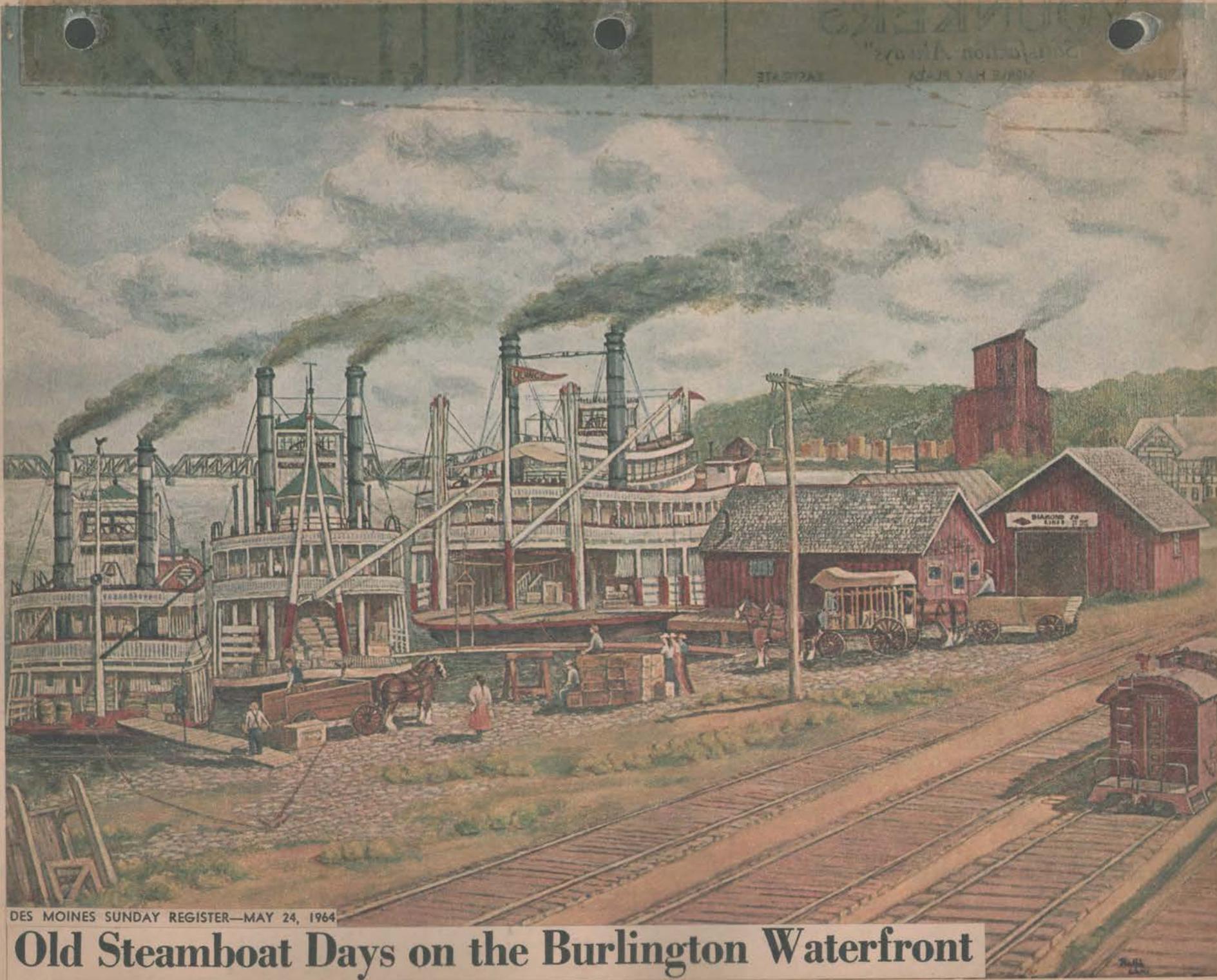
## WEEKLY JOURNAL.

CITY OF KEOKUK:

TUESDAY, MAY 10, 1859

### Steamer Black Hawk.

We learn from the New Albany (Ind.) Ledger of Wednesday last, that the new Steamer Black Hawk, Capt. Heaight, designed for the Keokuk and Rock Island trade, now lies, completed, at the wharf in New Albany, and will leave that city on Wednesday next for



DES MOINES SUNDAY REGISTER—MAY 24, 1964

# Old Steamboat Days on the Burlington Waterfront

WHEN the twentieth century was still a baby scenes such as this were familiar all up and down the Mississippi, as pleasure boats and packets, their stacks flying plumes of dark smoke, nuzzled up to cobblestone wharfs. This particular painting was made from a 1903 photograph taken in Burlington. The artist is Ralph Law, who now lives in St. Louis, and the painting is owned by Richard R. Beckman, a Burlington attorney.

The original photograph was taken from an upper floor of the old Burlington Button Works building on Front and Columbia streets. It looks south toward the C. B. & Q Railroad bridge, with the Rand Lumber yard along the south shore line below Prospect Hill. The vessel on the left was the Eloise, and next to her was the Helen Blair. Both belonged to the "White Collar Line," whose boats were identified by a white band around the smokestacks. Large craft at right was the Quincy, which later became the J. S. and operated as a pleasure boat until World War II.

The sheds in foreground were warehouses of the Diamond Jo Line, which operated the Quincy, the Dubuque and the Sidney, as well as other packets. The last of these sheds (nearest in the painting) was torn down about 40 years ago when the Burlington Municipal Docks were built and the cobblestone levee was covered.

The large gray building at extreme right, near the Trans-Mississippi Grain Elevator, housed the Burlington Boat Club, most exclusive social organization in town before the days of the Burlington Golf Club. The boat club building was used by the Naval Reserve until about 1936, when it was razed to make way for the Memorial Auditorium.

## KEOKUK GATE CITY AND CONSTITUTION

### When Competitors Got Tough, 'Diamond Jo' Got Tougher—Built His Own Packet Line

FRIDAY, JULY 23, 1943

To those of the younger generation the name "Diamond Jo" is probably meaningless but to those who knew the Mississippi river 50 years ago it conjures up happy memories of days when steamboating was romantic and adventurous instead of the coldly commercial enterprise as it exists today.

Writing in the July Palimpsest, the monthly magazine of the Iowa Historical society, William J. Peterson provides an interesting and historical account of the famous Diamond Jo steamboat line and its colorful millionaire founder, Joseph Reynolds, who was born in Fallsburg, N. Y., June 11, 1819, and received only a common school education.

#### Married Mary Morton.

With his marriage to Mary Morton—whose name was to be used on one of his steamboats—in Rockland, N. Y., his father-in-law set him up in the flour and feed business, and one of the most successful business careers in the middlewest was under way.

Reynolds left the east in 1856 to establish a tannery in Chicago, a business which required considerable travel through Wisconsin and Minnesota for the purpose of buying hides and furs. It was in this trade that he developed the sobriquet of "Diamond Jo."

It seems that there was another J. Reynolds in business in Chicago and their shipments often became confused with a result that Joseph

Reynolds devised himself a distinct trade mark which was to designate a large fleet of Mississippi river steamboats until 1911—the name Jo inclosed within a diamond. The mark not only distinguished his shipments but also stamped itself upon him as a nickname.

#### Forced Into River Trade.

Largely by accident Reynolds entered the river business. By 1860 he had interested himself in the grain trade and shipped wheat, oats and corn from Prairie du Chien to the eastern markets by the way of the Milwaukee and Mississippi railroad. When the Minnesota Packet Co. suddenly refused to accept his grain for shipment to Prairie du Chien, he investigated the situation and learned that several of his competitors owned stock in the packet company and were taking this means of undermining his business.

That was all Diamond Jo needed to know. If the existing packet line wouldn't take his grain, he'd build a boat of his own, and did—the "Lansing." Later came the "Diamond Jo" and then a succession of other steamers which were to ply the river for years between St. Louis and St. Paul and make regular stops at Keokuk where Reynolds established a large warehouse on the river front.

#### Died in 1891.

Reputedly a man of great wealth, Diamond Jo's fortune was variously estimated from one to 20 million

and in the 70's he extended his interests to gold mining in Arizona and California. His first venture into this field brought him nothing but the second proved to be one of his best investments. While visiting this mine in Arizona during 1891 he died and was buried in Mount Hope cemetery in Chicago.

Peterson explains that many fantastic tales were told about Reynolds in later years.

"They tell a heap of things about me that never happened," Reynolds once told a reporter, who asked if he was named Diamond Jo because he once lost a valuable stone in London.

#### An Abstemious Man.

"Never in London in my life; and never crossed the Atlantic," he confided to his visitor. "I never lost anything, except some years ago, a fellow on the back end of a street car in St. Louis borrowed my purse and \$400 out of my breeches pocket, and he never brought it back. They used to say I swore like a trooper, dressed like a dandy, gambled, smoked and chewed tobacco and drank whiskey by the quart. I do none of those things, except once in a while I might go off to myself and very carefully say, '— it,' but I don't know how to gamble. I never smoked or chewed. I haven't taken a drink of beer or whiskey for 25 years. I wish people would let me alone. If you ever write anything about me, nine-tenths of it won't be true, and the other tenth won't be worth reading."

The last boats on the line were the Dubuque, Sydney, Quincy, St. Paul. These four were acquired by the Streckfus line in the spring of 1911, together with the wharfbuoats and other equipment of the Diamond Jo line. Gradually the new owners converted the boats into excursion craft, and the first three herein mentioned were renamed the Capitol, the Washington and the J. S.

## WEEKLY JOURNAL.

TUESDAY, DECEMBER 21, 1858

### New Arrangement.

On and after Monday, August 9th 1858

THE KEOKUK AND BURLINGTON

PACKET COMPANY'S

NEW and fast running steamer KEOKUK will make regular double daily trips, between Montrose and Burlington.

Leaving Montrose at 12:30 and 11:30 p. m.

Arriving at Burlington at 5 a. m. and 5 a. m.

Leaving Burlington at 8 a. m. and 7:30 p. m.

Arriving at Keokuk at 1 and 11:30 p. m.

Thus making reliable and prompt connections with the Keokuk and Montrose, the Burlington Missouri River and the Chicago and Burlington railroads, as well as the Keokuk, Ft. Des Moines and Minnesota railroad morning and evening trains; also, with the boats of the Keokuk and St. Louis Packet Co.

For tickets and further information apply on board, or to Company's Agents at Keokuk and Burlington.

H. W. SAMPLE,

President.

aug5dtf

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

# The Gate City.

JUNE 7, 1898.

THE GATE CITY COMPANY  
KEOKUK, IOWA.

## A MISSOURI TRAGEDY

Tragic Occurrence on the Excursion That Started From Keokuk Saturday.

## A MURDER AND A LYNCHING

The Marshal of Clarksville Killed and Two Negroes Lynched by an Infuriated Mob.

News of a tragedy at Clarksville reached here Sunday night. It involved some of the men on the excursion that left here Saturday afternoon, but as but few boarded the boat here, there was no doubt that the mischief had been done by people from lower down the river. The Quincy Herald says:

"The Ottumwa Belle ran an excursion from Keokuk and intermediate points to Clarksville Saturday night. It was gotten up by a number of colored men of this city, as has been the custom at least once once a summer for several years past. These events consume the best part of three days and generally wind up with demonstration that give the undertaker or surgeon a job. The features yesterday were more emphatic and pronounced than usual.

The boat came into Quincy on its southbound trip with only four passengers. Every colored person that could rake and scrape the ticket price took passage here, regardless of rank or station. At Hannibal the number was largely increased by some of the toughest residents of the place. They came from Slab Town, River Row and Soap Hollow, loaded with razors, guns and bottles. Louisiana added its quota, and the different factions of the three towns with their various brands of booze made a bad combination of belligerency. While it was supposed to be a high toned set, there was a bad streak in it that caused a triple tragedy before the event was over.

The excursionists, from loss of sleep, were in a bad mood on their arrival at Clarksville, and some of them ready to fight at the drop of the hat. Sam Young of Hannibal began to beat a dusky damsel because she had trifled with his affections on the trip. Men interfered and a general fight ensued. Word was sent to the officials of the town. Walter Meloan, the fearless young marshal, responded promptly and attempted to arrest Young. He resisted and others interfered to prevent the officer accomplishing his mission. But the latter

was heroic and full of determination. He was taking Young off the boat when the latter called out to his brother, Curtis, to come to his assistance. He did so by firing three shots at the marshal, each of which took effect in his body and producing almost instant death. Excitement was intense on the boat, but no one had come to Meloan's assistance.

"When the news of the tragedy reached the ears of the citizens the two Youngs, a man named Taylor and another man were placed under arrest, but not until after the greatest effort had been made to do so. When the officers asked who had done the shooting they could get no information from any of the excursionists, and it was not until they threatened to arrest the whole crowd that the parties to the crime were pointed out. The four men were hurried off to the city jail. Meloan's body was placed on a stretcher and taken to his home. At sight of it the mob of citizens went mad. The number was increasing with each succeeding moment. The quiet of the village Sabbath had suddenly turned into bedlam. Men who had always been noted for their law-abiding, orderly habits were seen with guns on their shoulders or revolvers in hand marching through the streets. The levee was lined with angry, yelling citizens. The frightened excursionists who had not yet been gotten off the boat hovered together in the barge in abject terror. The town was turned upside down because one of its best men had been foully murdered by a mean, cowardly, worthless man. The blood of the populace was boiling at it had never boiled before. Word was sent to the sheriff at Bowling Green, the county seat, and his deputies responded as soon as possible, but were powerless to check the demonstration of the citizens. The boat was placed in the hands of the officers and tied up pending an investigation. Meanwhile the sentiment of lynch law was running through the throng. It grew stronger as the day passed. The crowd continued to increase. As nightfall came farmers from the surrounding country rode in on horseback armed and wearing expressions of determination. The mob united and marched to the jail. With what difficulty is not known, they succeeded in getting out the two Youngs. Then the crowd, with the prisoners securely bound, marched to Walnut Grove, one half mile north of town. The quaking negroes knew full well the significance of that march. The mob selected a tall tree and asked the poor devils if they had anything to say before being shuffled off. One had the nerve to ask for a drink of water, while the other prayed. Then two nooses were adjusted and a hundred hands pulled two ropes that sent the miserable souls of the cowardly assassins into eternity. Some one emptied the contents of a revolver into the body of one of the negroes as it swung two and fro. After the speedy dispatch of their gruesome duty the mob retired silently, leaving the two forms

swinging sickeningly and ghastly in the moonlight. And the murder of

Walter Meloan had been avenged.

"A dispatch from Clarksville, yesterday says:

"The other two negroes confined in jail here for the murder of Walter Meloan will probably meet the same fate as the two last night."

"The excitement is still running high at Clarksville. The outrage is the greatest that ever occurred in the kingdom of Pike, and the law-abiding people of Clarksville are clamoring for more blood."

## Constitution-Democrat

OCTOBER 13, 1896.

### STEAMER SUNK.

W. J. Young Goes Down—The Carrier Takes Her Place.

Captain S. R. Dodds, of the steamer Silver Crescent, received a telegram Monday evening from Buffalo City, Io. It stated that the steamer W. J. Young, which plies between Burlington and Davenport, had been sunk in shallow water on a dangerous shoal of rocks near Buffalo City, Io, about twelve miles below Davenport. The passage there is said to be very difficult, especially during the present low stage of water. The accident must have occurred about 6 o'clock Monday evening, as that is the time the boat is due at Buffalo City. The Carrier, which belongs to the same company as the Young, and has been taking the Silver Crescent's place in the Keokuk and Quincy trade, was sent up to Burlington Monday evening about 11 o'clock to enter the trade of the sunken packet. Captain Dodds went up to Fort Madison on the 3 o'clock train this morning to secure a boat for the local trade and returned at 9:55 o'clock. He was partially successful, having engaged the Ottumwa Belle, but unfortunately this boat is at New Boston and will not be here until Thursday.

## The Daily Constitution.

KEOKUK, IOWA:

TUESDAY, APRIL 27, 1875.

NEW FERRY-BOAT.—Of Burlington's new ferry-boat, the Madison (Ind.) Courier says: "The ferry-boat John Taylor, just finished at the ship-yard, is about the neatest vessel of the kind we ever saw. There does not appear to be a superfluous piece of timber or machinery in her construction. She sits upon the water as buoyant as a duck. After taking coal aboard she took a little trip to test her speed, and made five miles in thirty-five minutes up stream. The owners are well pleased with her in every respect. She left at four o'clock this morning for Louisville, to be inspected, and will thence proceed to her place of service, Burlington, Iowa."

## Steamer Avalon goes on sale at Cincinnati

1962  
With Keokuk's dedication of the George M. Verity as a River Museum coming up June 2, another historic river boat, the excursion steamer Avalon, goes on the auctioneer's block in Cincinnati Thursday, May 24.

The twin-stack stern-wheeler, built in Pittsburgh in 1914, is being sold under bankruptcy proceedings in the U. S. district court at Cincinnati.

### Originally Idlewild

Originally named the Idlewild, the boat operated for years as a packet out of its home port of Cincinnati, making calls at Minneapolis, Omaha, Lexington, St. Louis, Natchez, Memphis and New Orleans.

At the request of its old

master, Ben Winters, shortly before his death, it was renamed the Avalon for one of the boats he had piloted. Later it was converted into an excursion steamer and was the last of such craft to ply the upper Mississippi, taking out an excursion here last summer.

### Rare calliope

The boat has four decks, two of them enclosed in glass, has been carrying a crew of 22 and has a passenger capacity of 1,370. It is 181 feet long and is powered by two steam engines providing 400 horsepower.

Its calliope is said to be a collector's item with the finest whistles of any such instrument remaining on the river.

## Stern Wheel River Boat Will Be Auctioned May 24

CHICAGO DAILY TRIBUNE



MONDAY, MAY 14, 1962

River boat Avalon which will go on auction block May 24 in Cincinnati.

BY THOMAS WOLF SMITH

A bit of American river shipping lore will go on the block later this month.

One of the few remaining stern wheel river boats, the steamer Avalon, will go on sale at a public auction in Cincinnati May 24, and any enterprising individual or company has a chance at acquiring a bit of nostalgia.

The twin stack stern wheeler was built in 1914 in Pittsburgh and originally named the Idlewild. For years it operated as a packet boat plying the rivers from its home port Cincinnati to New Orleans, with calls at Minneapolis, Omaha, Lexington, St. Louis, Natchez, and Memphis.

### Changed to Avalon

The steamer's name was changed to the Avalon at the request of its old master, Capt. Ben Winters, shortly before his death, for one of the packet boats he had previously piloted. The vessel later was converted into an excursion boat.

The Avalon has four decks,

two of them glass inclosed, carries a crew of usually 22 men, and has a passenger capacity of 1,370.

The 181 foot long, flat bottomed stern wheeler is powered by two steam engines providing 400 horse power.

Buyers will get more than just the old river boat. Included aboard the vessel is a collector's item, a rare calliope which, it is said, has the finest whistles of any calliope on the rivers.

### Handling the Auction

Effron corporation, which is handling the auction under bankruptcy proceedings, suggests that the boat could again be placed on the rivers as an excursion boat.

Or, a company with a flair for the unusual might use it as a floating club for entertaining its clients. The vessel comes equipped with a ballroom and band stand with a capacity of 500. Use as a yacht club also is possible, the auction firm points out.

in possession of, a diamond ring, which he wore all the time, while at work or loafing. This ornament was so out of keeping with his circumstances and appearance that he soon acquired the sobriquet of "Diamond Jo," which quite distinguished him from the rest of the inhabitants, and has clung to him since. In the course of time and trade this individual prospered. There is now a line of magnificent steamers plowing up the waters of the Mississippi, of which he is exclusive owner. On the paddle-boxes is an enormous diamond in red and gold paint, and in the center of this diamond is the word "Jo." The line is known as the "Diamond Jo" line and its owner is one of the richest steamboat owners on the upper Mississippi. The moral of this story will at once flash upon every poor young man with a diamond."

ing with two barges in tow.

An exchange thus tells how we happen to have a Diamond Joe line of steamers on the Mississippi: "There was a poor young man living in the Mississippi valley a few years ago, where a good many other poor young men live now, who had scarcely a crust of bread at one time over his necessary subsistence. He once found, or somehow came

**A Gay Night on the River!**

**Wednesday, June 26**

**KNIGHTS OF COLUMBUS  
MOONLIGHT EXCURSION**

**STEAMER CAPITOL**

Entrancing Lively Music by That Famous Collegiate Orchestra

**The Varsity Melodians**

Lv. Keokuk 8:15 P. M.

Return 11:30 P. M.

Tickets 75c

JUNE 23, 1929

**THE GATE CITY**  
TUESDAY MORNING, MAY 11.

### THE RIVER.

The Libbie Conger, of the Diamond Jo Line, arrived from below yesterday morn-

THE GREAT JUST NEAR VALLEY HISTORY  
A. B. BIKEL KEOKUK IOWA

## KEOKUK CONSTITUTION.

KEOKUK, THURSDAY, APRIL 19.

### River News.

#### Dubuque Herald:

The steamers Arkansas and Tidal Wave, with four barges, which were sold by the Diamond Jo company to the new transportation company, for something like thirty-five thousand dollars, left last night for Bismarck. Capt. Davis will command as far as St. Louis, when he will return direct for the field of his future labors by rail to Bismarck. A number of Dubuquers shipped on the boats to try their fortunes at steamboating among the subjects of Sitting Bull, Standing Bear, and Old-Man-Afraid-of-his-Horses.

The James Means, an old raft boat, is being wrecked on the ways at Le Claire.

#### Says the Davenport Gazette:

The ferry steamer Keokuk, with her "recess" wheel seems to be a hard craft to manage in a brisk wind. There was a good deal of bother in landing, yesterday, on that account.

## DAILY GATE CITY.

WEDNESDAY MORNING, SEPTEMBER 24, 1873.

## TELEGRAPHIC

**The Bruise at St. Louis—Mc-Cooles Knocked out of Time in Twenty Minutes and Nine Rounds.**

**Tom Allen Declares it a Sin to Mangle so Plucky an Antagonist.**

### FROM ST. LOUIS.

St. Louis, Sept. 23.—The steamer Continental left here at 1:30 a. m., with nearly 2,000 people on board, and steamed up the river. When six miles out McCooles was taken on board, and some distance beyond Allen was taken on. Both were immediately put to rest in state rooms by their trainers. About 12 o'clock the steamer reached Charitan Island, about 14 miles above St. Louis, and nearly opposite Mitchell Station, on the Chicago & Alton Railroad, where the boat landed and a ring was set. Allen entered the ring first and was followed at once by McCooles. After some delay seconds were chosen, Arthur Chambers and Patsy Sheppard acting for Allen, and Tom Kelley and Dublin Trix for McCooles. The umpires Mike Garley for Allen and John Brownell for McCooles. Allen's colors were white and blue, and McCooles's green. Allen won the toss for corners and chose the southeast corner. Allen won the fight in nine rounds in 20 minutes. He also got the first blood and the first knock down.

On the last round McCooles presented a horrible appearance and seemed scarcely able to hold up his hands. His left eye was closed, a terrible cut under his right eye, the right side of his upper lip was also cut off. Before toeing the mark, Allen said: "It's a sin to send that man up to be punished, if you don't take care I'll disfigure him for life; he is the gamest man I ever met." The crowd also yelled, "Take him away! take him away!"

The round was gone through with, but Allen refrained from striking his opponent further. The fight had now lasted nineteen minutes, and when time was called for the eighth round Tom Kelley threw up a white handkerchief, in token of his principal's defeat. The contest lasted exactly twenty minutes, and at its conclusion McCooles and Allen shook hands in the center of the ring. The party then repaired to the boat and returned to this city. McCooles intended to leave the steamer a few miles above town, but was so badly hurt that he could not and was brought to the city.

On the trip down Allen led the subscription for McCooles with \$100, but the latter declined and it was afterwards divided between their trainers, Dublin Trix and Jack Madden. No incidents occurred on the trip worthy of note. The crowd was orderly and made up largely of reputable citizens, among whom were quite a number of prominent business men.

## KEOKUK CONSTITUTION.

KEOKUK, FRIDAY, AUGUST 15.

### River News.

#### St. Louis Republican:

The steamer Tarascon, now being wrecked by the Howards at Jeffersonville, has had a remarkable career. She was built at Howard's yard in 1863, and run in the Louisville and Henderson trade until January, 1865, when she was taken by Gen. G. H. Thomas and used as his headquarters up the Tennessee river, and assisted in moving the Schofield corps from Tennessee river to reinforce Gen. Grant in his Virginia campaign "On to Richmond." Then she took part of Upton's cavalry from Louisville to join General Nelson in his raid through Alabama. She was then taken to New Orleans to help move Gen. Canby's forces across the gulf to the siege of Mobile, at which event she was the dispatch and flag-ship of the fleet. She was used in transferring troops from Fort Morgan and Fort Gaines up Task river and various other positions during the siege of that city. If any fast work was to be done, the Tarascon would be called for and she was always equal to the emergency. She was the first boat of the federal forces to arrive at Montgomery, Ala., and also is the longest boat that has ever navigated the Alabama river above Mobile. She made several trips across the gulf and lakes between New Orleans and Mobile, and after they were through with her services at Mobile, she was sent from New Orleans up Red river with army supplies. She was selected for all kinds of service on account of her speed and quick work, and when there was no longer use for her she was brought back to end her days in the Louisville and Henderson trade. When it is remembered that the lifetime of this class of boats is only from eight to ten years, her long career is wonderful. And a remarkable feature was her light draft. When new her draft of water was only 28

inches. The superiority of her business capacity and light draft is evident, and she is reluctantly being dismantled. Her machinery is being overhauled and renewed, to be placed in the fine large packet boat now on the stocks at Howard's yard, and which will be launched in a few days.

## The Daily Gate City.

FRIDAY MORNING, JUNE 7, 1872.

### RUMORED ROBBERY ON THE ROB ROY.

**A Passenger claims to have been Robbed of \$700 in Money and Valuables.**

[From the Hannibal Courier.]

A gentleman who arrived in this city on board the steamer Rob Roy, on Sunday last, informed us that his stateroom was entered and robbed of about \$250 and valuables to the amount of \$450 more, on the upward trip. The gentleman hails from New York, and gives his name as John B. Hillyer, Jr. He has relatives in this State, for which place he left on the 9:45 train, yesterday morning. Among the articles which he claims to have been stolen were a fine gold watch and chain, a diamond pin, &c. He says that his back door—the one on the guards was forced open, although he had securely bolted it before retiring. He also feels confident that he was chloroformed prior to the theft.

The officers of the boat seem to doubt the fact of the robbery, and so the matter stands. Mr. Hillyer says he intends prosecuting the Company to reclaim the amount lost, but we advised him against such a course, as he was advised to deposit his valuables in the safe before retiring, and refused to do so.

## KEOKUK CONSTITUTION

KEOKUK, FRIDAY, SEPT. 15, 1882.

### River Reports.

The new St. Louis and St. Paul Line packet "Keokuk" will be up at midnight.

It has been fully decided to change the name of the C. K. Peck, and for the future she will be known as the Keokuk. Since purchasing her the St. Louis and St. Paul Packet company have had her thoroughly decked, adding several new planks, new guards have been put on all three decks, a new boiler deck has been put up, and a texas has been built. Her cabin has been lengthened 30 feet, and four rooms have been added on each side. Her timbers are of the same size and material as those of the Arkansas City, and she only draws two feet light. Fully \$8,000 has been expended on her by her new owners, and they have made her one of the prettiest and most complete stern-wheel steamers afloat. She leaves on her first trip to St. Paul at 4 p. m. to-day, with Capt. Abe Hutchinson in command and Mr. Spencer Grinnell in the office.—St. Louis Republican, yesterday.

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DAILY GATE CITY: DAILY GATE CITY.

WEDNESDAY MORNING, JULY 8, 1874.

CITY NEWS.

NARROW ESCAPE FROM DROWNING.—About four o'clock yesterday afternoon, as the Eagle was about to leave on her trip to Warsaw and Alexandria, one of the passengers, a man named John Eymann, who lives at Warsaw, fell from the boat into the river. Jack Pearson, the engineer of the Eagle, jumped in after him, seized him, caught hold of the cable himself and held the other man up so that he could reach it also. With the assistance of those on board, Eymann was taken out of the water and placed on deck again. He was intoxicated at the time, and would undoubtedly have drowned except for the prompt effort of Mr. Pearson.

The Daily Gate City.

SUNDAY MORNING, AUGUST 24, 1873.

TELEGRAPHIC

CASUALTIES.

Steamboat Horror—Explosion of the "Geo. C. Wolf"—Many Lives Lost.

MEMPHIS, Tenn., Aug. 23.—The following despatch has just been received by the agent of the Associated Press, and further particulars will be sent as soon as possible:

HELENA, Ark., Aug. 23.—The steamer Geo. C. Wolf, blown up at St. Francis Island about 2 o'clock yesterday.—Twelve persons are known to be lost and fifteen wounded. The officers were all saved except the second engineer, who was on watch at the time the explosion. He is missing. The lady passengers were all saved. Mr. Nelson, who was on his way from Shreveport to Memphis, was drowned. Mr. Lawson, with his wife and two children, deck passengers for Tupelo, Miss., were all killed. The cabin was blown to pieces, but the hull can be saved. Dan Sullivan was on board but was saved.

(signed) GEO. MALONE, Capt. of "G. A. Check."

LATER—A telegram from Helena dated 10 o'clock says the passengers and crew are still on the St. Francis, waiting for an up river boat. No further particulars can be obtained to-night. The spot where the steamer blew up is known to river men as the "Grave Yard," being the same where the Pennsylvania and Saint Nicholas blew up, and the T. L. McGill was burned.

DAILY GATE CITY.

FRIDAY MORNING, DECEMBER 5, 1873.

NEIGHBORHOOD NEWS.

—The great suit against the Northwestern Union Packet Company, arising from the burning of the steamer War Eagle, and tried in the Circuit Court in LaCrosse, has been decided against the Packet Company. The jury gave a verdict for the plaintiff in the sum of \$3,644 24. The other cases on the docket, relating to the War Eagle disaster and losses were called and continued to the May term of court in 1874. The jury seemed to be of the belief that if the officers of steamers carry burning fluid, or other freight which by its character shall result in injury to other freight on the same vessel, the owners of the steamer are liable for all damages resulting therefrom.

The Daily Gate City.

WEDNESDAY MORNING, JUNE 1, 1870.

THE steamer Dubuque, which was the scene of the disgraceful riot and bloody butchery of last season, was visited on Friday evening last, while lying at Rock Island, with an occurrence of a similar character, only on a much more limited scale. Two deck hands, one a white man and the other a negro, got into a quarrel, which resulted in a regular hand-to-hand encounter. Finally the white man, finding he was getting worsted, suddenly drew a huge bowie knife and plunged it into the negro's abdomen, inflicting a frightful wound, from which the intestines protruded. The would-be murderer leaped from the boat into a skiff, rowed to the Iowa shore, and made good his escape. It is thought his victim cannot recover.

KEOKUK CONSTITUTION.

KEOKUK, FRIDAY, MAY 25, 1877

River News.

From the St. Louis Republican: Poor John Dowler was an inventor. He invented the Dowler wheel for steamboats, and it was put on several steamers, and old Capt. Dave Hiner took one of these boats from St. Louis to Cairo without a companion. He fired up, steered, handled the engine and commanded. Dowler rests from care beneath the sod. His "Humbug," a boat with his wheel, which made several trips to this port, lies in the Illinois, hidden from sight, not far from Dowler's grave. This boat was a mere flatboat, however, Dowler having impoverished himself by too much devotion to his invention.

KEOKUK CONSTITUTION.

KEOKUK, MONDAY, JANUARY 19.

The River.

The steamer Annie has passed down for St. Louis, making her second trip with good freights each way. The Northern Line company will immediately put on another boat, as the probability is that business will be good for the freighters from this time forward. The two barges of lumber, intended for the construction of the new passenger packets, which were detained by the freeze in the Ohio river, have finally arrived at St. Louis, and work on the boats will be commenced at once. Each of the boats will be 300 feet long, with 34 feet beam, and have 32-inch cylinder engine and sidewheels. Their draft is to be so light that they can run in the lowest stages of water, and first-class through packets will be run to St. Paul all the coming summer.—Quincy Whig.

KEOKUK CONSTITUTION.

KEOKUK, THURSDAY, JANUARY 15.

—As was chronicled by the CONSTITUTION a few days ago, two roustabouts filed complaints against the mate of the steamer Annie for abuse. Judge Dillon, of New Orleans decides that "harsh, forcible and even profane language on the part of captains and mates on river boats is necessary at times to get the men to do their duty; that such language is customary and to be expected; that when people are hurried in this way, roustabouts must keep their eyes open, else they will get run over. The case in point was brought by a colored roustabout for damages, because when the captain swore the gang of laborers hustled themselves and this darkey got hurt."

The Daily Gate City.

WEDNESDAY MORNING, SEPTEMBER 28, 1870.

LYNCH, the ringleader of the riot on the steamer Dubuque, has been found guilty. The jury after remaining out three hours brought in a verdict of manslaughter, and fixed the term of imprisonment in the penitentiary at ten years. The Rock Island Union in referring to the matter says:

"It is some satisfaction to this community to know that the leader of this gang of murderous ruffians has been found guilty and sentenced to the penitentiary, though the prevailing opinion is that the punishment is all too light. If ever man deserved the penalty of death for willful, horrible murder, that man is Michael Lynch. "A life for a life" would oblige him to die as many times as there were negroes driven into the water and stoned to death."

# Keokuk River Captain Pioneer In Making Bars on Boats Dry

## The Gate City

MAR 3, '25

### Capt. A. M. Hutchinson Given Praise for His Act by Man Who Was Once Clerk on Boats on Upper River.

That Capt. A. M. Hutchinson, of Keokuk, and his associates in the boat lines on the Mississippi River between St. Louis and St. Paul were pioneers in prohibition, is revealed by Edgar H. Young in an article written on steamboats and steamboat men of the early days. In this article he tells that Capt. Hutchinson and his associates did away with the liquor bars on the boats in the old days when there was no Volstead act and when steamboats pilled the river with great frequency. The action of Capt. Hutchinson and others was taken on the lines of the St. Louis and St. Paul Packet company. He was superintendent of the company and a large stockholder in it. He was among the most influential and leading citizens of Keokuk.

Mr. Young, author of the article, lives in Chicago where he is publishers' representative. At one time when a young man he served on the boats as a clerk, and was on the Gem City, about which he tells in the article. He was born and reared in Clark county, Mo., and his article is both interesting and authoritative. The state of Minnesota has commenced the task of compiling a history of the state, and is giving prominence in it to the early history of steamboating in the state, and data from Mr. Young's article has been sent there.

#### Giants of the River.

The article which he has written is as follows:  
Commodore William F. Davidson, president, St. Paul; Frank L. Johnson, secretary, St. Louis; Captain A. M. Hutchinson, superintendent, Keokuk, Iowa, were the big steamboat men in the palmy days of steamboating on the upper Mississippi. They were the principal owners and active managers of the company, the largest steamboat line on the upper Mississippi in the seventies and eighties, and Commodore Davidson was also one of the builders of the northwest, notably St. Paul, where among other buildings he built and owned the fine Davidson opera house at St. Paul. The company owned approximately twenty-five or more boats, mostly fine side wheelers. The company sent a boat a day out of St. Louis for St. Paul, one day for Keokuk and one a day for Clarksville, Mo. (looking after Calhoun county, Illinois, and the

Missouri shore as there were no railroads to the river landings in that district.) There were never any finer boats on the upper Mississippi than this company's boats, which included the steamers War Eagle, Golden Eagle, Minneapolis, Red Wing, Northwestern, Belle of La Crosse, Minnesota, Phil Sheridan, Rob Roy, Andy Johnson, Lake Superior, S. S. Merrill, St. Paul, Centennial and last but not least, the steamer Gem City, the fastest steamboat, bar none, ever on the upper Mississippi.

#### Electric Light Novel.

The Gem City made round trips St. Louis to St. Paul every week and had a day and night to spare at St. Louis. It was the first boat on western waters north or south to have the electric headlight, which naturally created a great sensation. People came miles to see it, and at night when the light was turned on to their homes they thought the world was surely coming to an end and clambered out of their houses in night clothes. The newspapers gave the boat, which was filled with passengers every trip, great reading notices. It made its first trip June 15, 1881, and, it was said, paid for itself the first season. In those days Lake Minnetonka was the great summer resort for St. Louis and other people along the river.

The company also had a few stern wheel boats, "wet end" boats of light draft used only when the river was too low for the big side wheelers, steamers Keokuk, Flying Eagle, Long Annie and Tidal Wave. So I feel safe in saying the company had twenty-five or more boats at that time. Also the company had dry docks and a completely equipped boat yard at Carondelet, South St. Louis, and a large boat store at St. Louis that supplied the boats with everything needed from stem to stern and from top to bottom all bought in a wholesale way. The company also owned fine large warehouses at the principal landings and the company's agents were among the leading citizens of their respective communities.

Commodore William F. Davidson and associate officials were men of courage high morals, good sense, and excellent judgment and had the courage of their convictions at all times. Along in the early seventies they ordered the bars taken off every boat the company owned and the stocks of liquors of every description from old John Barleycorn (red eye) to Champagne (bubbling water) and light wines and beer—sent to the company's boat store at St. Louis as fast as the boats arrived. After that had been done the liquors, wines, champagnes, cordials, and the "plebians beer" was hauled across the levee to the water's edge, heads of the barrels knocked in, bottles and the whole "smear" poured into the Father of

Waters. No doubt the catfish, buffalo, big and little mouth bass and wall-eyed pike became "ory-eyed" for the time being, and even the little sunfish was made bold and reckless enough to flip his tail in the face of a forty-pound catfish.

#### Bars Were Really Dry.

From that time on to the day the company went out of business many years afterward, there was never an intoxicant sold on the company's boats. There was not the slightest evasion or subterfuge, the bars were truly "ry bars" selling only cigars, tobacco, lemonades, pop, soda water and other non-intoxicating drinks. I was a clerk on the company's boats in the early eighties and on the Steamer Gem City her entire first season. I never heard a complaint from passengers or crew because of "dry bars"—on the contrary the company was commended by all and the employees from captains to roustabouts sober and clearbrained; all had more money at the end of the trip and at the end of the season than ever before. Their earnings were saved and intact for winter use when there was no boating north of St. Louis. The officers and crew, in fact, all were pleased at the change and they and their families in better health, peace of mind and comfort than ever before.

In addition to doing away with the bars, Commodore Davidson and associates established the Bethel Home on the levee at St. Louis, directly across from the company's wharf boat, a winter "harbor" for boatmen of the poorer class, and all, white or black, found at the Bethel a place to eat, sleep, take a bath and had use of a warm comfortable rest room with books, newspapers and other literature. For this there was a small charge, a dime or so, this to preserve the men's self-respect but no one was ever turned away for lack of the dime. The home was under the management of a kind considerate man whose name I have forgotten. In addition there were religious services—non-sectarian—every Sunday for those who cared to attend.

Commodore William F. Davidson, St. Paul, and his associates, Frank L. Johnson, secretary, St. Louis, and Captain A. M. Hutchinson, superintendent, Keokuk, and others of the St. Louis and St. Paul Packet company were big, fine conscientious men in every sense of the word and should be given an important place in the history of steamboating on the Upper Mississippi.

# The Gate City.

WEDNESDAY MORNING, JULY 20.

## FULTON'S FIRST STEAMBOAT.

### A Romantic Story of how He Won His Bride—The Old Boat Still Floating.

A correspondent of the Geneva *Courier* relates the following story of the Kate Morgan, the little steamer which for more than a generation has plied on Cayuga Lake, her owners obeying the behest of the first proprietor, to "run her till she busts."

Before the Chancellor Livingston stemmed the current of the Hudson, yet after the little Clermont had stirred the quieter waters of the Collect Pond, the whistle of the Kate Morgan awoke the echoes in Taughanick Glen, and her paddle-wheel dashed the spray upon Cayuga bridge. There is a bit of romance attaching to her name and building.

Old General Morgan, of Revolutionary fame, had a noble estate on the eastern bank of the lake, not far from where the present Wells College now stands. Between his only daughter, a lovely girl of eighteen, and young Fulton, had long existed a tender attachment, which, however, the poverty and obscurity Robert led the General to severely frown upon. Fulton went to New York. He labored long years in perfecting his invention; his day of triumph came, and then he wrote to the stern father relating his success, and asking for the daughter's hand.

"Nay," wrote back the incredulous old soldier, "I'll believe what I see with my own eyes. Come you back, scapegrace, to the lake; build and sail a boat past our own door, and then, and not till then, shall you have my daughter Kate."

Need I say that Fulton came joyfully back, that a steamer was built as rapidly as circumstances would permit, that she was launched, and in due time did sail triumphantly past the General's door! But let me add that according to an express stipulation made by the sly Robert in case he succeeded—when the Kate Morgan sheered in toward the General's dock, a small boat was seen pushing out containing the original Kate, her grim father, and a gentleman in clerical vestments. They were soon on board, and there, amid the waving of flags, and ringing of bells, and the blowing of whistles, the proud inventor and his prouder bride were made one. A glorious sweep up and down the lake completed the first bridal trip by steam ever known in this country.

Before we leave the historic boat let us go below a moment. Here are the old-fashioned engines, inscribed, "Tremar, Cartwright & Co." They were the first engine builders in the United States, and furnished both Fulton's and Fitch's boats. Cartwright was the father of the well-known Peter Cartwright, the Western backwoods preacher.

Glance, now, at the cabin. Its upholstery was furnished by A. T. Stewart, at that time an enterprising young tradesman, keeping a little seven-by-nine shop in Chambers street. Though the lustre of the goods has long since passed away, its durability remains, to attest to the honesty and good judgment of the young dealer, and by which he has long since risen to be the foremost merchant of our country.

## KEOKUK CONSTITUTION

KEOKUK, WEDNESDAY, APRIL 17, 1878

### Those Sunken Ice Barges.

In regard to the sinking of those ice barges on the upper rapids, which we mentioned yesterday, the Davenport Gazette says: "The Wild Boy, in the ice trade, arrived in port yesterday forenoon, after a wretched experience, and a losing one for those who commissioned her for ice hauling. She left LeClaire Friday with two barges, containing 532 tons of ice, in tow—which was not near as much ice as she expected to get. Coming down the barges went on a rock that very day; and in the efforts Friday, Saturday and Sunday to get them off, seams started so that when they were relieved they filled with water and sunk. The ice is considered a total loss. It was owned by Copeland and Anschutz, Keokuk, and was insured for \$2,000 in the St. Paul Fire and Marine Company. The ice was considered worth \$5 per ton—so the owners are out \$660 above insurance."

## KEOKUK CONSTITUTION.

KEOKUK, THURSDAY, JUNE 6, 1878

### ANOTHER PACKET LINE.

#### Keokuk and Burlington to be United by a Packet Line.

Commodore Davidson, of the Keokuk Northern Line, having failed in his pet project to run the Eagles to Davenport, has been busily at work hatching out a scheme to get a short line in running order above Keokuk. The result is, that he ordered the Dan Hine, which formerly did duty as a tow boat over the rapids, to St. Louis, had her overhauled, repaired, painted and a cabin placed on her, and she leaves St. Louis Saturday to enter into the Keokuk and Burlington trade where she will ply during the season.

The Dan will arrive here on Sunday morning and will probably make her first trip to Burlington on that day. If not she will go Monday. She is a light draught boat, with a large wheel and powerful machinery, and can worry even the Eagles when it comes to speed. Her hour for leaving Keokuk will be 2 o'clock in the afternoon. She returns at midnight.

## KEOKUK CONSTITUTION.

KEOKUK, MONDAY, APRIL 8, 1878

### Steamboat Blown Up.

CINCINNATI, April 8.—The Sandy Fashion, a small steamer running from Catlettsburg, Ky., up the Sandy river, exploded her boilers Saturday night, at the mouth of the Sandy

and sunk in three minutes in nine feet of water. She had about forty passengers and crew. Joseph Newburg, merchant, Richmond, Ky., A. Osborn, pilot, and two others, name unknown, were killed. Hiram Rice, engineer, badly scalded; Cyrus Preston, clerk, cut in the head; Hiram Tugart, cut in the head, and several others were injured, but not seriously.

## THE DAILY WHIG.

J. B. HOWELL, Editor.

FRIDAY, ..... MARCH 3, 1854.

The fine steamer J. McKee is to run from this place to Rock Island during the season of navigation, in connection with the Keokuk and St. Louis Packet line.

The McKee will be under the command of Silas Heaight, of our city as Captain, and our polite and agreeable friend, B. B. Hinman, as Clerk.

The McKee will be a favorite Boat with our citizens, as well as the Public generally.

Our old friend Thos. Heaight, is lately established at the Packet Depot, as agent for the Company, and we doubt not will retain and increase the general popularity which he already enjoys with business men on land and water.

### NEW ARRANGEMENT.

#### KEOKUK AND ROCK ISLAND PACKET.

#### STEAMER PACKET J. M'KEE,

S. HEAIGHT, Master,

WILL leave immediately after the arrival of the Cars from Chicago, on Monday, 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, the Vernon, Jeanie Deans and Westerner, for St. Louis, returning from Keokuk on Monday, Wednesday and Friday mornings at 1 o'clock A. M. The McKee will leave Burlington (up trip) at 6 o'clock, A. M., on said days. Time between Ports 12 hours. May 2 '54 d

## KEOKUK CONSTITUTION.

KEOKUK, WEDNESDAY, APRIL 17, 1878

### A Steamboat Excursion.

Ad. Langdon of the Quincy Review has been asking himself what constitutes a steamboat excursion, and in his answer he goes right to the spot. Here it is:

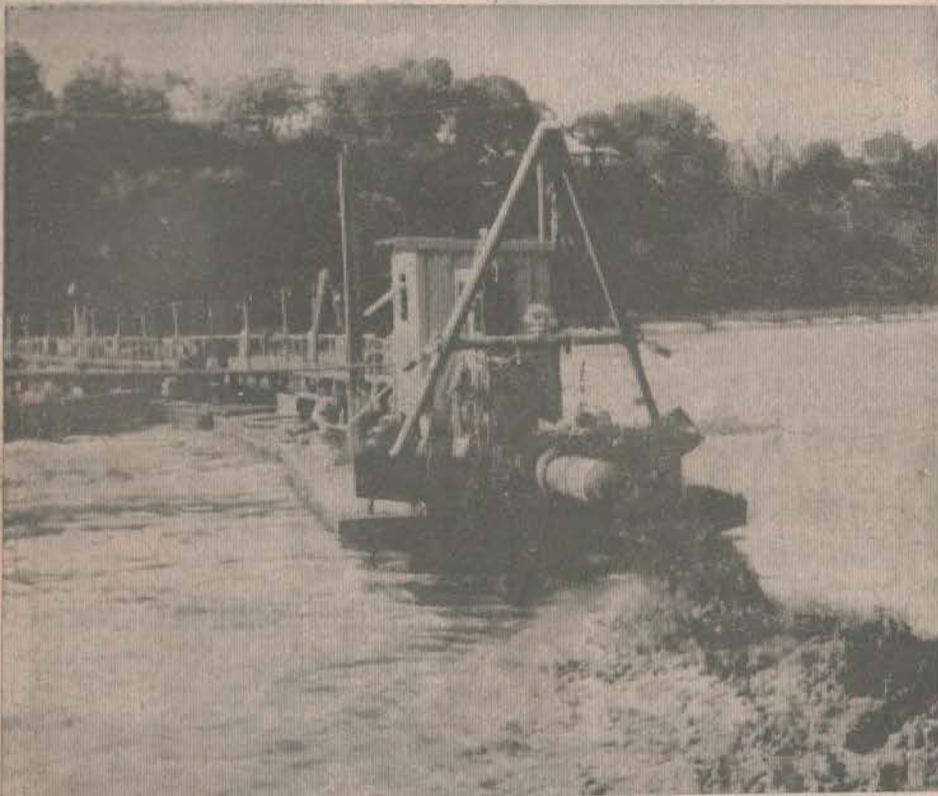
What is an excursion on the river? It is one of those things where boats arrive a half day after the advertised time; where two hundred passengers crowd into a space provided for fifty; where people roam about the cabin clad only in overcoat and drawers; where stiff necks and sore throats are free; where bed clothes are too short for long men and where the trip is too long for short days; where the girls get huffy at their escorts; where escorts are "off" and sit alone on the guards at midnight, vowing 'never to go again'; where the curious, anxious to pry into the secrets of cities, hop ashore as soon as the boat lands and—get left; where the bloods get "chuck" and where a man ruins his constitution and flatters himself that its fun. Such, briefly, is a first class river excursion.

THE GREAT WEST MAP CALLED HISTORY  
OF ILLINOIS  
KEOKUK, IOWA



THE WILLIAM A. THOMPSON, a Corps of Engineers dredge, began operation Sunday to remove silt from pipeline to intakes of powerhouse. —Gate City

forebay of Lock 19, so that old lock can be used for emergency standby. Floats at right of center carry



# Dredge Lock 19 forebay to make old lock usable

THIS CLOSEUP shows end of dredge pipeline, where silt from bottom of river at forebay at Lock 19 is pumped into intakes of powerhouse, fed through bottom of powerhouse and broadcast on other side into lower level of river. —Gate City

The Daily Gate City  
2 — KEOKUK, IOWA  
MONDAY, SEPT. 30, 1968

The U. S. Corps of Engineers dredge, the William A. Thompson, began a dredging operation in the forebay of Lock 19 Sunday.

A large pileup of silt in front of the old lock and the drydock lock is being removed by the dredge. The work is being done in order to make the old lock operable in case of emergency. It is expected that some 43,000 square yards of silt will be removed from an area 300 feet wide and 500 feet long, inside the forebay.

The silt is being pumped through a pipeline which floats on small flat barges, and is fed into the intakes of the Union Electric Powerhouse on the west side of the building. It goes under the building, past the generator veins, and is forced out on the east side of the building, where it is broadcast into the vastness of the lower level of the Mississippi river. The entire job is expected to take several days.

## THE GATE CITY.

KEOKUK, IOWA: 1868

THURSDAY MORNING, NOV. 10.

### Steamer Collision on the Ohio River.

#### MISCELLANEOUS ITEMS.

MADISON, Ind., Nov. 18.

The tow boat Tiger, with barges, coming down collided with the J. N. McCollough going up, one mile above this city at 10 o'clock last night. The McCollough was struck by one of the barges, tearing her whole side off for twenty or thirty feet, causing her to sink in three minutes in seventeen feet of water. The deck sweeper, a boy, is missing, who is probably drowned. The rest of the crew and passengers were saved. The steamer Melnatie came to the relief of the McCollough and brought all on board to the shore. Two coal barges sunk, probably a total loss.

## The Valley Whig.

THE DES MOINES VALLEY WHIG

STEAMBOAT SUNK.—The steamer Des Moines Belle, running as a packet in the Des Moines river, is reported to be sunk near Eddyville, above the bridge. We could not learn whether her loss is a total one. She was bound down stream and had a cargo of produce, of which over one hundred sacks of wheat, in a damaged state, came down by the K. Ft. D. M. & M. R. R. APR. 15, 1861

## THE GATE CITY.

KEOKUK, IOWA: 1868

TUESDAY MORNING, DEC. 15.

In March, 1811, only fifty-seven years ago, the first steamboat was launched on the western waters at Pittsburg, then the largest town west of the mountains, with a population of some 5,000 inhabitants.

CONNECTICUT MIRROR.

MARCH 16, 1812.

By the Cincinnati paper, we learn that a subscription is opened in the western Country, to build two Steam Boats, to ply between Pittsburgh and the Falls of Ohio.

THE NATIONAL ERA.

WASHINGTON, MAY 2, 1850.

TERRIBLE DISASTER.

The steamer Belle of the West, with some 400 passengers, among them two companies of adventurers to California, and thirty families of emigrants to the West, took fire Monday night week, when about a mile below Warsaw, on the Ohio. She was immediately run ashore, but the progress of the fire was so rapid as soon to envelope her in flames. From the register it was ascertained that sixty had perished; how many more it was impossible to tell.

THE NATIONAL ERA.

WASHINGTON, JUNE 23, 1850.

HORRIBLE DISASTER.—The steamer Griffith, Captain Roby, which left Buffalo on Sunday morning week, for Toledo, with over 250 passengers, chiefly emigrants, caught fire and burned to the water's edge the next morning at 4 o'clock, when within twenty miles of Cleveland. Some two hundred persons were destroyed, among them the captain and his family. The mate swam ashore, and hurried to Cleveland for aid. He reported about 30 saved. The cause of the terrible disaster is not yet explained, but some suppose that the fire originated from the boilers or the furnace.

THE NATIONAL ERA.

WASHINGTON, NOVEMBER 22, 1849.

DREADFUL STEAMBOAT EXPLOSION.

Supposed loss of 160 lives—Fifty dead bodies already discovered.

NEW ORLEANS, Nov. 16, A. M.

A dreadful steamboat explosion took place here last evening, which, from its disastrous consequences, has cast a melancholy gloom over our city.

While the capacious steamer Louisiana, bound for St. Louis, was about starting from the wharf, just as the wheels began to move, both her immense boilers exploded with a fearful and terrible noise, shattering the boat almost to atoms. The steamers Storm and Bostona were lying alongside of her at the time, both of which were also greatly damaged by the concussion.

The Louisiana was crowded with passengers; also the steamers Storm and Bostona, which had just arrived.

At the time I write this despatch, hundreds of people are around the scene of destruction, and already fifty dead bodies have been taken from the wreck. It is supposed that one hundred and sixty lives, if no more, have been lost by this

fearful calamity, besides many badly and others mortally wounded.

The levee is now literally strewn with the dead and dying. It is a truly heart-rending scene. It is impossible at this time to ascertain all the lives lost, the number of wounded, or their names. Legs, arms, heads, and other parts of the human body, were thrown in every direction. I shall send you further particulars as soon as ascertained.

THE GATE CITY.

KEOKUK, IOWA:

THURSDAY MORNING, MARCH 22, 1866

Steamboat Disaster.

St. Louis, March 21.

The Steamer U. S. Grant, en route to the head waters of the Missouri river, sunk near Plattsmouth, twenty miles below Omaha on Sunday. Boat was valued at \$25,000; insured for \$20,000. Cargo probably worth about the same, mostly insured.

Two thousand six hundred bales of cotton have passed Cairo, for Cincinnati, within the past two weeks.

The Daily Gate City.

KEOKUK, IOWA: 1868

FRIDAY MORNING, JAN. 24.

BY TELEGRAPH.

AFTERNOON DESPATCHES.

A Man Murdered on a Steamboat.

St. Louis, Jan. 23.

John Swaney, mate of the steamer Armadillo, brother of James Swaney, killed Wm. H. Graves, a passenger from Rochester, Pennsylvania, on the Armadillo, last night. Swaney had been drunk during the day and attempted to quarrel with several persons on board. He expressed a strong desire to knock the clerk's brains out, and subsequently fired at his brother, Captain Swaney. Later in the evening he went up to the texas and began eating a lunch. Graves entered soon after when Swaney fiercely asked him if he came to rob him? Graves answered pleasantly, when Swaney shot him, dragged his body to the edge of the hurricane deck and rolled it overboard. Swaney then washed the blood from his hands with coffee from the urn on the lunch table, and then went to bed. Shortly afterwards he was arrested by the police, and was to-day committed for murder in the first degree. Graves body has not been found.

The Daily Gate City.

KEOKUK, IOWA: 1868

FRIDAY MORNING, JUNE 26.

DEATH OF A RIVER PILOT.—Mr. Daniel Wright, who has been a river pilot for thirty-five years, most of which time he has been in the employ of the Northern Line Packet Company, died at his residence in this city

yesterday after a short illness. He leaves a wife and six children to mourn his death. The funeral will take place from his residence, corner of Tenth and Concert streets, to day.

The Daily Gate City.

KEOKUK, IOWA: 1868

TUESDAY MORNING, FEB. 4.

BY TELEGRAPH.

AFTERNOON DESPATCHES.

Steamer Sherman Destroyed by Fire at Evansville, Ind.

CINCINNATI, Feb. 3.

The steamer Sherman, from New Orleans for Cincinnati, with a valuable cargo of groceries, was destroyed by fire at Evansville, Ind., yesterday morning. She had previously discharged most of her freight. No lives were lost. The books and money were saved. The Sherman was owned at Pittsburg, and was insured in Cincinnati offices for \$20,000.

The Daily Gate City.

KEOKUK, IOWA: 1868

SATURDAY MORNING, JAN. 4.

BY TELEGRAPH.

AFTERNOON DESPATCHES.

Steamboat Explosion on the Ohio River.

A Partial List of the Casualties.

FROM CINCINNATI.

CINCINNATI, Jan. 4.

The stern-wheel steamer Harry Dean, bound from Marietta to Cincinnati, exploded her boilers at half-past 10 this morning, two miles below Gallipolis, and burned to the water's edge. The following casualties are reported: Captain Sayer, commander, slightly wounded; Captain Booth and son, slightly; Captain Burch, seriously; first engineer Grans, slightly; John Haines, fireman, fatally; Captain Briggs, of Ashland, Kentucky, killed and body lost; one cabin boy, fatally; Munson, bar-keeper, seriously; T. Ryan, Washington county, Ohio, seriously; John Levisay and Harry Boyes, slightly. The cook and steward are missing. Five persons in all are supposed to be killed. The steamer Edinburg took off all the survivors and brought them to Gallipolis. The Dean had a heavy cargo on board, which is a total loss. The books and papers were lost.

Major General Pope arrived here this morning.

THE GREAT DUST BEAT CALLED THE... N. J. BICKEL KEOKUK IOWA

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## CONVERTED STERNWHEELER

# Towboat Becomes Ohio River Home

SUN., SEPT. 22, 1968 \*\*\* Columbus Dispatch

By DAVE MATHEWS

Of The Dispatch Staff

FLY, Ohio — A sternwheel towboat tied along the banks of the Ohio River in this small Monroe County community has become the home of Mr. and Mrs. Gene Fitch of Hebron.

The Fitches spend their weekends here and any other time that they can spare from Fitch's contracting business.

THEY HAVE converted the paddlewheeler into a two-story, three-bedroom home and have been sailing up and down the river since Nov. 19.

The boat has attracted many visitors, including river-wise travelers who know this may be the only paddlewheel towboat in the U.S. that has been made into a houseboat.

Fitch and his wife want to share the boat and welcome as many as 50 groups aboard the boat during the summer months.

THE BOAT owners can tell when a story about the boat has been published or broadcast in one of the Ohio River cities, as the following Sunday will bring visitors from that area.

Now known as the Claire-E, the towboat was named the Diesel when it was built in 1926. It was used as a towboat on the Monongehela, Ohio and Mississippi rivers.

The manufacturer wanted to advertise the diesel engine which powered the boat and offered to sell it at a special price on condition that it bear the Diesel name.

FITCH SAYS he would have liked to retain the name under which the boat saw service but thought "Diesel" wasn't a very romantic name for a houseboat. He renamed it for his wife.

Changing the boat's name is as difficult as changing the name of a person. The Claire-E is registered in Cleveland as a vessel of the world merchant fleet and required legal advertising to change the name.

When the boat was pushing tows, the main cabin was a bunkhouse with part of the operating mechanism in front. The floor bulged where a large drive shaft was hidden.

FITCH REPLACED the drive shaft with a chain gear and converted the 71-by-12-foot cabin into a living room, a galley and a bedroom with separate bath and shower. He built a Texas deck with two more bunkrooms above the cabin but lower than the pilot house which must have 360-degree vision.

Fitch can recall his early life, when he longed to be on river boats. He and his wife both are interested in history of the rivers.

A wife must share her husband's love of the river to accomplish an undertaking of the magnitude of the Claire-E. Not only must she share his interest in boating but must agree to the financial investment, Fitch says. The Claire-E has cost as much as a good-sized house.

SEVERAL years ago, Fitch discovered one of the few remaining ferries still operated between Fly and Sistersville, W. Va. He often went 50 miles out of his way to travel on the ferry, which docks only a few feet from where he keeps the Claire-E.

While ferrying the river one day, a tug passed and the ferry owner, whom Fitch had come to know well, asked if he would like to ride the tugboat.

He took that ride and many others and got the idea to own one. The couple made



several trips to look at boats before they saw the Diesel. They bought it three years ago.

THE CLAIRE-E has a 2,000-gallon tank of drinking water and a 3,000-gallon fuel tank which will permit it to cruise for six weeks. During its first year it has been up the river to East Liverpool and downstream to Parkersburg.

Oldtimers line the walls of locks when the Claire-E passes through and some of them ask to come aboard to see the

boat on which they once worked.

WHEN LOCK number one is removed from the Muskingum River at Marietta, the Fitches plan to make the trip to Zanesville. The boat displaces only three feet of water and Fitch thinks the boat will make the trip.

The Muskingum River's main channel is being marked with buoys and when Fitch is sure it's safe, his many central Ohio friends will get a look at the Claire-E.

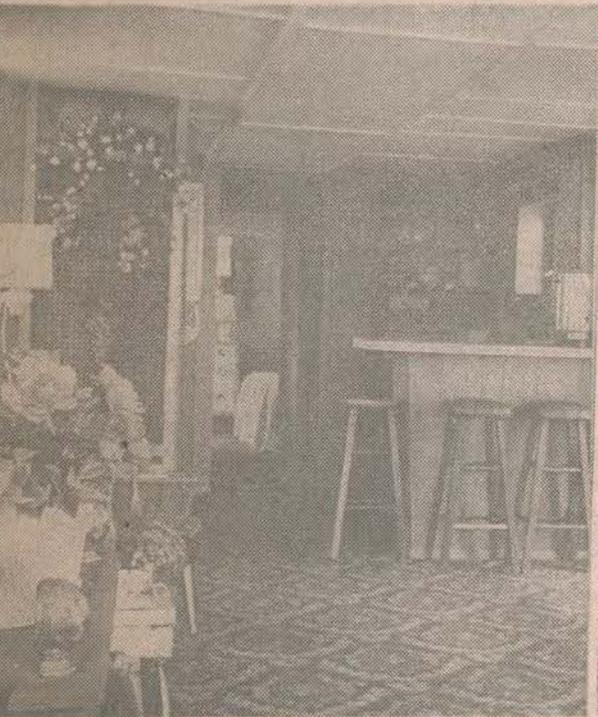
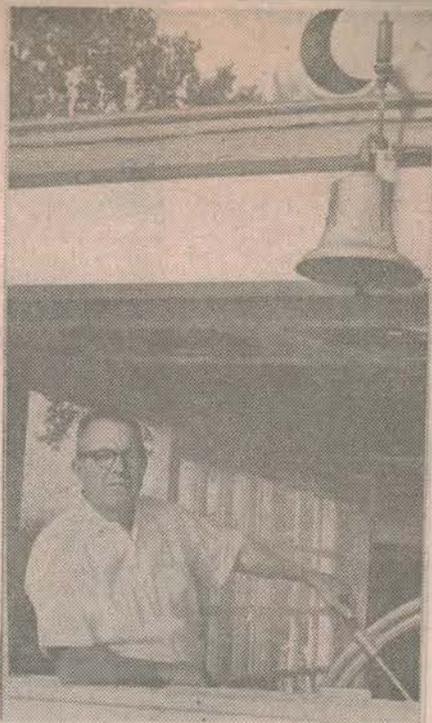
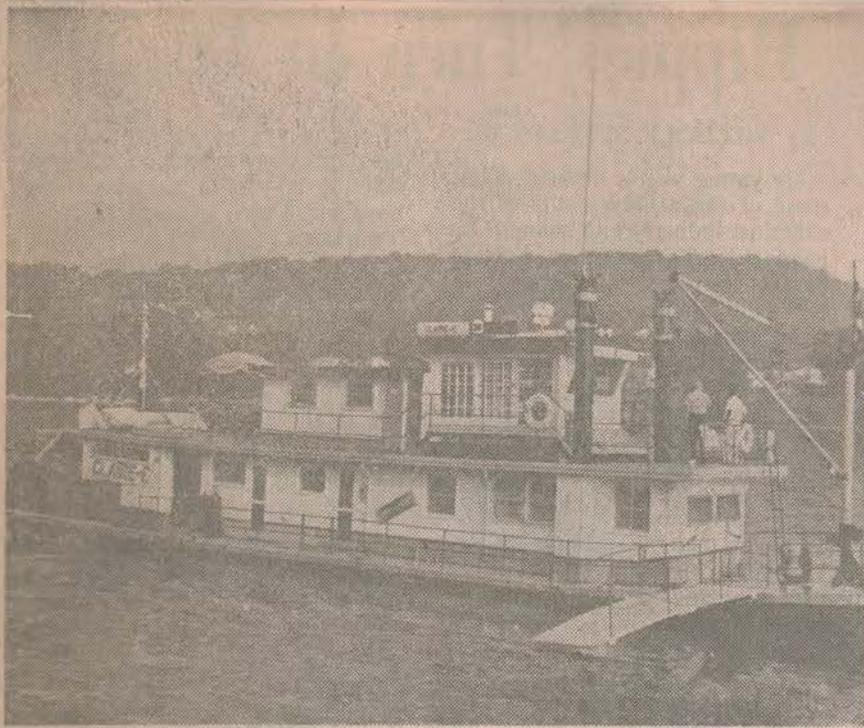
## NATIONAL INTELLIGENCER.

### WASHINGTON.

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

THURSDAY, FEBRUARY 14, 1853.

The steamboat *John Swasey*, from Red River, with a cargo of 1500 bales of cotton and a number of passengers, was burnt at New Orleans on the 15th instant. The fire was discovered near the foot of Jackson street, and the boat immediately ran over to Gretna, where nearly all the passengers were landed. The cotton with which the *Swasey* was loaded had caught fire and fallen overboard, and was drifted down the stream in burning masses, under the wheel-houses and against the sides of the steamers. The *St. Charles* and the *Texas* both took fire, and were considerably damaged.



**RIVER HOME**—The Claire-E, a river towboat, left photo, has become the main home of the Gene Fitches of Hebron who bought the boat three years ago and have been working to restore it. It is just now getting its final painting, so the couple may soon enjoy the full benefits of their labor. Fitch, second photo, gets behind the wheel in the pilot house and looks down the Ohio River. The living room of the first floor quarters of the houseboat, third photo, has a thick carpet, purchased at a public sale of equipment from the Taft Hotel in Newark. It provides a strange covering for the floor that was once tramped by sailors. A large diesel engine, now located near the boat's stern, is the power source for the paddlewheel, right photo, which propels the boat. The wheel has been restored and needs re-painting often to preserve it from effects of the water. In the lower photo, Mrs. Fitch stands along the rail outside the second-story bunkhouse and the pilot house of the Claire-E—named for her. The orange-peel stack in foreground was added during renovation. (Dispatch Photos)

**The Daily Gate City.**  
**KEOKUK, IOWA: 1868**  
**SUNDAY MORNING, MARCH 1.**  
**BY TELEGRAPH.**  
**THE STEAMER PARAGON SUNK.**  
**FROM ST. LOUIS.**  
 St. Louis, Feb. 29.  
 The steamer Paragon from Cairo to St. Louis, sunk at Devil's Island, four miles above Cape Girardeau, at five o'clock this evening. The boat and cargo are probably a total loss. No lives lost.

E. T. BICKEL KEOKUK, IOWA



Main cabin ladies' salon in the palatial steamboat shows luxury living. Heating was by stove. Note stovepipe in center, silver urn at right.

Great Republic  
Was The Finest Boat  
Ever Built Here

## Floating Palace

By George Swetnam  
Press Staff Writer

The Pittsburgh Press, Sunday, September 22, 1968

**P**ITTSBURGH supplied the first steamboat that ever ran on inland streams, and the City and district have been home to many of the greatest and most famous craft of river history.

The very first was the New Orleans, followed by the Comet, Vesuvius, Buffalo and the plucky little Enterprise, first to make the upstream journey from New Orleans to Pittsburgh.

They were followed by a constant stream of craft, such as the famed Washington, the John A. Wood and Joseph B. Williams (both built at Freedom) and on to the day of steel hulls and finally the switch-over to the diesel craft at Dravo and the modern design pioneered at Alicia.

But nothing built anywhere in any era ever equaled the palatial grandeur of the Great Republic, which began service here just 101½ years ago—this month and bankrupted her owners before she finally burned.

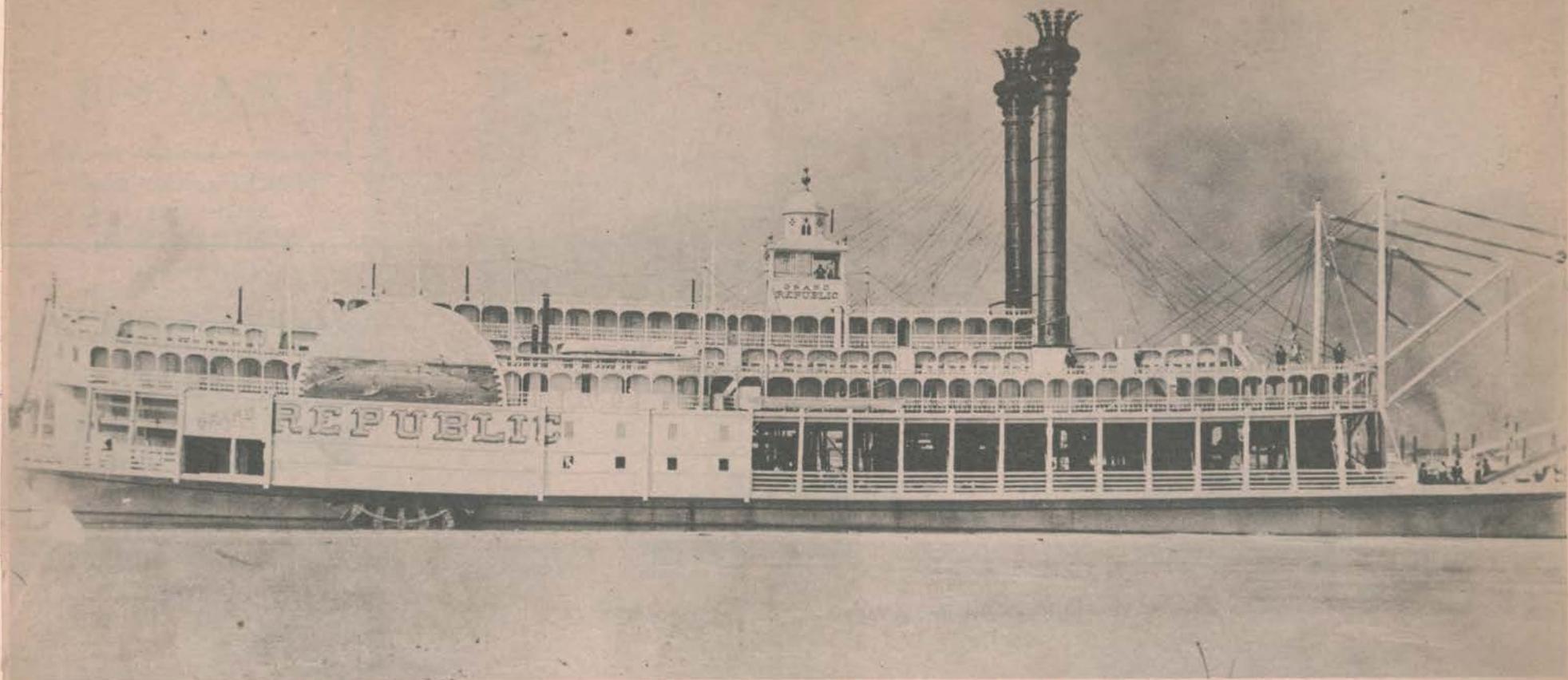
"The most magnificent steamer that ever floated," a newspaper account called her on March 16, 1867, and it was right. For months past, visitors had goggled at her glories as she was fitted out at the Monongahela wharf. Now she was leaving Pittsburgh, never to return. She was designed for use on the lower rivers.

Her hull had been built at Shousetown (near Glenwillard), deck 330 feet long, beam 51, deck width 95 feet. Power was provided by two of Andrew Hartupee's compound engines. Each had a 22-inch high pressure cylinder and 56-inch low pressure, and a 10-foot stroke. This was supposed to be very economical.

The cabin — most ornate steamboat Gothic on record — was 270 feet long, with 72 columns, and was encrusted with gold leaf. It featured 66 paintings by William Coventry Wall, mostly of Pennsylvania and other river scenes. Carpeting cost \$10,000 and there were 10 chandeliers that cost \$500 each.

Tables were provided with specially designed china and tripleplated silver by one of the best makers.

Nor was the food far behind. On the first morning, the breakfast menu showed beefsteak, plain or with onions, calf liver, pork tenderloin, mutton chops, spare ribs, pork chops, sausage, codfish balls, hominy, onions, fish, tripe, ham, mutton stew, pork and potatoes, stewed chicken, stewed potatoes, kidney stew, hash, and "gambillie" (jambalaya). There were hot rolls, cornbread, toast, Sallie Lunn and cake, black or green tea, coffee or chocolate.



The Great Republic was later renamed Grand Republic, but continued to lose money, hand over fist. Painting on wheelhouse was by one of Pittsburgh's best artists, William Coventry Wall.

The dinner menu was even more impressive: Soup — macaroni a la Italian; Fish — baked haddock with tomato sauce; Boiled — ham, corned beef and cabbage, sauerkraut with salt pork, tongue, leg of mutton with caper sauce, chicken; Roasts — leg of lamb, beef, veal, pork, mutton, turkey, duck, chicken, ham, with champagne sauce.

Entrees — minced mutton, poached eggs, charoute rush (whatever that was), fillets of chicken a la creole, pork and beans a la militaire, hog's head with ocean sauce, ox tongue with olives, oyster pie. Vegetables — green corn, turnips, mashed potatoes, sweet potatoes, green peas, beets, onions, boiled potatoes, hominy, parsnips, carrots, tomato, cabbage.

Cold dishes — head cheese, roast turkey, broiled

turkey, jelly Relishes — walnut catsup, cucumber pickles, John Bull sauce, chowchow, piccalilli, french mustard, tomato catsup, continental sauce, horseradish, worcestershire sauce, olives, english cheese.

Pastry and desserts included: fruit pudding with wine sauce, blackberry pie, blackberry or peach jelly tarts, plum meringue pastry, jelly cake, almond pound cake, vienna biscuit, genoese cake, lemon jelly, anisette jelly, english cream jelly, egg kisses, pineapple meingue, apples, raisins, figs, english walnuts, pecans, oranges, filberts, bananas, prunes. Coffee.

The Great Republic was the finest ship afloat, but she was a jinxed craft from the start, even if steamboating hadn't been going into a decline.

A man was killed while the hull was being launched

in November, 1866 — the worst possible omen. She skidded across the Ohio and stuck in a mud bank, having to be pulled out by a towboat.

Costing about \$235,000, she started her maiden trip with a construction lien of nearly \$100,000. The "economical" motive power ran up a fuel bill of \$5000 for every round trip between St. Louis and New Orleans.

At the end of 1868 her owners were bankrupt, but went into a reorganization when only one bidder appeared at the sale. In 1871 she was sold for \$48,000.

During the year 1876 the craft was renamed the Grand Republic. The new name didn't change her luck, and she caught fire and was totally destroyed just 91 years ago last week.

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

# ★ ★ Summer Day In Paradise ★ ★ Is Boy's Trip On ISLAND QUEEN

By Dan A. Robertson

The beautiful Ohio came to San Francisco this week. I was laying in the warm sand when it happened, eyes closed against the fiery glare of the sun. A few yards away, Pacific waves tumbled onto the beach. Overhead cranky gulls wheeled against the sky. It was a soft day, the kind when it's easy to nap on the beach. I was almost asleep, when a teenager ran by with a radio in her hand. Incredibly, instead of the Moby Grape or the Jefferson Airplane, this radio played a song I had not heard for years: "Beautiful Ohio."

The girl ran down to the waters' edge, the music faded away, but suddenly I was not dozing in the California sun anymore. I was back home. Back on Cincinnati's summer streets, running after the ice wagon, back in Crosley field, getting in free because it was Knothole day, back to the town I have not seen for 15 years and back to the river they call "Beautiful Ohio."

The water hissing on shore near my feet was not the Pacific, it was the serene Ohio. Best of all, the sleek liner I could see gliding out to Hawaii was not really an Ocean liner at all. On that day, she became the most beautiful boat of all: The old, gentle, lost Island Queen.

The Island Queen was the dream-maker. She was the Queen Elizabeth, the Kowloon Ferry, a Mohawk canoe and a South Seas schooner all rolled into one, and she was better than any of them, because she went to Coney Island! It was almost more than a child who grew up along the Ohio could stand. A trip on the Island Queen, from the landing at Cincinnati up the Ohio to the cotton candy fantasyland of Coney Island was the absolute culmination of every summer vacation.

Plans for the trip were made weeks ahead of time. Usually,

neighbors got together and went as a group. Lunches, fantastic, giant-size lunches were packed, decisions were made about cars, about cokes and beer, about times to leave and times to return. The sultry summer days came alive with children swinging on ropes, pretending they were on the rollercoaster, wallowing in bathtubs, pretending they were in the blue pool at Coney.

At dawn on the great day, children popped awake, jumped out of bed. It was Christmas in July. Eventually, everyone would be ready and the cars drove past Eden Park, past the tenements, past beautiful, vanished Fountain Square, down to the tilted landing. And there she was! Gleaming, bobbing, pulling at the constraining ropes, the mighty Island Queen herself!

We raced toward her, forgetting to carry our assigned picnic basket or bag. It seemed to take forever for all the adults to get aboard, and longer yet for the Captain to attend to the magical chores that were required to get the fat, gorgeous Island Queen away from the dock. Eventually, though, the Queen pulled away from the landing, away from the hot-tar smell of Cincinnati's sweltering streets and out into the cool channel of the Beautiful Ohio. Her giant paddle wheels churned, throwing great buckets of water over their shoulders, the whistle blew, birds flew off the tailings, disgusted at all this commotion. We didn't care! We were off to Coney! Destination: Laugh-in-the-Dark. Destination: Wildcat. Destination: Fire engine rides, canoe rides, rollercoaster rides.

Stuffing our mouths with popcorn, we raced to the bow, hoping already for a glimpse of the fabled Island, feeling the cool wind along our cheeks.

"Heck, we got a long way to go," somebody complained, so we

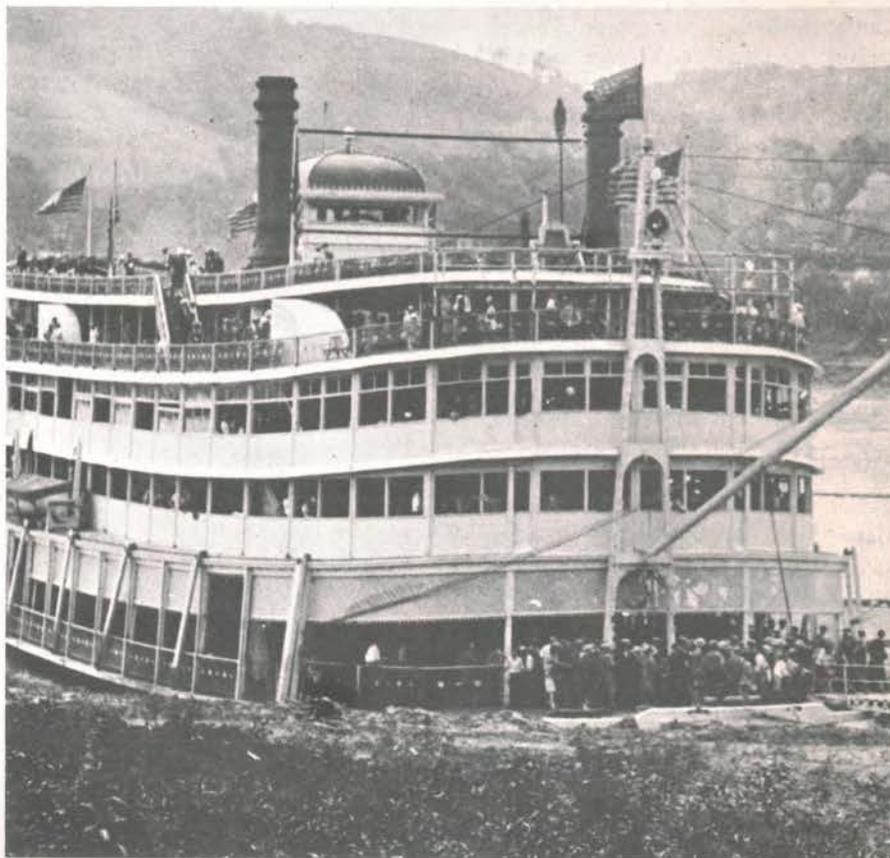


Photo Courtesy of THE CINCINNATI ENQUIRER  
**ISLAND QUEEN DOCKS AT CONEY ISLAND**

ran along the concourse, leaned over the railing and stared at the awesome paddlewheels. Always, one of the boys whispered, "What would happen if we fell in?" Dark shadows crossed our minds. We could see ourselves tossed and churned by the relentless wheels, spit out like so much debris, left to wallow in the Ohio and cry after a ship which would sail away without us. We loved it! We tossed empty red and white popcorn balls down onto the wheels to test what our fate might be and were not disappointed at the fury that awaited the careless voyager.

We seldom saw our parents. They were dull. They spent all their time holding hands on the upper deck, listening to the calliope. The master of this steaming machine sat at the keyboard playing old songs, gentle songs. "My Old Kentucky Home." "Oh, Sussanna." "Jeanie With the Light Brown Hair." And "Beautiful Ohio." Listening to those nostalgic songs, on the summery Ohio River so long ago, our parents got tears in their eyes and said it was because of the wind.

Regally, the Island Queen sailed up the Ohio, trailing the broad V of her wash behind her, as a real queen might trail yards of glistening silk. We passed swimmers at Dayton and Bellevue who were daredevils waving at us as we leaped against the rails, we passed barges, and plotted wrecks against them, so that we could camp along the Ohio, eating hotdogs, drinking pop and, best of all, missing school.

But imaginary wrecks notwithstanding, the Queen always arrived at Coney. With a rattling of chains, she let down the gangplank. Clutching long streamers of red and pink cardboard tickets, the children burst upon Coney like fireworks.

We ran for the boat rides, the merry-to-round, the tiltawhirl. All around us, Coney tilted, swirled, soared. We wallowed in sound. Rattling chains, splashing waves, laughter, roars, screams, clanks. The sweet summer was on us, our parents were promenading through the shady picnic areas, the world was ours forever!

We ran, jumped, skipped over electric lines, yelled, fell down, cried, jumped up again, ran faster,



## OHIO RIVER MAGAZINE (Pitt Boating)

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always faster. With each passing summer, we became less and less interested in the "kiddie rides" but more and more enchanted with the "big rides." At last, clutching our tickets and our courage with equal fervor, we went on the fearsome Wildcat Rollercoaster. As the dreaded machine began its rattling climb toward the first violent drop, we were mortified to find that our fear had somehow gained admission to the ride also and was sitting right there in the seat beside us. We wanted off, but could not get off. We were committed! Horribly, no one intervened, no one saved us. The car slowed at the crest, almost stopped. Our eyes stared unbelieving at the incredible drop before us. People on the ground were no bigger than periods on our school papers. We gulped, closed our eyes, and dropped over the edge of heaven into diving, churning, twisting, swooping hell that wouldn't let us go, no matter how high a price we paid in screams. We didn't open our eyes until the car came to a stop at the end of the ride. We had to open them then, so we could find another ticket and fly over that track one more time. Always one more time.

The day seemed to go on and on, seemed as if it could never end. But slyly, the golden sun pushed evening shadows under our tiring feet, reminding us that the parents were packing for the journey home.

The shadows grew longer, young lovers came to Coney, lights blinked on. The July sun slipped down behind Kentucky's wooded hills, as if it were a golden coin being slipped into a green wallet, not to be taken out until tomorrow when it would be used to buy another beautiful day for Ohio's children.

At the landing, the Queen tooted in the gathering dusk, calling all her children home. Some of us walked aboard, but most of us were carried, already asleep in our father's arms.

The trip down the Ohio was unreal. Mist lay upon the waters ahead of us, lurked ghostlike along the banks, closed silently behind us, but somehow we never seemed to touch it. Red and green channel markers glistened in the water, but the river itself was so dark, we could not see it. Fish splashed, and car lights flickered through the trees along the bank.

Down that dark river we went, past fishing camps, past the hills now invisible, the paddlewheels churning quietly in the warm waters. We were a sleeping ship upon cradling waters, young travelers sailing along.

Many times I have floated home to Cincinnati in the summer night, but I do not believe I have ever seen the landing, for like all the children, I was asleep when the gangplank quietly touched shore. We were all carried down the plank, home to bed, with the rides still spinning in our dreams and the beginnings of sunburn making us blush in our sleep.

Lying upon San Francisco's shore, I am now far away from those summer nights and far away from the gentle Ohio. Sometimes, I think I'd like to come back home again. But I know that I am changed, as we all change whether we remain along the banks of the Ohio or come to rest on distant beaches. Those summer days I remember are gone forever. The Island Queen is gone forever. Nothing remains quite as it was. The wooded hills can never again be as they once were, Coney Island can never be quite so enchanting as it was long years ago, and the melody of "Beautiful Ohio" heard on a California beach can never be as it was when it was played on that calliope.

# SHOWBOAT MAN TRIED TO TURN BOAT INTO CIRCUS

## Instead He Put Calliope In Car

A sprightly, slender man with a trimmed goatee, and displaying unmistakable sartorial elegance even to a felt fedora, caused nudges and sidelong glances, and was pointed out as Capt. Ellsworth E. Eisenbarth, the showboat man of Marietta.

Eisenbarth was famous on the western streams for his realistic presentations of the "Eruption of Mount Vesuvius" stuffed with thunder, fire and brimstone, and for "The Johnstown Flood" in which a dam broke and 2,200 lives were lost amid din of whistles and screams. He was noted, also, for larding his wholesome family entertainment with classical music and lectures. The SRA sign usually was out when the EISENBARTH-HENDERSON showboat played at the coal mining towns in West Virginia, or in the remote bayous of Louisiana.

On this very special day, September 21, 1910, Captain Eisenbarth was planning the ultimate in floating sensations. He visioned a three-deck hippodrome, a circus afloat. Since retiring from the river he had been operating the Grand Theater on Putnam Street in Marietta. Safe, profitable and too tame. Every morning it was there at the same location on Putnam Street. Every evening the same people showed up at the box office. Now Captain Eisenbarth proposed to go back afloat.

The Pittsburgh & Cincinnati Packet Line had been teetering on the financial brink for several years. Operating under receivership, a series of misfortunes culminated in their big packet VIRGINIA stranding in a West Virginia cornfield on March 6, 1910. That did it. The U. S. Court ordered the sale of all company assets. The big steamer VIRGINIA was to be knocked down to the highest bidder.

And so Capt. E. E. Eisenbarth was the most ornate of the river-



men assembled in Pittsburgh to attend this sale. He planned to convert the cornfield-famed steamboat into a super-circus.

Capt. James A. Henderson, long the president of the P&C Line, seemed philosophic and genial. He greeted with hearty handshakes his many river friends as they arrived at the foot of Wood Street. Capt. Henry Leyhe came from St. Louis, looking for a replacement for his side-wheeler CAPE GIRARDEAU lost on the Mississippi not long before. Capt. James H. Rees, operator of the famed KATE ADAMS, arrived from Memphis. Lee H. Brooks was up from Cincinnati in behalf of the Coney Island Co. J. F. Burdette, the dry dock man, came in from Point Pleasant. Capt. Martin F. Noll and Capt. Edwin F. Maddy of the opposition packet OHIO dropped in. Capt. Gordon C. Greene and



This is a regular column of stories reprinted from the Sons and Daughters of Pioneer Rivermen's S&D Reflector, published quarterly for the organization's membership. Captain Fred Way, Jr., poet laureat of the river, is the society's president and the Reflector's editor. Membership information may be obtained by writing Mrs. J. W. Rutter, Secretary, 89 Park Street, Canal Winchester, Ohio 43110.

**OHIO RIVER MAGAZINE**  
(Pitt Boating)

Established in 1963  
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CAPT. EISENBARTH, CALLIOPE AND FAMILY IN WHITE STEAMER CAR



### PACKET VIRGINIA STRANDED IN CORNFIELD

Junius Greenwood came up from Newport, O. and caused some conjecture. Capt. Warem Elsey, superintendent of the river interests of the Jones & Laughlin Steel Co. arrived in company with Thomas M. Axton, boat-builder from Brownsville, Pa. Curious indeed is the fact that on the same date—September 21, 1910-- the Ohio Valley Improvement Association was headlining president William Howard Taft as a principal speaker at the opening of its convention in Cincinnati. Optimism for river interests at Cincinnati, while at Pittsburgh buzzards hovered and wheeled as the famed P&C Line went under the hammer.

The VIRGINIA was tied in below the wharfboat there at Pittsburgh. Many of the visitors had come aboard, swapping yarns with veteran Captain Jack Ward, the acting watchman. This ancient mariner dated back to 1865 on the POTOMAC --not on the river Potomac nor even on the side-wheeler--but on the real "back when" POTOMAC in the Wheeling-Cincinnati trade with Capt. Charles Muhleman on the roof and Chris Young in the office.

Bidding on the VIRGINIA was fairly spirited, raised each time by Capt. Ellsworth E. Eisenbarth who was fairly dancing in excitement and waving his cash. He had been button-holing everybody with a recitation of his vision--of a hippodrome circus providing good,

clean fun for tens of thousands of valley dwellers between Pittsburgh and New Orleans.

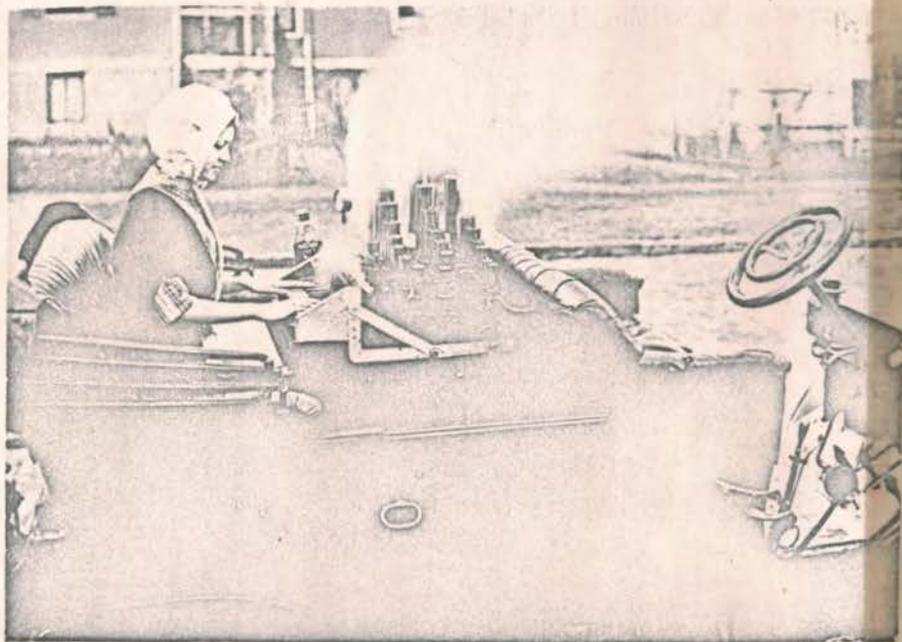
Ultimately the figure reached \$8,500 with Captain Eisenbarth in the lead. The very fact that a showboat operator could produce such a sum and envision a project so stupendous, caused a fatal hush. But \$8,500 was not enough. After deliberation this high bid was rejected as insufficient. This shock



stopped the show. The rest of the sale was called off.

So what did Capt. E. E. Eisenbarth do about this? Did he return to Marietta in a blue funk? Quite the reverse. He bought himself a White Steamer automobile, installed a beautiful calliope to the rear of the driver's seat. He drove around Marietta, his daughter Dennalla playing steam music. Many Mariettains thought a showboat was at the river.

Capt. E. E. Eisenbarth so produced the only mobile steam calliope on dry land using steam power both for movement and music. His floating hippodrome scheme went glimmering.



CAPT. EISENBARTH'S DAUGHTER DENNALLA AT CONSOLE

# RIVER GAMBLERS OF LONG AGO

A Story of How Two Sharpers Were  
Compelled to Give up Their Ill-  
Gotten Gains to Their For-  
mer Victims.

APRIL 28, 1907

## A MOST DRAMATIC GAME

The Hand That Brought About an In-  
teresting Denouement and How  
Played on Houst Boat on  
White River.

In the palmy days of steamboating there were some palatial gambling houses which were run on houseboats. They plied the inland streams, stopping for days and weeks at points where the territory was promising and good play could be had, moving on when the territory was cleaned out and all of the "pigeons plucked."

An interesting story was told by a veteran river captain of an incident happening to a floating gambling house that was accustomed to travel up and down White river in Arkansas and fleece the opulent planters and river men by methods that were not at all in keeping with the rules of the game. The incident in question occurred at Indian Bay, Ark., then a prosperous village. At that time Indian Bay was a thriving metropolis, where all of the river packets landed to receive and discharge freight and passengers and where the planters of the fertile White river bottom lands came to buy their supplies and receive their mail, it being the only post-office in a large territory.

The houseboat, which was fitted up in palatial style, with gambling rooms after the most approved fashion and a bar that would compare favorably in the magnificence of its mahogany fixtures with those of the best city hotels of the same period, was owned and run by two brothers.

It was the days of freeze out poker, when stakes were as high as one cared to play and where one player could take the pot without a show down if he only had sufficient coin to lay more upon the table than his opponents could muster. The brothers scorned the customary house men that gambling places employ and participated themselves in all of the games that were started. As a rule, they played a game ostensibly fair, but it was whispered about that they were more deft with the cards than was accredited to them by their victims, for they always won.

With persons of consequence they were careful of their play and to all appearances held strictly within the letter of the code which gamblers were supposed to observe. But with those of lesser importance they were not so particular, and they resorted to any means to part the unwary from his cash. It was a well known fact that the game never ran too high for them, and rumor had it that there was a fortune in the big safe of the private office of the brothers which opened off the bar.

There was a lanky Arkansas planter of uncertain ancestry who lived near Indian Bay, and this particular fall he harvested and sold a large cotton crop, realizing therefrom some \$10,000, which he, as was then the custom, brought back from New Orleans, where he marketed his cotton, in cash. He was one of the regular victims of the brothers of the magnificent gambling houseboat and had contributed many dollars before this to the pile of coins stored away in the big safe.

Straightway upon his return to the bay he sought out the light fingered gentry of the houseboat and, with a few neighboring planters to fill out, started a big poker game, which waned and waxed and grew apace through several days and night, throughout all of which time the lanky planter saw his cotton money dwindle away in a steady stream across the table to the opulent pile of chips before the brothers. So steadily did he lose that his suspicious became aroused, and on the evening of the last day which the boat was to remain at the bay, for the brothers had announced the time of their departure, he sat in the game fully satisfied that he was dealing with card sharks, and his mind made up to secure a square deal at any cost.

The grand coup of the houseboat brothers was to bide their time until a victim had secured an invincible hand, doubtless of their own fixing, and then after luring him on by tantalizing bets and raises to place upon the table every cent he possessed, to raise him further, bringing out a sackful of gold from the inexhaustible supply of the safe for that purpose. It had been a good season for the planters, excellent crops and high prices for cotton giving to all ample funds, and the brothers had reaped a rich harvest. At Indian Bay alone they had cleaned up something over \$50,000. On this last night of their stay they expected to gather in the small leavings which had thus far escaped them. Two big games were going, each seven-handed, all of the losing planters having flocked in for a last attempt to recoup their losses.

The lanky planter was the heaviest loser in the neighborhood, and he had posted his companions of his suspicions and cautioned them to watch carefully the play of the brothers, one of whom presided at either table. He had planned his espionage with exceeding care and had given explicit instructions to his friends to watch merely and say nothing, whatever they might discover, until he gave an agreed signal.

Steadily the lucky ran against him until along toward 1 o'clock in the morning he picked up a hand containing four aces—as the game was then played a hand that could not be beaten. He opened the pot with a good stiff bet, which was promptly seen by the other players until it came the turn of the gambler, who sat at the planter's right. The gambler set in a stack of yellow chips, each worth \$20, many inches in height. The planter, of course, saw the bet and raised for all the money he had before him. All the other players threw down their cards except the gambler, who, calling to a negro porter and whispering a word in his ear, sat in stolid indifference until the porter returned with a heavy stack of gold stencched \$10,000. This he promptly shoved to the center of the table, turning with a sneering smile to the player and requesting him to see the bet or lose the pot.

This was just the play the planter had anticipated, the grand coup which the brothers had employed with success at more than one place along the river, for such were the rules of freezeout poker. The lanky planter reached down into the pocket of his coat as if going after a roll of money. Instead he gave the preconcerted signal and came up with a six-shooter cocked and sighted fairly at the head of the gambler. As if but one mind controlled their movement, all the other players, except the two brothers, produced in a flash long, hungry looking six-shooters.

It was a tense moment; not a soul seemed to breathe. The lanky planter was the master of the situation, and he appreciated the fact. Without moving from his seat or shifting the aim of his murderous looking revolver he called to the men at the other table asking if they had seen anything questionable in the play. Two of the planters had seen the brothers slip cards from the bottom of the deck, and one who had been busily counting the deck of cards upon the table since the denouncement as unconcernedly as if a tragedy was not in progress in the room, now announced that the deck was short four cards and that the four aces were the missing ones. The brother at that table was searched, and the four missing aces were found in a little pocket inside his sleeve.

At the other table several crooked plays had been detected. A close examination of both decks showed that they were skillfully marked, and the four aces were found to be what gamblers technically call "strippers."

Each of the planters produced memorandum books in which had been kept a careful account of their losses throughout their play on the houseboat. Altogether these losses totaled \$78,000. Leaving the table for a moment and forcing one of the trembling negro attendants to open the big safe at the muzzle of his revolver, the lanky planter returned down with sacks of gold and bundles of greenbacks. This array of wealth he piled upon the table and appointing a grim guard for each of the gamblers, care-

150  
fully sorted out the money into piles of \$1,000 each. Then he made reckoning of each man's losses and paid to each one the sum his memorandum book showed.

After distributing to each man what was due to him carefully counting out

his own money, something more than \$15,000 he turned to the brothers, now thoroughly cowed and trembling, fearful of summary punishment, and delivered to them a final message in an even, emotionless voice. He told gambling debt or claimed back his losses when he had been beaten by a fair run of the cards or the skill of the player, but that he and his friends were not going to submit quietly to robbery, and card robbery at that; that they had taken only what was due to them and not a dollar more. His peroration directed the gamblers to make themselves scarce in that community and never again show their faces on white river under penalty of intimacy with a hempen rope. Until morning he gave them to take away themselves and their boat.

Leaving piles of gold and bills the surplus from the safe after deducting the losses of himself and friends, scattered in confusion over the table, the planter and his companions stalked in stately dignity from the boat.

It was less than an hour before the houseboat cast off its moorings and floated away with the current negroes aiding with the sweeps. That was the last ever seen or heard of the brothers or their gambling houseboat on any of the rivers of Arkansas.—Kansas City Star.

## CENTENARY OF RIVER TRAFFIC

Nicholas J. Roosevelt Ran Steamer on  
the Ohio and Mississippi Riv-  
ers in the Fall of  
1811.

## YEAR OF THE COMET

Indians Thought That the Sparks  
From the Steamer Was the Tail  
of the Comet Floating Down  
Stream.

FRIDAY, OCT. 14, 1910

It was due to a suggestion made by Rev. D. C. Garrett, rector of St. Peter's Episcopal church, and chaplain at the Business Men's league breakfast at St. Louis that Colonel Roosevelt was reminded of the imminence of the Mississippi river's

steamboat centenary; also the Chicago man, with whom river navigation is a favorite hobby, reminded the ex-president of a distinguished relative, his great-great uncle, Nicholas J. Roosevelt, who had been builder and owner of that steamboat. These matters were mentioned by Col. Roosevelt in his speech at the Jefferson.

In an interview Rev. Mr. Garrett said: "The name of the first steamboat was the City of New Orleans. Nicholas J. Roosevelt, Col. Roosevelt's great-great uncle, had patented and invented the vertical wheel, which was adopted by Livingston and Fulton. Fulton in turn helped Roosevelt with the size and plan of his steamboat. It cost \$38,000, was 116 feet long and 20-foot beam. The engine was a 34-inch cylinder power.

"The City of New Orleans was brought down the Ohio and into the Mississippi river by Roosevelt in 1811, and the people stood for miles on the banks of the river at Pittsburg, hurrahing for Roosevelt, just as they do today. Col. Roosevelt says the earthquake at New Madrid caused his ancestor to turn back. But I want to tell Col. Roosevelt that that is a mistake, according to my river records. His great-great uncle did not turn back. No Roosevelt ever turned back. He went on to New Orleans and completed the trip. Also on this boat, ninety-nine years ago this fall, was hauled the first cotton ever transported on the Mississippi. Samuel Davis of Philadelphia, who was then in Natchez on business, sent a shipment of cotton on from Natchez to New Orleans by this boat, although all his friends told him he was foolhardy and taking a tremendous risk.

"Nicholas J. Roosevelt, I consider, in opening up the Mississippi river to steamboat navigation, did more to develop the destiny of the west than any other man of his time. Let me tell you a little of his invincible courage and pioneer spirit. He and his wife, two years before, in 1809, made the voyage all the way down to New Orleans in a flatboat, using a skiff, or canoe, when necessary, in order to survey the river to see whether it was possible to run a steamboat on it. His wife was a Miss Latrobe, a very gifted and cultivated woman, who was the daughter of Samuel Latrobe, the eminent architect who planned the capitol building at Washington. At this time Nicholas Roosevelt gauged the river and obtained all statistical information in regard to it.

"Nicholas Roosevelt also purchased ground and opened up the first coal mines in the middle west, in Illinois. He caused great piles of coal to be placed all along the river for the future use of any steamboats that might follow after his initial voyage on the City of New Orleans.

"The boat was launched at Pittsburg the later part of September, 1811. Mr. Roosevelt and his wife were the only passengers. There were two captains, one fore and aft. The engineer was named Baker, and Andrew Jack was the pilot. There were six deckhands and two female servants, besides a man waiter and a cook. An immense Newfoundland dog

completed the party. The vessel went from eight to ten miles an hour."

All of these exact details are known by Rev. Mr. Garrett because from boyhood he has watched the river, and as he grew older he has gleaned information from many old records. Col. C. C. Clairborne of Mississippi, of whom Mr. Garrett is a namesake, gave him a great deal of history and odd bits of information. Mr. Garrett says that he knows the name of every boat that ever sailed on the river. His home in boyhood and youth was at Burlington, Iowa, where he heard much talk of the Mississippi. He is preparing a lecture on the subject, at the suggestion of friends.

"The year that Nicholas Roosevelt's boat came down the river," he says, "was that of the great comet. The comet had then disappeared and many people believed that it had dropped into the river and the steamboat represented it. The Indians thought the sparks from the smokestack was the tail of the comet. When they reached New Madrid the whole town was on fire. It is obvious—a Roosevelt entered the Mississippi river, and immediately there was an earthquake. People from the town came begging Nicholas Roosevelt to take them on board, but he was obliged to refuse, as they had but few supplies. There were many things to frighten them. Trees would occasionally topple over. They were tied to an island over night, and during the night the island disappeared.

"The Etna was the next boat to follow, and others after that. But the navigation of the City of New Orleans, the first boat, ninety-nine years ago, was the link in the chain that connects the name of Roosevelt with Livingston and Fulton, the greatest benefactors of mankind. New York has celebrated the achievements of the latter. Why not the Mississippi valley fittingly commemorate the centennial of steamboating on our great river?"

## The Gate City.

1857  
FRIDAY MORNING, DEC. 4.

RIVER ITEMS.—The river is very low, but clear of ice. The Laclode came in yesterday from Dallas, and the river by this time is clear to Rock Island. The Belfast has gone on up. The Skipper and Geo. W. Jones have been in from Quincy with good loads of flour, &c. The White Cloud and Keokuk arrived yesterday from St. Louis and brought a good lot of groceries for this place. The Keokuk leaves this morning for St. Louis.—Fare \$6. The regular packets will continue to run as long as they can. The Sam Gaty is expected to-day. The Des Moines went down from Quincy yesterday. The Dew Drop was expected last night with a large number of passengers and a heavy load of groceries for this place.

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

# THE GATE CITY:

FRIDAY MORNING, JUNE 3.

## AS PRETTY AS A PEACH.

We Mean the "Gem City," the New St. Louis and St. Paul Packet.

The Palatial Steamer Arrived at Keokuk Yesterday at About 3 o'clock P.

M.—A Walk Through the Apartments of the New Boat.

The elegant and commodious new packet, the Gem City, the handsomest and swiftest running steamboat on the Mississippi, passed under the St. Louis bridge at 27 minutes to 5 o'clock Wednesday evening, with quite a number of excursionists on board, and the following popular officers in charge:

Master—A. M. Hutchinson.

Clerk—N. B. Hatcher.

Assistant Clerk—Ed. Young.

Pilots—J. N. Montgomery and Cleve Baird.

Steward—Ed. Buckley.

First Engineer—Dick Henderson.

Second Engineer—George Brannon.

When at a point just above the bridge the tug John P. Keiser met the Gem City and fired a salute. The run from the shot tower to the powder magazine—three miles, was made in seventeen and one-half minutes, one-half minute faster than the War Eagle's fastest time. She made the run to Alton—thirty miles—in one hour and fifty-eight minutes. The Gem City had a high wind to run against all the way up or she would have made still better time. At Hannibal about fifteen or sixteen parties boarded the Gem City and made the trip to Quincy to witness the flag presentation and be present at the reception.

From the Quincy *Whig* of last evening we learn that when the beautiful steamer "Gem City" arrived there, at 9 o'clock, she was greeted with salutes, music by a band, and the hurrahs of a tremendous crowd of people who had gathered on the levee to welcome her. The committee of arrangements early in the day had the band playing, and large numbers of citizens gathered up town anxiously awaiting the appearance of the packet. At the expected hour the cannon boomed and a procession was formed up in the city and marched down to the river. A stand for the speaker had been erected at the north end of the packet depot, which was occupied by a committee of prominent citizens who took part in the ceremonies. The gallant craft steamed up past the depot, stand and all, amidst the waving of handkerchiefs and general

rejoicing. The entire levee front, from Maine street to the railroad depot, was occupied with people on foot and in carriages. As the "Gem City," with Commodore Davidson and Capt. Hutchinson on the upper deck, backed down to the wharf and made fast, Mr. Isaac Lesem called the crowd to order, and introduced Col. W. W. Berry, who spoke as follows:

"COMMODORE DAVIDSON: In the name of the citizens generally, and in the name of the business men especially, I greet you. This pleasant duty was to have been discharged by another, whose sudden and enforced absence is the regret of the occasion; for I feel and I know that the interest manifested by this demonstration would be vastly heightened were the spokesman one of those between whom and yourself and your associates in the past there have been such kindly relations. For many years this community has known you. It has known you not merely as the head of a great and important factor in the transportation system of the northwest, but it has known you as a wise, public-spirited man, with sagacity enough to understand that exactions, extortions, and unjust discriminations, like dishonesty, are the very worst sort of policy; as a man with experience enough and sense enough to know that profit is the certain outgrowth of fair dealing, and loss the unfeeling outcome of the reverse. Hence, they recognize in you a steadfast friend to all that affects the prosperity of our city. To us realizing all this in the fullest measure, and appreciating it as it deserves, no new manifestation of your regard was necessary; but in the abounding fullness of your good will you have seen proper to make public proclamation of the fact, and here it is before us—a proclamation that flashes along the grand old Mississippi like a gleam of light; a proclamation whose grace and symmetry show her a paragon of grace and beauty; a proclamation whose strength and power prove to be a craft as staunch as the friendship that honors us by giving to the magnificent steamer the name of the pride of us all—our own 'Gem City.'

Now, sir, by way of acknowledgment of the obligations you have placed upon us, I am commissioned by your hosts of friends in this city, but a corporal's guard of whom, by comparison, are present in these thousands before you, to present to you that stand of colors. Long may their bright folds, floating from the staffs of this gallant vessel, be kissed by the winds that sweep across the great bosom of the Father of Waters. Canopied by them as by the wings of a guardian angel, may safety and security ever be the portion of her officers, of her passengers, and of her crew; may the best of good fortune attend you and your associates; and may every billow rolling beneath these streamers be to you and them truly 'a wave of silver flowing onward over sands of gold;' and when, as time passes, these banners shall be rent and ribboned by the storms and tempests of the fleeting years, may that deck continue rock-like in its solidity, as it is to-day, and may you remain to tread it.

In the name of our people, Commodore Davidson, I salute you, and welcome the 'Gem City' to what I trust your pleasure and interest may make it—her home port."

Colonel Berry's speech was greeted with loud applause. During the address the colors were run to the masthead, the bunting bearing "Gem City" occupying the stem, the national flag at the stern, and the station flags "Quincy" and "St. Louis" over the wheelhouses.

Mr. H. R. Whitmore, in appropriate remarks, introduced Commodore Davidson, who responded to the welcome with much feeling. In behalf of the St. Louis and St. Paul packet company he returned thanks for the honor done by the people of Quincy, and expressed his gratitude at the compliment paid him personally by the cordial character of the demonstration.

Music by the band followed, and during the rendering of several popular airs the people went aboard and inspected the new boat.

A salute was also fired at Quincy, and 600 or 700 people got aboard to make the trip to Keokuk. The Gem City was at Quincy about one hour.

On the way up Captain Kitwood, E. G. Fisher, and W. A. Hobbs, river editor of the *Globe-Democrat*, enlivened the trip with some excellently rendered music, and Miss Emma Bobbitt, of Quincy, a gifted elocutionist and a handsome lady, in a neat speech, presented Captain Hutchinson with a Bible, which will adorn the centre-table of the ladies' cabin of the "Gem City."

### DESCRIPTIVE.

The new steamer was constructed under the immediate supervision of R. H. Medill, for the past many years superintendent of repairs for the Keokuk Northern Line Company. The boat is 300 feet long by 36 feet beam and 6 feet depth of hold. She will draw less than thirty inches with fuel aboard and steam up. The cylinders are twenty-eight and one-half inches in diameter, by seven feet stroke, working a wheel twenty-eight feet in diameter with fifteen feet length of bucket. She has four steel boilers, five feet each, and will easily make all the steam necessary. She was built from a design made by Commodore Davidson, and combines lightness of draught, elegant passenger accommodations and beauty of outline with great speed. Her model is probably the finest ever put afloat on the Mississippi, and to stand at the boat's bow and view her water lines reminds one of the slimmest row boat. Considering her displacement of water she has more power than any boat on the Mississippi, not excepting the J. M. White. She has also greater length of bucket compared with her breadth of beam, than any boat built since the first J. M. White, thirty-eight years ago. It is expected that the new packet will make seventeen miles an hour against the current of the Mississippi. She has a full length cabin and a texas covering

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almost the entire hurricane deck. The two combined afford berths for nearly 300 people. The cabin is neat in construction and elegantly furnished, everything being entirely new.

When the Gem City hove in sight of Keokuk people began to flock to the river, and when the elegant craft made her first landing here there was quite a large crowd assembled. Captain Hutchinson and Commodore Davidson stood on the hurricane roof, Captain Hutchinson being in charge of the craft. As soon as the landing was made we stepped on board and in the clerk's office found Capt. N. B. Hatcher, that prince of clerks, who is well and favorably known all along the Mississippi river as one of the most affable, accommodating and competent clerks that ever hung up his hat in the clerk's office of any steamboat. Captain Hatcher was formerly clerk of the Illinois. The Captain turned us over to the tender mercies of W. A. Hobbs, the genial, jolly river and railroad editor of the St. Louis *Globe-Democrat* and under the guidance of that gentleman, who is thoroughly conversant with everything that pertains to steamboating, we made a tour of inspection of the "Gem City," the boat that Mr. Hobbs pronounces "as elegant and perfect a craft as ever stemmed the current of the upper Mississippi."

The bow of the boat is plain, its contour denoting speed. At the head of the jackstaff is an electric light, for the convenience of the night pilot. The lower deck needs but little comment. It is roomy, the engines are grand and powerful ones and are ably manipulated by Engineers Dick Henderson and George Brannon. As you enter

THE CABIN

you are at once struck by the beauty of its finish and the elegant and costly manner in which it is furnished, three massive plated chandeliers being a prominent feature. The ladies' cabin is supplied with sofas and chairs of the finest plush velvet and satin, with a handsome pier glass at the rear, each state-room being provided with closet and stationary dressing case, the bedding being of finer material than we have ever seen on steamers of her kind. The floor of the ladies cabin is covered with costly Brussels and everything borders on elegance. While we are here we will step into

THE NURSERY

that very important apartment of a passenger steamer. The Gem City has a nursery that the most critical would find it difficult to condemn in any particular. Elegant carpets and furniture, and perfect ventilation make it a cozy place for children. The builder of the Gem City did a wise thing when he provided such

a perfect nursery. Returning to the cabin we find that the gentleman's portion is provided with all modern appliances and is very neatly furnished. To the left is the clerk's office, which is very tastefully furnished. On Clerk Hatcher's desk rested a handsome bouquet, and upon closer inspection we found the following card:

Compliments of  
MRS. HUTCHINSON  
to  
CAPTAIN N. B. HATCHER.

Over the front entrance to the cabin was an elegant horse-shoe of flowers, and in the center of the cabin hung a similar ornament, both presented to the Gem City by Mrs. R. Stewart and daughter, of Quincy. At the rear of the cabin was an elegant horse-shoe of flowers, with a handsome ornament in the center, the gift of Mesdames J. L. Potter, E. C. Pfanschmidt and H. R. Crowley, of Quincy. Proceeding to the "Texas" we enter the captain's room, which is large and richly furnished, and on the center-table another floral offering was found, the card attached bearing the following words:

For  
Captain A. M. Hutchinson,  
from  
The Ladies.

The Texas rooms are all well-furnished and this part of the steamer is more roomy than is usually found. In the pilot house we found James Montgomery, who, with Clete Baird, handle the wheel. These two gentlemen are skillful and experienced pilots. In the *cuisine* department everything moves like clockwork, and the reason for this is apparent: There we find Ed. Buckley, the king of caterers, ably assisted by Billy Blanke, and it is therefore nothing remarkable to see that important part of the boat running so smoothly and satisfactorily.

Of Captain Hutchinson's management of the boat it is unnecessary to speak. The captain is a veteran and is perfectly at home on a steamboat. He is pardonably proud of the Gem City. Captain Thompson, now in charge of the Illinois, will take the permanent captaincy of the Gem City. He will probably accompany Captain Hutchinson on the next trip up.

The excursionists were as fine a set of people as has ever visited Keokuk, and the only cause for regret is that their stay could not be prolonged.

May the Gem City, its efficient officers and all the excursionists "Live long and prosper."

THE GATE CITY

THURSDAY MORNING, JUNE 23.

THE BIG WHISTLE.

It Sounded the Approach of the "Gem City" Yesterday.

The Elegant Steamer Laden with Excursionists who will Make the Fast Trip to St. Paul.

Yesterday morning shortly after ten o'clock the beautiful steamer "Gem City," upon her fast trial trip from St. Louis to St. Paul and return arrived in this port.

A crowd had gathered, and the boat steamed in to shore, an object of universal admiration. The Keithsburg, Ill., band, composed of fourteen pieces, were on board, and if their well-played airs of yesterday can be taken as a specimen of their powers, the excursionists may deem themselves fortunate in the choice of music selected to enliven the trip.

The "Gem City" is commanded upon this trip by Commodore Davidson and has an excellent list of officers. N. B. Hatcher is head clerk, James Boland, first mate and Ed. Buckley, caterer. The men at the wheel are Campbell Hunt and Hiram Bedelle.

The boat left St. Louis Tuesday evening about 5 o'clock with 130 excursionists. Additional passengers were taken on at Hannibal and Quincy and a number embarked at this place, swelling the total to about two hundred persons, who will undoubtedly enjoy one of the pleasantest and swiftest journeys ever accomplished upon the Father of Waters.

The big whistle blew a stentorian blast and the "Gem City" went through the draw and shot over the rapids at a tremendous gait, after an hour and a quarter's stay at the Keokuk wharf. She expects to reach St. Paul Friday at noon, and will arrive at St. Louis upon her return trip next Wednesday. Judging by the rapidity with which all orders are executed and the admirable facility of the new boat for fast going, the "Gem City" and her energetic commander will be back "on time."

The Gate City.

KEOKUK: 1858

TUESDAY MORNING, MAY 4.

The officers of the Ocean Spray have been arrested and are under examination on a charge of manslaughter for the deaths resulting from the burning of that boat. The evidence so far as it is reported shows that the boat was on a race and that rosin and turpentine were used in great profusion for fuel.

THE GREAT GUST HEAVY CALLED HISTORY  
A. B. BOSTON KEOKUK, IOWA

# The Gate City.

WEDNESDAY MORNING, JAN. 11, 1871.

## Hunting Antelope with a Steamboat.

From the Sioux City Journal.

One of the most laughable as well as one of the most exciting hunts that ever occurred on the Missouri river, was that which was witnessed by those on board the good steamer Peninah, on her last trip up the river, while en route for Fort Rice, Dakota Territory, loaded with U. S. troops.

On the afternoon of October 30th, and when within sixty miles of Fort Rice, a herd of antelope was discovered quietly feeding on the bank of the river, and within one hundred yards of the boat, as she rounded a bend Captain Brady, the "Prince of Steamboat Captains," who is always on the alert, was the first to discover them, from his position in the pilot house, and anticipating the fun which would ensue, called for Mr. Hampton, clerk of the boat, who, by the way, is considerable of a Nimrod to take a shot. He, true to the call of his chief, started forward, carbine in hand, as did also three or four soldiers who were on deck at the time, and all fired together.

The remainder of the men, being down below, and not aware of what was going on, were startled when the shots were fired. In an instant all was confusion on board. Some in their alarm imagined it to be an Indian attack, thinking, doubtless, that Spotted Tail & Co. were taking that means of showing their appreciation of the honors which were so lavishly bestowed upon them on the occasion of their recent visit to Washington. Others imagined the boat to be sinking and were making frantic appeals to the pilot to have soundings made, so they could calculate their chances for a wade. But neither of the surmises were correct, for the innocent cause of all excitement, as soon as the first shots were fired, started on a run toward the boat, as in the opposite direction, the bluffs at this point were so high they could not climb them.

Now ensued a scene which baffles description. All hands were armed, and popping away. "Here they come!" "There they go!"—"Whoop, hurrah!" and confusion reigned supreme. Away went the antelopes, taking a backward direction along the beach. Back went the boat. Bang, bang! went the muskets. Ding, ding,

went the engine's bell, calling on the engineer to back with all speed, so as to keep within musket shot. "Hurrah! there goes one," is the shout, and the cook of the boat, who up to this time had preserved his wonted dignified equilibrium, suddenly upset a pitcher of hot water on a lame dog, who, unaware of the battle without, was slyly appropriating a piece of buffalo steak, to his heirs and assigns forever. It is needless to say he lost his appetite by the warm application administered him.

The antelope commence falling! "Man the yawl," shouts the captain, "and pick up the dead." Away goes the yawl; away go the remaining antelope, and on comes the steamer, puffing and blowing as if it were fully conscious of intense excitement pervading all hands on board. No more antelope were now seen, and preparations were made to go ahead, when the chambermaid, (a newly enfranchised citizen,) who had taken up her position on the top of the laundry to watch events, suddenly discovered "one more unfortunate," and the last of his herd, making a bold effort for life by swimming the river.

"Yer! yer! Come yer-ye-sogers!" is heard, and with a majestic wave of the hand, and extended eye-balls, she directs attention to the game. "There he goes!" shouts ebony. In an instant a score of rifles crack, and the poor antelope sinks to rise no more.

In the meantime the yawl has not been idle, and several are the reward of their labors. The yawl returns to the boat, and the hunt is ended, all congratulating themselves on the successful termination of the hunt.

The most singular part of the fun lies in the fact that there were but seven antelope killed, and as each man and the chambermaid claimed to have killed from three to four each, mathematics were of no use in deciding figures.

With a whistle of victory the boat is headed up stream, and here ended the greatest of all modern achievements—hunting antelope with a steamboat!

## The Daily Gate City.

THURSDAY MORNING, MAY 25, 1871.

How to GET THROUGH THE BRIDGE.—Raftsmen have experienced considerable difficulty in getting through the Bridge at this point, and so frequently have rafts been demolished that the impression has gone

abroad, to some extent, that the Keokuk bridge is more difficult to pass than any other on the river. This is all a mistake, as we have often asserted, the trouble about the whole matter arising from ignorance on the part of the raftsmen as to the peculiar nature of the current just above the bridge. A gentleman of our city who has had large experience on the river, has written out some directions, which, if followed, will be the means of saving a large amount of property. We give them below, and hope that all of our up-river exchanges will copy them:

"Raftsmen bringing rafts down the Mississippi can avoid being stranded on the piers of the bridge at Keokuk by keeping between one and two hundred yards from the canal bank, for a distance of a half mile above the bridge, striving to pass under the first long span east of the draw. Many rafts are dashed to pieces by keeping too near the canal bank; owing to the fact that the bridge is not square across the channel, and also to the dead water just below the lower lock, which causes the rafts, when too near the canal bank, to veer around just before entering the draw and break on the piers. It is therefore far better and safer to go under one of the long permanent spans. C. J. B."

# The Gate City.

WEDNESDAY, NOVEMBER 16, 1872.

## Fulton and his Steamboat.

"When I was building my first steamboat in New York, the project was viewed by the public either with indifference or contempt, as a visionary scheme. My friends, indeed, were civil, but they were shy, they listened with patience to my explanations, but with a settled cast of incredulity on their countenances. As I had occasion to pass daily to and from the building-yard while my boat was in progress, I have often loitered, unknown, near the idle groups of strangers gathering in little circles, and heard various inquiries as to the object of the new vehicle. The language was uniformly that of scorn, or sneer, or ridicule. The loud laugh often rose at my expense; the dry jest; the wise calculations of losses and expenditures; the dull, but endless repetition of Fulton's folly. Never did a single encouraging remark, a bright hope, a warm wish, cross my path. Silence itself was politeness, veiling its doubts or hiding its reproaches.

## The Daily Gate City.

TUESDAY MORNING, MAY 23, 1871.

—The Andy Johnson and the S. S. Merrill indulged in a bit of a race on their trip up the river Saturday. We are told that the Andy, which left St. Louis four hours behind the Merrill, reached here ten minutes in advance, landing at our levee about noon of Sunday.

# The Daily Gate City.

TUESDAY MORNING, JUNE 20, 1871.

**NEW PILOT REGULATIONS.**—As is well known, the Board of Steamboat Inspectors has been in session at Washington for the last ten days, under the auspices of the Secretary of the Treasury, revising the rules and regulations of steamboat navigation in American waters. They have finished the revision for the government of pilots of steamboats navigating the rivers flowing into the Gulf of Mexico, and the result of their labors is of interest to all who live on the banks of the Mississippi. These rules are the same as those adopted under the Steamboat act of August, 1852, with the following exceptions and additions. For the present Rule 8, the following has been substituted:

When steamers are running in the same direction, and the pilot of the boat which is astern shall decree to pass either side of the boat, he shall give the signal as in Rule 1, and the pilot of the boat ahead shall answer by the same signal, or, if he prefer to keep on his course, he shall make the necessary signals, and the boat wishing to pass must give ahead shall in no case attempt to cross her bow or crowd upon her course.

In Rule 16, third section, the last line has been stricken out before the word "abeam." The new rules are as follows:

Rule 18. Steam ferry boats with two chimneys, shall in all cases carry the same signal lights as passenger steamers.

Rule 19. All other steamers, ferry or otherwise, having but one chimney, shall have breakers fastened securely to each side of the same, so as to carry green and red lights, the same as passenger steamers.

Rule 20. When a license of a pilot is suspended or revoked, he shall not act as steersman nor take any part in the navigation of any steamer during the time for which his license shall have been revoked.

The foregoing having also been approved by the Secretary of the Treasury, are now in force and will be officially promulgated in a few days.

# The Daily Gate City.

WEDNESDAY MORNING, APRIL 19, 1871.

THE Northwestern Union Packet Company are constantly making additions to their line, and increasing their facilities for transferring the large and growing amount of freight and passengers up and down the river from St. Louis to St. Paul, and intermediate points. There has been added to this Line several new boats this Spring, but none so fine as the "S. S. Merrill." She is

now on her maiden trip up the river. She was built especially for this line, at Pittsburgh, and is capable of doing good work, both as a freight and passenger boat. She is 255 feet long, 38 feet floor, 6½ feet hold, 3 thirty feet boilers, 2 twenty-four inch engines, with 7 feet stroke, 56 state-rooms, and 1000 tons burthen.

Everything about the boat is complete; the ladies parlor is nicely carpeted and furnished, and such a place as one could make a delightful trip to St. Paul in. The office is large and very convenient. The "S. S. Merrill" is not only well manned, well made and a good boat all through, but is also well officered—A. M. Hutchinson, Master, and N. B. Hatcher, Clerk. Every one that has traveled with these gentlemen will agree with us when we say that they are steamer men of the "cleverest sort," and when we say that we have said a good deal, for you will not meet with more pleasant and accommodating gentlemen any place on the river.

# The Daily Constitution.

KEOKUK, IOWA:

THURSDAY MORNING, MARCH 9, 1871.

## KEOKUK AND HAMILTON FERRY

—  
VAN DYKE, & HINE.

WOULD respectfully announce to the citizens of Lee and Hancock counties, that the above named ferry is kept in the best order, and is prompt and reliable at all times. Terms as heretofore.

# KEOKUK CONSTITUTION.

KEOKUK, THURSDAY, FEBRUARY 19, 1870.

She is a Beauty.

The steamer Plough Boy, that has been lengthened out during the winter, has been launched, painted and grained up in fine style. The ladies' cabin has been nicely furnished with chairs and sofas of the latest style. The gentlemen's cabin has also been furnished handsomely. The engineer, Wm. Oldenburg, has his engine room fixed up splendidly, and is profusely decorated with fine pictures. The boat throughout is the neatest and most attractive one that floats upon the Father of Waters. She is a perfect beauty in every respect. Steam was raised on her yesterday, and she made a run for trial, which proved her to be true in every respect. This forenoon she was decorated with the stars and stripes. Freight was being received on board, and passengers went aboard during the forenoon for Warsaw and Alexandria. At 11:30 a. m. she departed on the first trip—one of the noblest little boats on the upper Mississippi, with Capt. Al. Wempner at the wheel, and Wm. Oldenburg at the throttle.

# KEOKUK CONSTITUTION

KEOKUK, TUESDAY, NOVEMBER 23, 1870.

**The Plough Boy's Record.**

The steamer Plough Boy, which is now in all probability, laid up for the winter, has made, during the present season, 697 regular trips between Keokuk, Warsaw and Alexandria, besides a few special trips, making in all a distance traveled of about 9,000 miles, and all without an accident or mishap, and never aground. The season this year has been about four weeks shorter than last. The little steamer has thus made for herself a splendid record, showing herself worthy of the extensive patronage she has received. Her good captain, Al. Wempner, is entitled to great credit for the successful season's work.

# KEOKUK CONSTITUTION

KEOKUK, MONDAY, MAY 17, 1870.

GEO. SMITH. H. W. CLENDENIN. THOS. REES,  
SMITH, CLENDENIN & REES,  
PUBLISHERS AND PROPRIETORS.

## SECOND JOINT EXCURSION.



## ST. LOUIS AND RETURN.

—VIA—

Steamer and Rail,

—ON—

Wednesday, May 19.

—ONLY—

## ONE FARE FOR THE ROUND TRIP!

Meals and Staterooms included on Steamer.

These tickets will be for sale by railroad and steamboat agents, and will be good for passage one way by the Keokuk Northern Line Packet Co., and for passage the opposite way over the Keokuk & St. Louis Railway. Return tickets good to May 21st. One fare for the round trip, meals and staterooms included on steamer.

H. B. BLOOD, A. M. HUTCHINSON,  
Gen'l Pass. Agt. Agent K. N. L. P. Co  
Keokuk & St. Louis R'y. May 19th 1870

# KEOKUK CONSTITUTION.

KEOKUK, TUESDAY, SEPTEMBER 30.

**Steamer Sunk.**

St. Louis, Sept. 10.—While the small stern-wheel steamer Nadine was coming to this city, from St. Charles, Sunday afternoon, she struck a snag about a mile above the mouth of the Missouri river, and sunk. Louis Wilkinson, colored; Chas. Everett, and a man named Dunlap, all members of the crew, are supposed to be drowned. Boat and cargo a total loss.

# Sinking of excursion boat Majestic

By CARL LANDRUM

FROM time to time we like to do a story about the big excursion boats that traveled the Mississippi, for after all Quincy was a steamboat town. One of those boats was the Majestic.

Built in Paducah, Ky., in 1912 at a cost of \$60,000, the boat was first known as the Keystone State. When Capt. Walter Wisherd, president of the Wisherd Lines, had her rebuilt during the winter of 1913-1914, into an excursion boat, he renamed her the Majestic. She didn't even last a year!

The Majestic made her first trip out of Peoria on May 24, 1914. It took a Shrine excursion out of Quincy early in the week of June 20. The big boat, the largest on the river, went from Quincy to Alton, where about a thousand telephone girls and their friends had an outing on the river. After they were landed on the return to Alton, Capt. Frank Gill headed the boat for St. Louis to take on coal. The date was June 20, 1914. The time was 1:34 a. m.

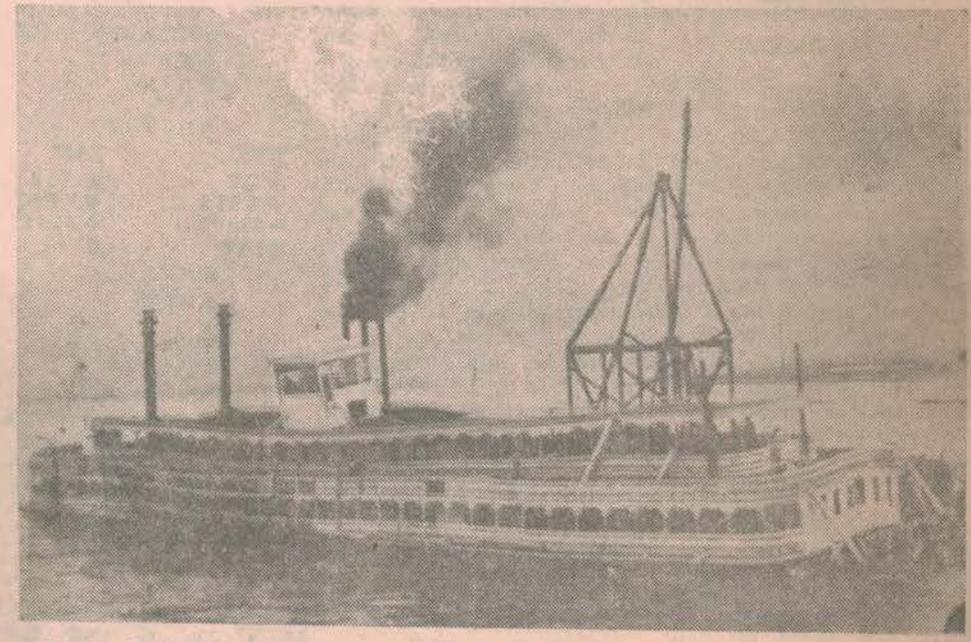
Pilot S. B. Witherow of Winona, Minn., had relieved John Person of Quincy in the pilot-house and was at the big wheel. Pilot Witherow said he did not see the red lights on the water works foundation at the Chain of Rocks; the boat was in the middle of the channel at the time and it was pitch dark.

So the Majestic hit the water works cribbing, and sank in ten minutes in 20 feet of water. There were 33 persons on board at the time and all were saved except two. Clyde Wilson, a deck hand, swam three miles and Rolla Wisherd, who lived at 2020 Grove in Quincy, a nephew of Captain Wisherd, along with musician Albert Cabel, swam nearly two miles.

At the point of impact with the new intake pipe of the water works the main deck of the Majestic caught fire; however, when the boat listed in the water the fire was extinguished. The boat then righted itself and sank, bow first, with just the upper deck remaining above water. The six officers, including Captain Gill, remained on board and were taken off later.



The Majestic, of the Wisherd Line, formerly the Keystone State before it was remodeled, at Fort Madison, Ia., in 1914, before it was wrecked at the Chain of Rocks, St. Louis.



Sunken Majestic on the morning of June 20, 1914, after it hit the construction for a new water works intake at the Chain of Rocks. Undoubtedly the smoke is coming from the stacks of a tug on the other side of the excursion steamer; derrick is probably mounted on a work barge. Boat finally went under and broke up.

The Majestic carried six life boats and seven life rafts capable of holding a total of 250 persons.

Captain Wisherd left immediately for St. Louis when the word reached Quincy. His brother, H. E. Wisherd, was the clerk on board. At first Captain Wisherd thought the boat could

be raised and repaired. Later it was determined that the ship's safe, containing a payroll of \$5,000, reported that there was a hole in the hull four foot wide and 20 feet long, amidships.

A federal court of inquiry

was held at St. Louis at which it was determined that the boat was running about 14 miles an hour at the time of the accident. L. J. Mason, chief engineer of the steamer G. W. Hill, was on board and almost lost his life when he became entangled in the railing. Some said that the pilot failed to ob-

of the Wisherd Lines  
1914

serve all marine laws and the St. Louis Globe-Democrat published a statement that the City of St. Louis could not be held responsible for the unfortunate affair.

On July 2, 1914, George Uhler, supervising inspector general of steamboats, Washington, D. C., announced that pilot Witherow would have to face charges of negligence, unskillfulness, and inattention to duty. Capt. D. Scott, representative of the Marine Insurance Co. blamed the government engineers and the company con-

structing the intake at Chain of Rocks, for the accident. He said the lights were only half size and suspended too low and close to the water. It was suggested that a false hull might be constructed around the starboard side covering the hole in the hull.

On Jan. 20, 1915, divers found that the hull of the Majestic, buried deep in the sandbar in the Mississippi River had been breaking up, and might delay the use of the new intake tower for the City of St. Louis. It was rumored it was being planned to blow up the hull:

that charges would be placed in the upper works and let the current carry away the sand that had accumulated in it. But no such dramatic step was needed, as the steamer finally broke up.

One unusual item of interest in connection with the Majestic's accident turned up later. It was learned that on the evening before the accident, the ship's carpenter, slightly under the weather, appeared at the Quincy police station and asked Chief of Police George Koch to

issue a writ to stop the big excursion boat from leaving the dock on Front Street.

The chief informed the man that the Majestic had already left Quincy and besides that, a justice of the peace was not available at the police station to issue anything. The man staggered out of the City Hall saying that the boat was unsafe and that a thousand people would die. Chief Koch was shocked the next day when he learned of the accident and the fact that there had been no loss of life as predicted.

**The Daily Gate City.**

THURSDAY MORNING, DECEMBER 22, 1870.

**TELEGRAPHIC**

**The Steamer Nick Wall Sunk at Grand Lake, on the Mississippi--17 Dead Bodies Recovered.**

**Additional River Disasters—A Keokuk Packet in a Perilous Condition.**

**FROM ST. LOUIS.**

St. Louis, Dec. 21.—A private dispatch from the Clerk of the steamer Nick Wall, Tuesday night, says twenty lives were lost. He mentions no names, but they were probably deck passengers. The boat was worth \$22,000, and was insured for \$15,000. She was laden with 3,000 barrels of flour and a large lot of assorted freight for the Red river.

The steamer Glendale, hence for Pittsburg, laden with 2,000 tons of iron ore, a lot of pig metal, and flour, was sunk at Turkey Island, sixty miles below here, on Saturday night. Loss not ascertained.

The steamer Illinois, which left Keokuk Monday for St. Louis, grounded near the mouth of the Illinois river, and fears are entertained that she will be cut down by the ice.

**FROM VICKSBURG.**

Vicksburg, Dec. 21.—The steamer Nick Wall, from St. Louis for Vicksburg, straggled on Sunday night, at Grand Lake, and sunk. The cabin fell and floated, with 125 deck and cabin passengers. About 17 dead bodies have been recovered, and many others are supposed to have been lost. Charley McClure was drowned. The hull is tied up at Maryland Island. The freight is badly damaged.

**The Daily Gate City.**

THURSDAY MORNING, DECEMBER 29, 1870.

**TELEGRAPHIC**

**Developments as to the Cause of the Nick Wall Disaster.**

**RIVER DISASTERS.**

New York, Dec. 28.—Every fresh detail confirms the culpability of the officers in overloading the Steamer Nick Wall, which snagged last week, in the Mississippi river.

It seems that when she reached Memphis she was laden beyond her capacity, but the officers consented to an addition of 60 deck passengers with their freight and luggage. As a consequence the boat managed with the greatest difficulty, and several times narrowly escaped disaster before she ran on the snag which sunk her. So heavily was she laden, and so conscious were the officers of her danger, that whenever another boat approached, the Wall remained motionless, so that return waves might not jar the vessel too much. At about 8 o'clock in the evening the vessel ran on a snag and in a few minutes after she sunk, drowning at least 100 people, and seriously injuring a large number of others. Very many who might have been saved leaped from the deck in the frightful uncertainty of the shock.

**THE GATE CITY.**

**KEOKUK:**

**MONDAY, AUGUST 24, 1863**

**FOR KEOKUK.—The Madison Indiana Courier says:**

"The Effie Deans—E. A. Sheble Master—will leave Madison on Monday, at 4 o'clock P. M. for Keokuk; to enter the St. Louis and Keokuk trade, as a regular low water Packet. The Effie Deans is very light, drawing only 18 inches, although of some 600 tons capacity. Her dimensions are: length, 153 feet, 35 feet

beam, and 5 feet hold. She has been fitted out and finished on the same plan as the other Keokuk packets, and has accommodations for one hundred passengers. The Effie Deans is one of the very best boats of her kind that has ever been built at Madison and will, no doubt, prove one of the fastest. Capt. Sheble has taken great pains to have his boat in complete trim. Those of our citizens wishing a pleasant passage, will have the opportunity on Monday. Persons having freight to send will bear in mind the time leaving.

**THE GATE CITY.**

**KEOKUK, IOWA 1866**  
**SUNDAY MORNING, APRIL 22.**

**Regular Wednesday Packet,**  
*For Keokuk, Burlington, Muscatine, Rock Island and Davenport.*

 Steamer **Mollie McPike**, Captain **FRANK BURNETT**, leaves St. Louis every Wednesday for the above and way points at 4 o'clock P. M., and returning, leave Keokuk every Sunday at 12 M.  
Rates of Freight, 12 1/2 cts per 100 lbs; Passage \$5 00.  
apr22-d10t R. M. ROBERTS, Clerk.

**WEEKLY JOURNAL.**

**TUESDAY, MAY 10, 1859.**

**THE LUCY MAY SUNK.**—The fast running steamer Lucy May, of the Northern Line of Packets, sunk yesterday morning, about three miles below Lagrange, Mo. She came in collision with the steamer Rapids, which caused the disaster. Seven or eight lives were lost. The Warsaw brought up her passengers to this place without charge.

**NILES' NATIONAL REGISTER—**

**WASHINGTON CITY, MARCH 31, 1838.**

**A STEAMER LOST.** We learn, says the St. Louis Bulletin, "that the steamboat American, Lusk, master, on her passage from Natchez to this port, loaded with iron, struck a snag at the foot of Big Eddy, and sunk immediately in eight feet water; fortunately no lives were lost. The deck passengers have lost all the property they had on board. The Wilmington brought up the crew and passengers to this place."

# THE GATE CITY.

KEOKUK, IOWA: 1866  
TUESDAY MORNING, FEBRUARY 6.

## BY TELEGRAPH.

### Terrible Steamboat Explosion near Vicksburg.

CINCINNATI, Feb. 5.  
The steamer Carter exploded her boilers thirty-five miles above Vicksburg, at four o'clock Friday morning. The boilers passed forward of the pilot house, tearing away the forward part of the cabin. After the explosion the boat took fire and continued to burn till seven o'clock, compelling all who had escaped death by explosion, to jump into the river. The boat soon after went down. Capt. Hurd had gone off watch when the explosion occurred, and was not afterwards seen. The Steamer Evening Star picked up all the survivors floating in the water, and carried them to Vicksburg. It is not yet known how many lives were lost.

MEMPHIS, Feb. 5.

The steamer W. R. Carter blew up and burned Friday, thirty-five miles above Vicksburg. 31 killed, 11 wounded, and 50 saved. The steamer Gen. Halleck lying at the levee here, caught fire this morning and burned up.

# THE GATE CITY.

KEOKUK, IOWA: 1866  
THURSDAY MORNING, FEBRUARY 1.

## BY TELEGRAPH.

### The Missouri Disaster.

CINCINNATI, Jan. 31.

The steamer Missouri had one hundred and twenty persons on board, 25 of whom were passengers. The latest information from Evansville places the loss of life at about one hundred.

The Missouri was one of the largest passenger steamers on the river, and was valued at \$100,000.

The New Albany Leader says the Dictator arrived from the wreck of the Missouri this forenoon, bringing the survivors, numbering thirty.

The total number lost was sixty, among them the Captain's wife.

The Captain and pilot were badly injured. Col. Roberts and Gen. Sweeney arrived here last night.

# THE GATE CITY.

KEOKUK, IOWA 1866  
SUNDAY MORNING, JUNE 24.

## Regular Independent Packet, MOLLIE McPIKE,

FRANK BURNETT, Master, DICK ROBERTS, Clerk  
Leaves for St. Louis and all intermediate landings, on MONDAY, 25th inst., at 3 o'clock P. M.

For freight or passage apply on board, or to June 24-dlt J. E. McCANE, Agent.

# THE GATE CITY:

FRIDAY MORNING, JULY 22.

## A NOVEL SCHEME

Adopted by A. Vogeler & Co., of Baltimore, for Advertising St. Jacob's Oil.

There is now lying at our wharf a handsome little craft sent out by A. Vogeler & Co., of Baltimore, with Captain J. W. Greiner in charge. The following is a correct description of the fairy vessel:

The hull is of the finest selected white oak, braced, bolted and riveted in the most skillful and workmanlike manner, and is 65 feet in length, 14 feet breadth of beam, 2½ feet depth of hold, and draws twenty inches of water. She carries a tubular boiler, with fire box 30 inches in diameter, 11 feet long with forty-five 2½ flues. In addition to the ordinary feed pump she has a Hancock inspirator, capable of supplying the boiler in case of accident, and carries two beautiful little engines, made expressly for her, from new patterns, by the Ohio Machine Company, of Middleport, Ohio, with 7-inch cylinders, 2-foot stroke, turning a wheel 9 feet in diameter and 12 in length, with 12-inch buckets. She has also two syphon pumps, and her machinery is most complete and first-class in every respect.

The dining room is situated between the boiler and engine rooms, and it is artistically grained, with frescoed ceiling. The floor is covered with oil-cloth, and the room is furnished in the Queen Anne style, with an extension table to accommodate twenty. The silver, china and table linen are of the finest and of the most inviting character. The pilot house, cabin, main salon, and captain's office are on the salon deck, and are at once substantial in their build and luxurious in their furnishing and decorations. The salon proper is frescoed and gilded in Eastlake style, and the flooring covered with Turkish carpet. The furniture, in raw silk and walnut, is of Queen Anne pattern, like that of the dining hall, and rich curtains of damask complete the impression of a veritable floating palace. The four state-rooms, containing two berths each, are also carpeted with Brussels and handsomely furnished, and the tidy and comfortable appearance they present reflects much credit on the management of the steamer. The boat belongs to and was built under the directions of the great Baltimore house of A. Vogeler & Co., for their own exclusive use upon the Ohio, Mississippi and other western rivers, and is run by a picked crew of officers and men in their employ.

The object of this little steamer is to carry neither freight nor passengers. She was built for the firm above named, to be used exclusively by them for distributing their printed matter in the river towns, for St. Jacobs Oil, the great German remedy for rheumatism.

157  
MEDICAL. 1831  
**ST. JACOBS OIL**  
TRADE MARK.



## THE GREAT GERMAN REMEDY. FOR RHEUMATISM,

Neuralgia, Sciatica, Lumbago, Backache, Soreness of the Chest, Gout, Quinsy, Sore Throat, Swellings and Sprains, Burns and Scalds, General Bodily Pains,

Tooth, Ear and Headache, Frosted Feet and Ears, and all other Pains and Aches.

No Preparation on earth equals St. Jacobs Oil as a safe, sure, simple and cheap External Remedy. A trial entails but the comparatively trifling outlay of 50 Cents, and every one suffering with pain can have cheap and positive proof of its claims.

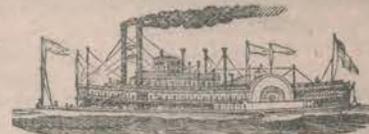
Directions in Eleven Languages.  
SOLD BY ALL DRUGGISTS AND DEALERS IN MEDICINE.

**A. VOGELER & CO.,**  
Baltimore, Md., U. S. A.

## KEOKUK CONSTITUTION

KEOKUK, FRIDAY, MAY 14.

## SECOND JOINT EXCURSION.



## ST. LOUIS AND RETURN.

—VIA—  
Steamer and Rail,  
—ON—

Wednesday, May 19.

## —ONLY— ONE FARE FOR THE ROUND TRIP!

Meals and Staterooms included on Steamer.  
These tickets will be for sale by railroad and steamboat Agents, and will be good for passage one way by the Keokuk Northern Line Packet Co., and for passage the opposite way over the Keokuk & St. Louis Railway. Return tickets good to May 21st. One fare for the round trip, meals and staterooms included on steamer.

H. B. BLOOD, A. M. HUTCHINSON,  
Gen'l Pass. Agt., Agent K. N. L. P. Co.  
Keokuk & St. Louis R'y. may12to19

PUBLISHED BY FRANCIS HALL & CO.

AT

NO. 60 WALL-STREET,

SECOND DOOR ABOVE PEARL-STREET.  
FIVE DOLLARS PER ANNUM,

The COMMERCIAL ADVERTISER is published daily at the Office of the SPECTATOR—price \$10 per annum.

The NEW YORK SPECTATOR  
Friday Mar. 14, 1823

From the Mercantile Advertiser.  
LATE FROM NEW ORLEANS.

The packet brig *Phoenix* Ann, Capt. Holmes, arrived here last evening, in the short passage of 10 days from the Mississippi, bringing regular advices from New Orleans to the 26th ult.

The U. S. sloop *Grampus*, Lieut. Gregory, arr. at New Orleans on the 24th ult.

The Corporation of New Orleans, have contracted a loan of 150,000 dollars, with Messrs. V. Noye & Co. at a rate equivalent to an interest of eight and a half per cent, payable semi-annually.

The weather at New Orleans had been remarkable. On the morning of the 15th, the thermometer was up to 60—but on the following day it was down to 12, and ice was formed 4 inches in thickness.

The ground was covered with snow at Natchez on the 17th Feb.

NEW-ORLEANS, Feb. 17.

**Loss of the Steam-boat Tennessee.**—The Tennessee left New-Orleans for Louisville on Sunday, the 2d inst. with 16 cabin and about 160 deck passengers, and a cargo estimated at eighty thousand dollars. At Natchez the number of deck passengers was increased to about 180, whence she departed on Thursday 6th inst. with 180 persons on board; on the evening of Saturday the 8th, being about 130 miles above Natchez, the unforeseen and terrible accident occurred, which is detailed in the statement of the surviving passengers below, by which the boat and cargo were entirely and almost instantly lost—upwards of thirty persons drowned, and the remaining individuals of the passengers and crew with difficulty saved from sharing the same fate. The night proved very boisterous, accompanied by a thick fall of snow, and many who had escaped a watery grave by clinging to bushes and trees, or by getting into the marshes, narrowly escaped perishing from the severity of the weather. It gratifies us to learn, that the same humane and manly qualities which have distinguished captain Campbell through life are still awarded to him on this occasion, and the survivors, while they speak in the highest terms of his ability and uniform carefulness as a commander, attribute to his exertions the preservation of many of those who must have perished but for the continued search among the marshes and bushes which was continued during the remainder of the night.

**Cabin passengers lost.**—Mr. Nouvelle, of Lexington, Ken.; J. W. Poole, of Baltimore; J. Maybin, of Philadelphia; Mr. Carothers, of Tennessee.

**Deck Passengers.**—Mrs. Mansker and child, George Sanders, Samuel Cooper, David Nave, John Kisby, Samuel Henealey; Alexr. Stewart, 1st Engineer; John Kepler, 2d do; — Terley, fireman; negro James, 2d cook; negro Fanny, steward; Agnes, a negro woman belonging to Mrs. Shields; a negro woman and two boys belonging to passengers.

It is supposed by the captain and passengers that from 10 to 15 deck passengers, have perished, whose names are not known.

NILES' NATIONAL REGISTER—

WASHINGTON CITY, MAY 5, 1838.

**DISTRESSING CALAMITIES.** We have published on the last page accounts of two most distressing calamities, involving the loss of more than one hundred lives, by the bursting of the boiler of the steam-boat *Moselle*, near Cincinnati, Ohio, and the destruction of a large portion of the city of Charleston, South Carolina, by fire, causing a loss of property estimated at nearly three millions of dollars, and several valuable lives. The particulars are, indeed, most heart-rending, and appeal warmly to our sympathies.

We learn from the Cincinnati Express, that the committee appointed to inquire into the facts concerning the loss of the *Moselle*, state that there were on board nearly two hundred and fifty-five passengers. Of this number, it is known that there are

- 59 dead,
- 56 missing,
- 16 wounded,
- 108 saved,

238

In addition to the 238 here enumerated, there were seventeen passengers not registered, who are known to have been on board, making up the total of two hundred and fifty-five. The probability is that they are among the dead.

From the Cincinnati Whig—Extra.

Wednesday night, 8 o'clock,  
April 25 h, 1833.

AWFUL STEAMBOAT ACCIDENT.

It becomes again our painful duty to record one of the most awful and destructive occurrences known in the terrible and fatal catalogue of steamboat disasters.

This afternoon about six o'clock, the new and elegant steamboat *Moselle*, captain Perkin, left the wharf of this city—full of passengers—for Louisville and St. Louis, with a view of taking a family on board at Fulton, about a mile and a half above the quay, proceeded up the river, and made fast to a lumber raft for that purpose. Here the family was taken on board, and during the whole time of the detention, the captain was holding on to all the steam that he could create, with an intention of showing off to the best advantage the great speed of the boat as she passed down the whole length of the city. The *Moselle* was a new *brag* boat, and had recently made several exceedingly quick trips to and from this place.

Soon as the family were taken on board from the raft, the boat shoved off, and at the very moment her wheels made the first revolution, her boilers burst with a most awful and astounding noise equal to the most violent clap of thunder. The explosion was destructive and heart-rending in the extreme, as we are assured by a gentleman, who was sitting on his horse on the shore, waiting to see the boat start. Heads, limbs, bodies and blood, was seen flying through the air in every direction, attended by the most horrible shrieks and groans from the wounded and the dying. The boat, at the moment of the accident, was about thirty feet from the shore, and was rendered a perfect wreck. She seemed to be torn all to flinders as far back as the gentlemen's cabin, and her hurricane deck (the whole length) was entirely swept away. The boat immediately began to sink rapidly and float, with a strong current down the river, at the same time getting further from the shore.

The captain was thrown by the explosion entirely into the street, and was picked up dead and dreadfully mangled. Another man was thrown entirely through the roof of one of the neighboring houses, and limbs and fragments of bodies scattered about the river and shore in heart-rending profusion. Soon as the boat was discovered to be rapidly sinking, the passengers who remained unhurt in the gentlemen's and ladies' cabins, became panic struck, and with a fatality unaccountable jumped into the river. Being above the ordinary business parts of the city, there were no boats at hand except a few large and unmanageable wood flats, which were carried to the relief of the sufferers as soon as possible, by the few persons on the shore. Many were drowned, however, before they could be rescued from a watery grave, and many sunk who were not seen afterward.

We are told that one little boy on shore was seen wringing his hands in agony, imploring those present to save his father, mother, and three sisters, all of whom were struggling in the water to gain the shore; but whom the little fellow had the misfortune to see perish one by one almost within his reach. An infant child belonging to this family, was picked up alive, floating down the river on one of the fragments of the hurricane deck.

Dr. Wilson Hughey, of the U. S. army, and brother-in-law to our estimable fellow-citizen, William P. Hughes, of the Pearl street house, is doubtless among

the slain, as he was known to have been on board, and some pieces of the military coat he had on were picked up among the fragments.

Mr. Powell, a highly respectable grocery merchant, of Louisville, and brother-in-law of Mr. Wilson McGrew, of this city, is also supposed to be lost, as he was on board, and no tidings have since been heard of him, notwithstanding the active inquiries of his friends.

We are unable, as yet, to particularize any other person lost, as the boat sunk in about fifteen minutes after the accident, leaving nothing to be seen but her chimneys and a small portion of her upper works, and also as a scene of distress and confusion immediately ensued that altogether baffles description. Most of the sufferers are among the hands of the boat, and the steerage passengers.

It is supposed that there were about two hundred persons on board, of which number only from fifty to seventy-five are believed to have escaped, making the estimate loss of lives about one hundred and twenty-five!! O, tale of woe!

The accident unquestionably occurred through sheer imprudence and carelessness. The captain of the boat was desirous of showing off her great speed as she passed the city, and to overtake and pass another boat which had left the wharf for Louisville a short time before him. Dearly has he paid for his silly ambition. The clerk of the boat, we understand, escaped unhurt. These are all the particulars we have yet been able to learn. In to-morrow's Whig we shall no doubt be able to give the names of many others who have been lost or killed.

NILES' REGISTER—AUG. 31, 1833—

**THE MISSOURI RIVER.** The St. Louis Republican states that Mr. Brooks in giving "the mileage of the principal rivers which pour their treasures into New Orleans, does not state the extent to which the Missouri is navigable by steam. This is deemed of some importance inasmuch as there is not, in general, an accurate knowledge on this subject. The American fur company have sent their steamboats twenty-one hundred miles above the mouth of the Missouri, and in high water, steamboats of light draft can ascend two thousand six hundred miles. The Mississippi is navigable by steam between six or seven hundred miles above St. Louis. These rivers pass through an exceedingly fertile country; and when a just system of internal improvement shall be carried into the operation, not only New Orleans and the great valley of Mississippi will be benefited, but every portion of the United States will feel the invigorating influence of such a course."

[We suppose, that, after this statement, even captain Hall, of the royal navy, will admit—that the course of the Missouri is as long as that of the *Tames*.]

The Gate City

TUESDAY MORNING, MAY 15.

**THE LEVEE**—Yesterday evening fifteen cars, loaded with coal and produce, came down on the K., Ft. D. M. & M. R. R. The K., Mr. P. & M. R. R. train came down about the same time with a load. The Hannibal City was loading up, the Gate City was getting on a large number of bales of hay, sacks of corn, barrels and lumber. The little pocket steamboat *Eagle* was unloading 24 sacks of flour from Warsaw, and taking on 36 sacks of flour for Alexandria. She and the Hannibal City both backed out at once. The *Eagle* wheeled round like a top, shot out into the stream, and was under full headway in a moment. The Hannibal City turned slowly round, puffing and wheezing like a fat man in July. In the course of time she got under headway, and went flying down stream, looking somewhat like a whale might be supposed to look in pursuit of a minnow. But it was of no use; the little one was half way down to Warsaw. How could the large boat hope to vie in speed with one whose hold was built in Warsaw, her cabin in Alexandria, and her engines in Keokuk?

THE GREAT DUST HEAP CALLED MISSOURI  
R. J. RICKEL KEOKUK, IOWA

Confederate States of America,  
DISTRICT & PORT OF NEW ORLEANS.



These are to Certify, all whom it doth concern, that John Sebastian  
Master or Commander of the St Boat Ohio Belle burden  
406 tons, or thereabout, mounted with no guns, navigated  
with 30 men, Ohio built and bound for  
Cincinnati having on board a Cargo as per  
manifest annexed, hath here entered and cleared his vessel according to Law.



Given under our Hands and Seal, at the Custom House  
of New Orleans, this 24<sup>th</sup>  
day of April one thousand eight hundred  
and sixty one

Samuel H. H. H. Collector.

P. V. Drabent Naval Officer.

# The Gate City.

KEOKUK: 1860

WEDNESDAY MORNING, MAY 30

## HORRIBLE TRAGEDY ON A STEAM-BOAT.

### Two Cabin Passengers Killed and Another Severely Wounded.

The New Orleans Delta of last Sunday has a particular account of a terrible tragedy that occurred on board the Red river packet B. L. Hodge, on her late trip from Shreveport to New Orleans:

#### STATEMENT OF THE PASSENGERS.

The undersigned, passengers on board the B. L. Hodge, on her present trip, from Shreveport to New Orleans, deem that a statement of the facts of an atrocious murder which occurred on board of her, on Red river, about twenty-five miles below Grand Encore, on the 18th of May, about 2 o'clock a. m. due to the public and her officers.

"A man calling himself B. L. Sleath came on board the boat at Shreveport, and registered himself as a deck passenger for New Orleans. On the next evening after leaving Shreveport, he came to Capt. R. H. Martin, (who was in command of the boat,) and expressed a desire to be allowed to change his passage from deck to cabin, which was acceded to, and a state room assigned him by the clerk. Having a small amount of money with him he deposited it with the clerk. Between two and three o'clock in the morning, while almost all the passengers were asleep, (several gentlemen still sitting up conversing,) Sleath suddenly stepped up behind one of the gentlemen named F. G. Jernigen, and caught him around the head, drew a bowie knife from behind him, and attempted to cut his throat. He was prevented from making a fatal wound, by Jernigen catching the blade of the knife in one hand, and Sleath's arm in the other. He however received a very severe wound across the throat.

"The passengers who were asleep were roused by the noise and excitement in the cabin and the boat running into the bank. Just at that time a man named Charles M. Fort, coming out of his state room into the cabin, was fatally stabbed by Sleath, and expired in a few moments. He resided in Springfield, Robertson county, Tennessee. Another passenger, named R. J. Lyle, of Nashville, Tenn., being roused by the noise, opened his state room door to look out, and was immediately stabbed by Sleath, Lyle only said "I am stabbed," and expired without a groan, the bowie knife having penetrated through his heart.

"At this juncture, the Captain, who had been asleep in his room, was called, and coming at once into the cabin, he succeeded in getting the knife from Sleath, and then secured him. The murderer had upon his person, at the time of his arrest, several other knives and a revolver.

"The murderer is a deformed creature, small in stature, broken backed, and about 28 years of age. He said he was a native of Weston, Lewis Co. Virginia, and that he had been teaching school at a place called Knoxville in Cherokee Co. Texas. The reasons given by him for committing the deed were that they were the parties who were seeking his life—although they had never met before. He acknowledges the deed but does not seem to care particularly about it.

# The Gate City.

FRIDAY MORNING, JUNE 8.

### Pleasure Excursion.

The steamer Luzerne, commanded by Capt. Deming, will make a pleasure excursion to Davenport, leaving here on Sunday evening next, and returning on Monday. Most of the trip will be made by daylight, giving an opportunity to see all the sights from the Rock Island Bridge down to Fort Madison. Excursionists from this place will take the cars at night, go on board the boat at Madison about 10 o'clock, and sleep till morning, when they will find themselves in Burlington, refreshed and prepared to enjoy all the delights of the trip. It will doubtless be a pleasant trip.

# The Gate City.

KEOKUK: 1860

SATURDAY MORNING, JUNE 9

## PLEASURE EXCURSION TO DAVENPORT.

### PORT.

### The Fast Running Steamer



### LUZERNE.

Will run through to Rock Island on Monday, June 11th, and return the same evening.

Excursionists can leave Keokuk at 7:45 Sunday Evening and return Monday Evening, making a VERY QUICK AND PLEASANT TRIP.

Through fare and return—Gentleman and Lady \$5; single gentleman \$4.

Tickets can be procured of J. R. TEWKSBURY, at the Railroad Ticket Office, Main-st., between 1st and 2d.

# The Gate City.

FRIDAY MORNING, JUNE 15.

### Excursion to Camanche.

The steamer Luzerne, A. L. Deming, Master, will start this evening on an excursion to Camanche. The cars will leave at 7:45 and the boat will start from Madison immediately on their arrival. Passengers will be taken up and back for half fare, and any contributions which our citizens may wish to send, either in money, clothing or provisions, will be taken gratuitously. Returning, passengers from Keokuk will reach home early on Sunday morning.

# THE GATE CITY.

KEOKUK: 1860

THURSDAY, JUNE 11.

NEW BOATS FOR THE KEOKUK AND ST. LOUIS PACKET COMPANY.—We are pleased to learn that the Keokuk and St. Louis Packet Company have now building, under the superintendence of Capt. Haight,

at Madison, Indiana, two large and fine packets, which are to be put in the trade between St. Louis and Keokuk. The Hannibal City, to be under the command of Capt. Lee, was launched last Saturday, and will be towed to St. Louis, where she will receive her machinery. Her dimensions are 240 feet long, 39 feet floor, 40 feet beam, 6 feet depth of hold, and will carry 1300 tons. She has two engines, each driving a wheel 32 feet in diameter, with 14 feet length of bucket; her cylinders having 7 feet stroke, and 27 1/2 inches in diameter, and which are to be supplied with steam by four boilers, having 5 flues each, 24 feet long, and 46 inches in diameter. Both hull and cabin, (which is to be full length,) are by the Madison Marine Railway Company; the machinery is to be by Stone & Howe, of St. Louis, and the painting by F. Dubach, of Madison. The main deck is of cedar. Her cost, when finished, will be about \$80,000.

The other boat, the Lucy Bertram, will be 240 feet long, with 36 feet floor, 40 feet beam, and 6 feet depth of hold. She will have two engines with 7 feet stroke, and 24 inches in diameter; three boilers with 5 flues each, 24 feet long, and 46 inches in diameter; her wheels are 28 feet in diameter, with 14 feet length of bucket. The hull and cabin are by the Madison Marine Railway Company; her machinery by Crawford & Davidson, and the painting by F. Dubach. She will be outfitted at Madison. Her frame is all out, and was set up from the ways on which the Hannibal City was launched. She will be finished in July. The appearance of two such boats in the line of the Keokuk and St. Louis Company, is additional evidence of the increasing trade between Keokuk, St. Louis, and all intermediate points on the Mississippi river; and for speed, punctuality, convenience and comfort, the boats of this company are equaled by few and excelled by none on the Western waters.

## DAILY GATE CITY.

TUESDAY MORNING, FEBRUARY 21, 1874.

## Sinking of the Steamer Addie Johnson.

FROM ST. LOUIS.

The steamer Addie Johnson, plying between here and Keokuk, was blown against Plaza Island, at one o'clock this morning, struck a snag, and sunk. She can easily be raised.

THE GREAT WESTERN STEAMSHIP COMPANY  
M. J. BIRNEY KEOKUK, IOWA

**DREADFUL DISASTER**

**Frightfully Fatal Explosion of the Steam-boat Gold Dust.**

**Seventeen Persons Known to Have Lost Their Lives and Forty Seven Wounded—After the Explosion the Boat Burns to the Water's Edge and Sinks in Two Hundred Feet of Water—Crimes and Casualties—Miscellaneous.**

**STEAMBOAT DISASTER.**

**FRIGHTFULLY FATAL EXPLOSION.**

CAIRO, August 7.—The steamer Gold Dust blew up and burnt to the water's edge and sank, 300 yards north of Hickman, Kentucky. Seventeen were killed that is known of and 47 wounded. The captain was wounded slightly. A tug with physicians left here at 8 p. m. for the scene.

**MEAGRE NEWS.**

ST. LOUIS, August 7.—Information regarding the explosion of the steamer Golddust, near Heckman, Ky., to-night is extremely meagre, owing to the poor telegraphic facilities. Nothing is known here at this writing, 11 p. m., except that the steamer exploded her boiler and burned to the water's edge, one account says three miles above Hickman, but other dispatches say about 200 yards above town, while she was under way. Capt. McCord is slightly wounded. Wm. Ingram, third clerk, was scalded to death, Engineer Bowers and Raleigh are not hurt. Thos. W. Shields, agent of the Anchor line at Cairo, with three physicians nurses and a telegraph operator left Cairo on a fast tug for the scene of the disaster about half past eight o'clock. The steamer City of Alton is expected to be near by shortly after the accident. She will, of course, stop and render all the assistance possible. Captain John A. Scudder, president and Capt. John P. Kaiser, superintendent of the Anchor Line are doing all in their power to render speedy and effective aid to the sufferers. The Gold Dust belongs to the Anchor Line, and all the officers and most of the crew are from St. Louis.

**THE GOLD DUST'S TRIP.**

MEMPHIS, Tenn., August 7.—The steamer Gold Dust, which is reported to have blown up at Hickman this afternoon, was here Saturday at ten o'clock from Vicksburg. She cleaned out and left for St. Louis at 10 o'clock yesterday morning, adding about 20 tons of freight and a few passengers here whose names cannot be learned to-night. She had a light freight list. Among the passengers were four ladies from either Vicksburg or points below. The Gold Dust was the regular Sunday morning packet, leaving alternately with the City of Cairo for Vicksburg and S. Louis.

**THE GOLD DUST.**

**Additional Particulars of the Frightful Explosion of the Steamer Gold Dust.**

**List of Those Saved from the Wreck who Die of Their Injuries and those that are Seriously Injured—Account of the Disaster as Given by the First Clerk of the Ill-Fated Steam-boat—An Editor Killed by a Negro—Casualties**

**THE GOLD DUST DISASTER.**

**THE DEAD AND WOUNDED.**

HICKMAN, Ky., August 9.—One colored man died here this morning. Another is expected to die soon. Undertaker Gardner is still living, but is in a critical condition. The passengers and crew are at Hickman under treatment. J. Langleis, Mr. and Mrs. Thurston, L. P. Day, Frank Libke, are all doing well. Henry Hayes, Thomas Gibson, Henry Washington, are still bad. James Washington is very bad. The dead buried at Hickman are William Robison, of Edwards; Miss P. J. Fitzgerald, of St. Louis; Newton Cole man, of Ohio; Manuel Victor, of St. Louis, Thomas Brenkof, Warren county Ohio. The colored buried at Hickman are Henry Hayes, Memphis; George Washington, St. Louis; John Evans, Memphis; Wm. Hall, Memphis; Jeff Walker, Memphis; Jeff Thompson, Kansas City; Walter Howard, Memphis; Jos. Day, St. Louis; Sidney Brewery, St. Louis.

**ACCOUNT OF THE DISASTER AS GIVEN BY THE FIRST CLERK.**  
Special to Chicago Tribune.

ST. LOUIS, Mo., August 8—Henry Dietrich, the first clerk, who was in charge of the Gold Dust at the time the explosion took place, arrived in St. Louis from the scene of the disaster this evening on the Cairo Short Line, and was met at the train by your correspondent. The Captain had his left hand bound with linen clothes and seemed to suffer somewhat from the burn and bruises which he had received on the back and left arm. He spoke lightly of his injuries, and when asked to detail his experiences immediately after the explosion replied that he could say very little of his own knowledge, as the first he was aware of when he awoke to consciousness at the hotel, whither he had been removed from the burning boat by some of the boat crew. "Applications of cold water," he continued, "were being made to my face when I revived, and finding that my injuries were not serious I returned to the boat. This was about half an hour after the explosion, and she was being carried out from the bank by the eddy at the time

**ENVELOPED IN FLAMES.**

There was no one in the water, as all had been rescued very soon after the explosion occurred. The fact that it was election day caused a large number of people to be in town, and the alarm once given every one rushed to the scene of the disaster and worked hard and nobly

in rescuing the passengers and crew and alleviating the sufferings of the wounded. When the boilers burst the wind drove the boat to the shore, where it was tied with a rope, and this enabled every one who had retained presence of mind enough to remain in and not jump into the water to walk ashore. In the confusion and excitement which generally results on such occasions, a few had jumped into the river, and these were quickly rescued by skiffs, a number of which were on the spot ready to go to the rescue of the drowning. The boat got loose from its moorings by some means, probably by the burning of the rope, and the upper works having been burnt.

**THE HULL WAS CARRIED AWAY**

from the shore and sunk about 100 yards distant."

"Was there any panic among the passengers?"

"Not the slightest, by what I have heard. We had about fifteen men and five lady passengers on board, as near as I can judge, but can't be certain, as the books were all lost. One of the ladies, a Miss Hilda Smith, from Pennsylvania, went in search of her hat and adjusted it on her head deliberately before leaving the boat. She and her four companions are noble ladies, and have exhibited the greatest fortitude and kindness of heart. They are now on their way to St. Louis on the City of Alton, and are nursing and caring for the sick and wounded. They are noble women, and may God bless them: The people of Hickman, too, are deserving of all praise, for they acted both heroically and generously. There was nothing that could be done for the sufferers that they left undone."

"What was the cause of the accident?"

"As stated by the engineers, none of whom were hurt, the boilers had been filled to overflowing, and the engineer in charge stepped aside to secure a wrench with which to turn the valve to let the surplus water and mud escape, and while he was a short distance away

**THE BOILERS BURST.**

"How did the explosion work, fore or aft?"

"One of the boilers flew backwards and lodged in the stern on the starboard side; another went forward, and was embedded in the cabin, and the third fell across the engines. The boiler that flew forward raised the decks and let them fall back again immediately to their place, and they began to burn. The explosion was not forward only, as persons were injured fore and aft."

"Don't you remember how you received your injuries or escaped from your room?"

"I can't remember anything about it. My room was to the rear of the office, and my son tells me that when he first saw me I had a bucket of water in my hand and was working hard to put out the fire. The yawl had been lowered into the water, and I wanted the crew that were going ashore to return for Capt. McCord, but he beckoned them away, and said he could take care of himself. I don't remember anything about myself of my condition during the half hour after the explosion."

"How many were immediately killed?"

"Not one; the deaths all occurred afterwards. Before I left, there were, I think,

FOURTEEN DEATHS,

and there will probably be eight or ten more. Besides these there are twenty wounded, who are being brought here by the City of Alton, and will arrive to-morrow afternoon at 3 o'clock. Captain McCord is injured, but not much worse than myself. The two clerks are also badly hurt, but will recover. A great many of the roustabouts, whose absence swells the number of supposed deaths, have merely disappeared without explanation and will turn up after awhile. Some of those who were reported missing I have seen myself. Of the five ladies on board, only one, a Mrs. Robinson, I think, was slightly injured, but is all right now; and is aiding her companions in caring for the wounded."

WHAT THE CLERK'S SON SAYS.

Henry Dietrich, son of the first clerk, who was on the boat as a pupil to his father, was in the blacksmith shop looking for a nail punch when the explosion occurred. He said the entire starboard side of the boat fell in, and the only way out for himself and the engineers was through the little window in the shop. He climbed a tender to the hurricane roof, and was taken off. The line was made fast, but the fire must have burned it, for the boat after being blown in shore by the wind, was whirled out by the eddy above the rocks. He said there was no excitement at all, and the lady passengers behaved like heroines. Said he, "I talked with Billy Ingraham and Billy Travis while they were being cared for. They didn't think their injuries were serious, but

THEY DIED SOON AFTER.

'Dad Dunham,' no, he ain't much hurt. He is walking around and is all right. Lem Gray and Sol Price are hurt badly, but the doctors say they will recover. Ed Gray is not badly hurt."

"How did the explosion occur, and what were the circumstances?" asked the reporter.

"While I was on my way to the blacksmith shop the engineer, John Bowers, had just finished pumping up and was looking for a wrench to turn off the surplus of water. He secured the wrench a second before the explosion took place. I supposed it was a cylinder-head blown out, but Bowers knew what had happened. The pilot-house and the upper portion of the boat forward of the aft end of the boilers were lifted up and settled down with a crash. The people of Hickman did everything in their power to alleviate the sufferings of the victims, and but for their efforts the loss of life would have been threefold what it was."

Bowers and his stoker came up on the train with the Messrs. Deitrich. The bodies of Messrs Ingraham and Travis are terribly disfigured, and the first clerk, Mr. Deitrich, says the families of both would do better to have the funerals without the opening of caskets.

# The Valley Whig.

KEOKUK:

MONDAY MORNING, MARCH 22, 1858.

### Emigrants for the West.

There are indications of a very considerable emigration to the West this spring, from the Middle and Eastern States. We think, however, that the emigration will not be nearly as great as usual, and that it will add but little to the amount of our money capital. But we rejoice to receive accessions to our population, and believe that an influx of enterprising, industrious people with a small amount of means, to be invested in productive pursuits, will prove more beneficial to our permanent interests than the same number of people with ten times the "capital," to be loaned at 3 per cent. a month, or invested in speculation.

The Cincinnati Gazette, of a recent date, has the following allusion to Western emigration:

The Fred Tron cleared for the Mound City at dusk, with the finest trip this season. She was down to the guards, having on board 600 tons of miscellaneous articles, 48 horses, and 109 passengers. The Tron has engagements of families at Aurora, Lawrenceburg and Madison, destined for the West. From all appearances the emigration this season will be very large, having commenced so early. The number this year bound West will exceed any previous year. They go from Indiana, Ohio, and Pennsylvania, taking money, implements of industry, strong hands and enlightened understandings. This is the character of the emigration beginning to pour upon the broad lands of the free West, and its effects are incalculable. The steamers—every one of them—from Pittsburgh, Cincinnati and Louisville, will take their cabins crowded with human beings to add to the population of the vast West. From Wisconsin, Northern Illinois, and even Iowa, as during last year, the boats bound down the Mississippi and Illinois, will carry thousands of hardy and industrious people in search of new homes in Missouri and Kansas. The Ohio and Mississippi, Chicago, Alton & St. Louis, and other roads, we are informed, are beginning to carry large numbers of persons West, who intend to settle in Missouri and Kansas.

## THE GATE CITY.

KEOKUK, IOWA: 1860

THURSDAY MORNING, FEB. 8.

### STEAMBOAT EXPLOSIONS.

The boating season is opening with an alarming number of explosions. Last season travel murder ran riot. There was the "terrible grumble and rumble and roar" of colliding trains, and wrecked cars, varied with the explosion of steamboats and the shrieks of the scalded and drowning. "Viaticum" became a new term added to the nomenclature of violent deaths, and journals kept standing display headings at a column of "Railway Murders," which facts showed

could be kept well filled.

We hoped to see a new era inaugurated this coming season. Urgent as is the popular demand for speedy transportation, we were anxious to see this made subsidiary to safety. So far tragic occurrences are against us. Good wishes perish away before such startling disasters as the Miami, the Missouri and the W. R. Carter. Passengers perish, and there are investigations, and the disasters are traced to unknown causes, or exceptionally, mayhap, to culpable negligence somewhere, and such report is made, and there is an end of it. Accidents will occur even when the greatest care is taken. These accidents will increase as the lines of travel by boat and rail are multiplied. But proper care will diminish their present alarming frequency, and the public have a right to demand that that care be taken.

The cause of the recent steamboat explosions is involved in mystery. "It is to be remarked, however," says the Cincinnati Gazette, "that the disasters, so far as regards the Missouri and Carter, were attributed to the use of tubular boilers. These are made upon the principle of locomotive boilers, and were introduced upon steamboats with a view to increase speed. They were coming into very general use on the river, and a number of boats are now using them. Steamboat men seem to have accepted the late disasters as conclusive evidence against these boilers, and a dispatch from Louisville states that prominent engineers had withdrawn from boats which have them in use. We have also a dispatch from Louisville stating that the United States of the Louisville Mail line, which is supplied with tubular boilers, has been withdrawn, her owners regarding them as unsafe. She will be immediately supplied with the ordinary flue boilers. This, so far as regards the traveling public, will be accepted as a condemnation of the tubular boilers, and owners of all boats using them will be compelled to throw them out.

"Are the explosions, however, traceable to this cause alone? Upon this point there should be a searching, scientific investigation. A gentleman who is largely interested in steamboat property, informs us that a large amount of defective boiler iron has been manufactured during the last three years, and comparatively little of the iron recently produced comes up to the standard formerly required for boilers. If this is the case, whatever may be the decision with regard to tubular boilers, the danger to which the public are liable from explosions, will still exist. The investigations, therefore, that must be instituted, should not stop with the style of the boilers, but should go further and deeper, and ascertain whether the quality of the material of which all boilers are made has deteriorated."

"Investigating Committees," for the most part, are thorough humbugs. Were it as easy to do as to censure, the late rebellion would have perished long ere it did. Organized inquiry and much consumption of foolscap in reports will do little good. Accidents will be diminished, not by such means, but when under the pressure of popular sentiment those in charge of the lines of travel are forced to the utmost constant care, and by law made responsible for remissness in duty.

THE GREAT WESTERN... RAILROAD... KEOKUK, IOWA

## 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 Carrol island, this morning, in nine feet of water. She had seven hundred tons of sugar aboard. She will be raised.

# River boats will move again on Arkansas river

By BILL SANSING

TULSA, Okla. (AP)—Blasts of river boats superseded in the 19th century by whistles of locomotives will be echoing again on the historic Arkansas River.

By December 1968 boats will leave the Mississippi and travel as far upstream on the once edgy Arkansas River as Little Rock, Ark. In little more than a year they are scheduled to dock at the navigational terminus at Tulsa, Oklahoma's Port of Catoosa, 435 miles from the Mississippi.

The U.S. Corps of Engineers says the \$1.2-billion project is the largest civil work it has ever undertaken, even bigger than the Panama Canal or the St. Lawrence Seaway. Congress approved development of the Arkansas River basin in 1946.

Seven dams on the Arkansas' tributaries in Oklahoma control sediment and water flowing into the big stream, the nation's third longest, as well as provide electrical power, additional flood control, domestic and industrial water supply and recre-

ation.

The Arkansas, born in the Rocky Mountains, gushes across a portion of Colorado but becomes a wide, shallow river in Kansas and Oklahoma until it bumps into the dams. It meanders through the flag country of Oklahoma, cuts past the Sooner State's wooded sections into timbered Arkansas and, after bisecting that state, pours into the Mississippi.

Ninety-nine public recreation areas are being created by Army engineers who intend, with Arkansas and Oklahoma state agencies, to preserve the natural beauty.

Industry already is settling in the river valley. One firm announced a contract to supply Japanese companies with 1.2 million tons of coal annually from eastern Oklahoma. Coal reserves in the area are estimated at three billion tons.

A \$140-million nuclear generating plant is being erected by Arkansas Power & Light Co. on the river at Russellville, Ark., Kerr-McGee Corp. is construct-

ing a \$70-million coke processing plant near Stigler, Okla., and a \$25-million uranium processing facility in the Webbers Falls, Okla., area.

All told, some \$400 million have been invested in facilities and land along the river.

River boats are a novelty for the present generation but steamboats plied the river—when there was sufficient water—before and shortly after the Civil War. Trains wiped them out. Modern equipment, diesel engines, new techniques and low transportation costs are revitalizing river transportation.

Most early day river traffic stopped at a one-time Army post at Ft. Gibson, Okla., where Jefferson Davis, before he became president of the Confederacy, served under Gen. Zachery Taylor, later U.S. president.

A government engineer reported in 1870 that there were 22 steamboats plying the river, carrying about 25,000 tons of cargo annually. The Corps of Engineers today estimate initial tonnage at 13 million. They say

its growth will compare favorably with that of the rich Ohio River Valley.

The first major ports have been built at Little Rock and Pine Bluff, Ark. Work is under way on others at Fort Smith,

Ark., and in Oklahoma at the Robert S. Kerr lock and dam, Muskogee and Catoosa. The \$1.25-million Kerr port will serve as headquarters for the Coast Guard and an operations base for Army engineers.

## NILES' NATIONAL REGISTER— APRIL 28, 1838

*Loss of steamer Black Hawk.* The steamer Black Hawk, in descending the Red river a few days ago, struck a snag, bilged and sunk. She was laden with cotton, a good portion of which was saved. The vessel is a wreck, being buried in three fathoms water; there is no expectation even of recovering the engine and machinery.

## NILES' NATIONAL REGISTER— SEPT. 7, 1839

*THE LATE JOHN FITCH.* From the *Norristown Herald.* Messrs. Editors: I was pleased to see in your last paper an extract from Judge Hall's notes on the western states, giving credit to whom credit is due. Fulton, no doubt, deserves credit for his improvement on steamboats, but the credit of the invention is unquestionable due to John Fitch. I was personally acquainted with him at the time he invented the steamboat. He lived in the county, within sight of my father's residence, near the line dividing Bucks and Montgomery counties. I saw him almost daily. Judge Hall is mistaken in saying that the idea of wheels had not occurred to Mr. Fitch; but instead of them oars were used. I saw his first boat on the Delaware, that indeed was worked with oars. But he actually showed me a draft or model of wheels, and employed me (who was a lad at that time), to cut out of wood, small water wheels, as models by which to have large wheels made to propel his boat. But why he never applied them to his boat, I know not; probably it was for want of pecuniary ability to get them.—He was in embarrassed circumstances—his scheme was considered by most people as visionary, and he could not obtain any person of capital to aid him. He no doubt was a very ingenious mechanic. He

was not only a watchmaker, but a silver smith; he made silver spoons, buckles and shirt buttons for sale, also brass small toothed combs, and crooked combs for ladies to put up their hair. All the proceeds for his work he devoted to his favorite scheme of steam navigation. He also learned the art of surveying while he lived in my neighborhood—and took a trip to Kentucky—made many actual surveys there, and when he returned made a map of Kentucky, engraved the plate himself, and struck off a number of copies by the use of machinery of his own construction—sold those maps about the country, and appropriated the proceeds to his favorite scheme. One of his maps I still have in my possession. I have also part of his surveyor's staff in my possession. The facts above stated are within my own personal knowledge.

N. B. BOILEAU.

## NILES' NATIONAL REGISTER— SEPT. 7, 1839

*Loss of steamboats in the west in 1838.* The Alton Telegraph calculates as follows, the list of steamboats lost or considerably injured on the western waters during the year 1838. We copy an abstract:

Whole number eighty—of which, there were	
Blown up,	8
Collapsed,	6
Burst steam-pipe,	2
Burnt,	2
Snagged,	37
Sunk,	17
Collision,	2

Of these, 13 were lost on the Ohio, 50 on the Lower Mississippi, 5 on the Upper Mississippi, 2 on the Missouri, 2 on the Illinois, 1 on the Arkansas, 1 on Red River, 1 in the gulph of Mexico, and three in other places.

Of the eight blown up, only one, the Moselle, was on the Ohio—of the six collapsed, none—of the thirty-seven snagged, four were on that river.

## THE GATE CITY

KEOKUK, IOWA

SUNDAY MORNING, MAY 13.

### BASKET EXCURSION TO BURLINGTON.

Benefit of the Library Association.

John S. McCune, Esq., of St. Louis, President of the Keokuk & St. Louis Packet Company, has tendered to the Library Association an excursion to Burlington, upon one of the steamers of the Company, the "Andy Johnson," which is hereby accepted upon the condition of its tender, and the thanks of the Library Association are hereby tendered to Mr. McCune.

At a meeting of the Directors of the Association, Monday, May 24th, proximo, was decided upon as the day upon which to have the excursion (the boat will leave promptly at 8 o'clock a. m.), and the same to be a basket excursion—excursionists taking their refreshments with them, as no meals will be served up on the boat. Tickets for the round trip two dollars which can be secured from

the following committee: Arthur Bridgman. (at State National Bank); John O. Neil, (Keokuk Savings Bank); Beverly B. Bower, (at Bower, Barclay & Co's, bankers.) S. G. Bridges, and the members of the Library Committee. As only a limited number of tickets will be sold, and none will be sold on board of the boat, nor any fares there collected, nor persons admitted on board of the boat without a ticket, our citizens will please secure their tickets early from the committee designated, and as the excursion will afford a day of recreation, our citizens are cordially invited to improve it, thus aiding the Association for which it is given.

(The boat will pass under the bridge at Burlington, if possible.)

Geo. B. SMYTH, President.  
J. HENRY WASTROTT, Sec'y.

# THE GATE CITY

KEOKUK, IOWA

SUNDAY MORNING, MAY 23.

## Excursion to Burlington for the Benefit of the Library Association.

The steamer Andy Johnson will leave promptly to-morrow morning (24th) at eight o'clock. The telegraph wire crossing the bridge at Burlington, has been elevated so the boat can pass through the bridge. Many of our best citizens with their friends are going. Ample time will be given at Burlington to view the city, and the boat will return early in the evening. As this is probably the last appeal the Library Association will make to the public until fall, we hope for a generous response. Tickets only two dollars for the round trip. Our citizens are all invited. The committee for the sale of tickets will be on the levee, (at the Packet Landing) Monday morning, from 7 to 8 o'clock: Arthur Bridgman, John O'Neil, B. B. Bower, S. G. Bridges, and the members of the Library Committee, to supply any of our citizens who have not obtained tickets, with tickets.

Geo. B. SMYTH, President.

It isn't often one of the St. Louis packets goes up over the Rapids. The excursion on the Andy Johnson to-morrow will doubtless be the last of the season in that direction. The day bids fair to be very pleasant. We hope that a crowd of our people will go.

# THE GATE CITY

KEOKUK, IOWA

WEDNESDAY MORNING, MAY 26.

The Excursion.—Mr. McCune, the generous Superintendent of the Keokuk and St. Louis Packet Line, placed the elegant steamer Andrew Johnson at the use of the Library Association Monday, for an excursion to

Burlington. Several days of previously bad weather, and the threatening beginning of Monday morning, had a discouraging effect upon the public's going. Nevertheless quite a large company of Keokuk's good people went aboard the Andy, as the hour came for starting. The Brass Band was there, discouraging most inviting music to those perverse Keokukians who wouldn't go; to those unfortunate Keokukians who could not go.

Shortly after 8 o'clock the boat got under way, and went slowly up over the Rapids. Where the Rapids are, that is, when the river is low, for so full volumed with its mighty flood is the Mississippi now, that the Rapids are scarce appreciable. The river was never finer for excursioning, and we only wonder that universal Keokuk didn't go. Uncle Sam's canal attracted much attention; it was the first time many of the excursionists had had opportunity to see its extent.

Up the river from Keokuk, especially from the decks of a St. Louis packet, was a novelty to many eyes. The Upper Mississippi presents finer scenery but in all the distance from here to the Gulf of Mexico, there are none so attractive bits of beauty as about and above Keokuk.

At Fort Madison we had a pleasant accession to our party. Gen. Weaver and lady, Dr. Smith and lady, and several other Madisonians added their presence to the company, and their genial, social qualities to the enjoyability of the occasion. It was two o'clock when the boat reached the wharf at Burlington, passing through the bridge and under the telegraph wire which had been elevated to allow the passage of the Andy. Our arrival was two hours later than the Burlingtonians had anticipated, but hundreds of them were in patient waiting. With capital music by the band, a general rush of those ashore, the Andy went up to the landing. Then followed such a cordial and generous reception as was not remotely anticipated by the excursionists. The *Hawk's Eye* of the morning had these paragraphs:

Why Not?—A large number of the best citizens of Keokuk are expected to visit this city on an excursion on Monday. Why should not proper arrangements be made to give them a suitable reception. It would be nothing more than courteous and neighborly, and it certainly ought to be done. As the excursion is in the interest of the Keokuk Library, it would be a very proper thing for our Library Association to take charge of this matter. Why not give them a reception and collation at our Library rooms, fire off a little speech or two at them, and give them a chance to respond! Why not?

P. S.—Since writing the above, the following has been handed in:

PUBLIC LIBRARY, BURLINGTON,  
Saturday Evening, May 22.

Having noticed through the papers of Keokuk that a party, representing the Library Association of that city, will visit our city on Monday next, by steamer "Andy Johnson," it is ordered that the rooms of this Library be placed at their disposal during their stay here, and that the members of this Association be requested to extend our visitors such courtesies as will make their call pleasant. This Association regrets that a more extended notice had not been given of the contemplated visit, to the end that we might have been better prepared to receive them.

It is further ordered that a committee, consisting of the Hon. Joshua Tracy, C. H. Phelps, Rev. Wm. Salter, B. J. Hall and Dr. Philip Harvey, be appointed to meet the party on arrival, and conduct them to our rooms. By order of the Trustees.  
W. B. CHAMBERLIN, President.

The Committee above designated, in beside these, W. B. Chamberlain, T. W. Barhydt, Jno. H. Gear, Mr. A. S. Putnam, Dr. Henry, Dr. Beardsley of the *Hawk's Eye*, Mr. Barker of the *Argus*, our good friend Touzalin, of the B. & M. Railroad, and many others came and welcomed the party and carried out the programme. The collation had already been aboard the boat, and the firing of the little speeches was dispensed with, as 'twas a sufficiently windy day to suit the most exacting on that score. For the rest, the reception was generously conceived and cordially carried out. The first movement was upon the Library, the rooms of which had been thrown open, and to which the Committee and officers courteously gave the fullest freedom to the excursionists. The Library rooms are excellent in their location and appointments. Well fitted up. About eight thousand dollars have been expended; the result is a library highly creditable to Burlington and the State. There is an extensive and judicious selection of books. The munificent donation of Senator Grimes fills many cases, and is very choice and valuable. The Burlingtonians may well be proud of their library, and we hope, as we do not doubt, they will deem it worthy of their constant, continuing and most generous support. From the Library many of the excursionists were taken in carriages by the citizens to a general inspection of the city. To the gentlemen named, and many others, the party are under obligations for this unexpected and delightful feature of the trip and the stay in Burlington. While acknowledging the cordial courtesy of all, the GATE CITY family may be permitted to make especial recognition here of indebtedness to the kindness of our good friends Mr. W. B. Chamberlain, T. W. Barhydt and Mr. Brown, for special, hospitable and gratifying attentions.

The drive about Burlington disclosed fully the manifold municipal attractions of our neighbor. Business streets thronged with busy activity; dwelling streets adorned with elegant residences, numerous and extensive churches, and public buildings, delightful views, abundant signs of prosperity and growth, new houses on every hand, a rich and fertile country reaching up into the very suburbs—these are the observable features which, of right, make Burlingtonians proud of the present and confident as to the future of their city.

Our stay was necessarily short. Its brevity was the only subject of complaint on the part of our generous Burlington hosts. We were not there long enough to permit them to do the kindnesses that were in their hearts towards us. While the excursionists, to whom the reception was a delightful surprise, couldn't see what more could have been done than was done to make our stay and the remembrance of it unmingledly pleasant.

That North Railroad will be completed soon; then we hope Burlington and Keokuk will cultivate the sociabilities. Then we hope our Burlington friends will come down to see us, and we will try to reciprocate the cordiality of the greeting and entertainment they gave us.

Down the river faster than we went up;

the efficient President of the Association, for the party's indebtedness to him, because his modesty has particularly neglected a positive purpose of that kind, entertained by us. That does not obstruct the party's appreciation of Mr. Chamberlain, J. B. V.

of Mr. Chamberlain, J. B. V.

PACKET KEOKUK, IOWA

# THE CONSTITUTION.

THOS. W. CLAGETT, } EDITORS.  
CHA'S SMITH, }

CITY OF KEOKUK.

MONDAY MORNING, : : : : SEPT. 15.

Wreck of the Steamer Acacia.

Sept. 8th, 1862.

*Editors Constitution:* On the evening of the 19th ult. I took passage at Memphis, Tenn., on the "Acacia," a Government transport, bound for Helena, Arkansas. We started at 8 o'clock p. m. with a large number of persons on board, soldiers, officers, ladies, spectators, and all sorts of folks, perhaps 300. At 1 o'clock a. m., about 35 miles below Memphis, the boat struck a snag with a tremendous crash. I sprang out of bed and ran out on the guard to see what had happened, when the Captain of the boat came along and delivered the encouraging intelligence that the vessel was sinking and I might save myself. In a moment the boat commenced careening to the right side; then began to sink. A scene of terror and confusion ensued, such as I never saw before and hope to never see again. Shrieking, praying, cursing, rushing to and fro, crashing, splashing, rolling, &c. The vessel turned on to its right side, and the boiler and engine slid into the water with a hissing and a plunge. The chimneys fell off, the pilot house broke loose, and again the boat came to its upright position. Again it turned over on the same side and commenced breaking to pieces and falling in. It continued to break and fall till it sunk to the water's edge. Many of the passengers were precipitated into the water by the falling masses. Others were caught and crushed. Many in the fright of the moment voluntarily sprang into the water. Scores could be dimly seen in the darkness swimming round and struggling and calling for aid. Scores sunk to rise no more.

After the wreck had sunk to the water's edge, it still continued to roll and change position, threatening to submerge those who still clung to it as a last hope. The Captain and most of the crew left as soon as they could get pieces of the wreck large enough to secure their passage to the shore. After the wreck had partially become settled, we took all who were floating about it on.— There was then, perhaps, 120 persons on it. It continued to float till daylight, and very fortunately did not strike anything during the time. Then a skiff came to us. We sent the women and the sick, and those who could not swim, and finally those who were afraid, to the shore, sending them out as fast as we could, while thus floating. There remained still 25 on board. At about eleven we struck a large sawyer, tearing the wreck wide open from end to end, and scattering "things generally." About fifteen more concluded to go ashore, and were sent. While we were sending them a portion of the wreck

freighted with a big darkey, ran upon a tall sawyer, throwing said darkey upon the sawyer, astraddle of the same, and four feet above the water, face up stream. He seized a limb in front of him, and commenced in loud and melancholy notes to cry, "Oh, come here, for God's sake!" We tried to relieve him, but could not without leaving the balance exposed. So we left him slowly bobbing up and down, his eyes sticking out not more than six inches.

We arrived at Helena at 2½ o'clock p. m., and were taken ashore by a steam tug, having floated 45 miles. It is difficult to estimate the loss, but I am satisfied it is little less than 100—perhaps 150. Of these 7 were ladies, and 5 children.

The boat is said to have once been called the "J. L. Langly," and was condemned some four years since, when certain parties changed the name to that of "Acacia," and continued to run her. She was evidently totally unseaworthy, and it is certainly strange that the Government would allow such a rotten craft to be used in its service, and especially for the transportation of its soldiers, not less than 75 or 80 of whom perished by reason of this casualty. Among them was the gallant Lieut. Busbnell, of Bowen's Battalion, an officer that had distinguished honors for his gallantry at Pea Ridge.

Very respectfully,

H. H. TRIMBLE.

# THE CONSTITUTION.

THOS. W. CLAGETT, } EDITORS.  
CHA'S SMITH, }

CITY OF KEOKUK:

FRIDAY MORNING, : : : : SEPT. 5.

STEAMER JEANNIE DEARS, }  
September 3d, 1862. }

MESSRS. EDITORS—Dear Sirs:—Of this boat or her officers I need hardly speak.— Captain Matson is one of the old river marks, of whose ability to conduct a steamboat there is no question, while the clerks, Messrs. Sheekly and Osburn, are the right men in the right places. Frank Ritter, the fat, good-natured steward, is full of fun, and has his table always filled with the choicest viands. We have on board, bound for their homes in Keokuk, the family and suite of of General Curtis and Major Curtis and his family. The General has sent along several curiosities, among which are three camels, a goat, and several Mexican ponies.

We have also on board a United States Army Surgeon named Taylor, who is going to Keokuk to relieve Dr. Hughes, who it is said is to be removed. Dr. Taylor's appearance is very much in his favor, and that is all I can say of him.

We took on board at Hannibal a herd of buffalo, numbering 25 head, caught when young in the Kansas river region, in the lower part of Kansas, by a hoosier. He

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raised them on cows' milk. They are quite tame, more so, I think, than the tamer, if I may judge by appearances. It is the owner's intention to take them East for exhibition at the Fairs, or, failing in this, to go into New York State and there have a big buffalo hunt.

There has nothing of any great moment transpired on the way up. The towns on the Missouri side are very dull. Trade seems to be entirely suspended. Country people are afraid to leave their homes for fear, when they would return, if at all, they would find they had none. It is a deplorable condition of affairs, indeed.

When we were nearly up to Canton, one of our engines blew out her packing, and were detained there some three hours for repairs.

Yours,

REX.

The camels that arrived on the packet yesterday morning in charge of two of Gen. Curtis's Orderlies, were captured on the St. Francis river, Arkansas, and have been sent up here to be out of harm's way, until the Government can dispose of them. The rebel owner had four, but he killed one to keep it from falling into the hands of our men. Of those that arrived, two are males and one a female, all full grown animals, but in rather poor condition, and judging from their looks we should say they have been very much abused. They are a part of the lot imported into this country to make the experiment whether or not they could be used to advantage in the Southern overland route between Texas and California, an experiment that we believe was started by Jeff. Davis, when Secretary of War.

## New-York Daily Times.

NEW-YORK, THURSDAY FEB. 23 1854

Explosion of the Steamer Kate Kearney, at St. Louis—Several Lives Lost.

From the St. Louis Intelligencer, February 17.

At 7 o'clock yesterday morning, the steamer Kate Kearney, while lying at the Alton wharf-boat at the intersection of Chestnut-street, exploded her boiler, killing and wounding a large number of persons. The boiler gave way just at the snapping of the last bolt, previous to backing out, and in an instant the whole forward-part of the boat was snatched to pieces, tearing away the cabin and entire upper works, from the water wheel to the stern, throwing down chimneys, boilers, &c., and burying underneath the wreck those who were so unfortunate as to be on board, and in that part of the boat.

The precise manner of the explosion we learn from Capt. BRUNER, who escaped without injury. He had come forward to ring the last bell, and was turning to go up the forward stairs to the hurricane roof, as the explosion took place. The pilot, Mr. G. R. PACARD, was also ascending the steps near the wheel-house to take his place at the wheel, and he, too, escaped without injury. Recovering from the stunning effects of the explosion, Capt. BRUNER found himself amid the mass of timber and fragments, immediately forward of the boilers, and from which he extricated himself with difficulty, and, strange to say, with only a few slight bruises.

Capt. BRUNER thinks there could not have been more than fifty or sixty passengers on board; some ten or twelve were collected around the stove in the social hall, but the larger number were in the main cabin, and some few on the forward guards. It is not known with any degree of certainty who were on board, or the number lost, as the names of the passengers are not registered.

Those who were killed on the spot were Rev. S. J. GAS-SAWAY, Rector of St. George's Church, in St. Louis. He was a passenger on board, on his way to Springfield in Illinois, to which he had been invited to deliver a course

of fractures. He was dreadfully wounded; his skull fractured and his leg broken in two places, besides the injury received by inhaling steam. Some of his friends who were to the levee at the explosion, recognized him only by the white cravat he wore.

Mr. HARDY, the second engineer, was taken to the Hospital, where he shortly died. D. KEEFE, a deck hand, also died at the Hospital. Two negroes were killed instantly. Twenty other persons were removed to the Hospital, suffering under various injuries. It is believed that not one half of them will survive. One of the patients had both arms and both legs broken. Brevet Major D. C. BULL, Adjutant General's Department, United States Army, was severely injured, by inhaling steam. He received a wound from a splinter in the side. Hopes are entertained of his recovery. Major RICHARD C. GARLIN, 7th United States Infantry, was wounded slightly. Master GATLIN, son of Major GATLIN, is seriously injured, and fears of a fatal termination were entertained. Of the guests at the City Hotel who were to leave on the boat, Wm. F. WOOLFOLD, or WOOLFOLK, is missing, and supposed to be lost. Three persons, it is reported, were seen to drown. The precise number of missing and drowned cannot be ascertained, and must be left to conjecture.

The *Kate Kearney* is an old boat, built in 1846 or 1847, and has been engaged ever since in the packet trade between this city and Keokuk. About three years since this same iron-hull boiler collapsed at Canton on the Upper Mississippi, killing and mauling a large number of persons. The flues were taken out, and new ones substituted, but the shell of the old boiler remained, the explosion of which is now felt with such terrific effect. It was intended last Summer and Fall to withdraw the boat from the trade, and tear her up, but owing to an accident to one or more of the Keokuk packets, she was kept running until the close of navigation. We have heard no reasonable cause as yet assigned for the catastrophe.

## New-York Daily Times.

NEW-YORK, THURSDAY, FEB 9, 1854.

### Six Steamboats Destroyed—Loss over \$100,000—Ice Moving—Intense Excitement.

From the St. Louis Democrat, Feb 3.

The first move of ice, which has been a fruitful theme for reporters for a month, and a source of great anxiety to steamboat owners for several days past, took place on Wednesday night last. Two large masses—one at the foot of Locust-street, and the other opposite the Dry Docks—started from their position with a crash, causing intense alarm along the river, in the vicinity of the steamboat landings. The bells were rung violently, calling thousands to the spot, all fearing another destruction by fire. The ice below Locust street started out from the shore some ten or twelve feet, taking the boats with it, snapping the largest cables, as if they were tow, and tearing up the rocks which had been sunk in the ground, to which boats were made fast. All the boats in that section, however, escaped serious injury. The *Grand Prairie* took advantage of a chasm of some thirty feet wide, which was opened by the move, just below her, and extending entirely across the river, to get up steam yesterday morning, and remove from her dangerous situation to a very secure harbor on the Illinois side.

The boats in the vicinity of the docks are most of them crushed, sunk, or rendered totally useless. The landing where they were moored is a bluff bank of solid rock, and the water but a few feet from shore is fifteen to thirty feet in depth. Some were sunk, one broke in two, others were crushed against the shore, and liable, when the ice starts again, to topple over into the river.

The first boat with which the ice came in contact was the *Asia*, owned by Messrs. SMITH & ROBBINS. She lay outside the *St. Ange*, and was instantly stove and sunk immediately. She is a total loss. Her value was about \$10,000, on which there was but \$3,000 insurance. A policy for the same amount expired on last Saturday, and the office refused to renew it. The *Asia* has been run for several seasons in the Upper Mississippi trade, and was a popular and money-making boat.

The *St. Ange*, lying close to the shore, was forced up it several feet, occasioning a general smash of her hull and upper works. She was also stove and filled with water immediately. She belonged to Messrs. LEWIS & BROTHERN, of this city, General PRICE, of Jefferson City, and Captain HARNUM, her Commander. She was valued at \$7,500, and was sold the day previous to Mr. ROBERTS, of Linn Creek, to be delivered after being docked and put in complete repair, for the sum of \$9,000. She had an insurance of \$2,500 in some branch office in this city, which has lately suspended and is not considered worth much. The *St. Ange* was a popular and staunch Missouri river boat, and had never met with any accident. Her machinery will be saved, as will the furniture and upper works.

At the stern of the *St. Ange* lay the splendid new river steamer *F. X. Aubrey*. She was also forced up the bank, and has her forward part considerably shattered. Her starboard guard rests upon the ice, and when that gives way she may also turn over into the stream. Everything movable is being taken off and out of her. She has been running but one season, and was built last Spring around the Ohio under the superintendence of her commander, Capt. BREEDER, and was a splendid specimen of steamboat architecture. She is owned by Messrs. BREEDER & COMPANY, and cost about \$32,000. She is insured for \$16,000 in Pittsburg offices. Her damage at this time is slight, probably not over \$1,000, but what will transpire before the danger is passed remains to be seen.

The *Elvira*, well known as a fleet and money-making

boat, lay next to the *Aubrey*, and is a complete wreck. Capt. DOZINA had just had her repaired, and had improved her appearance throughout most materially, expecting to keep her in the old trade between St. Louis and Glasgow. She was well worth the sum put upon her by her owners, the Messrs. DOZINERS, namely, \$17,000. She was insured in three offices in this city, the Citizens, the Phenix, and the Charles on agency, for \$13,500. The loss of the *St. Ange* and *Elvira*, and perhaps the *F. X. Aubrey*, will make a large vacuum in the Missouri line of boats and packets, being three of the most valuable in that trade. The citizens along that river have been clamoring for more boats lately. They will now have an opportunity to meet their surplus change in new ones.

Next to, and almost under the *Elvira*, was the *Excel*, a small boat engaged in the trade between St. Louis and Louisville, during the last year, under command of Capt. GRAY. Her onward upper works are badly smashed, but her hull is as yet unharmed. Her situation is however very precarious. Her value is set down at \$10,000—with no insurance. The policy had recently expired, and could not be renewed. A large barge lying between the *Elvira* and *Excel* was totally demolished, worth \$600 to \$800.

Further down the river, and in the most exposed position lay the magnificent *Garden City*—she was untouched by the first slide—but at the second, which took place yesterday about eleven in the forenoon, she was thrown broadside on to the bank, and is almost certain to turn its over into the river at the next starting of the ice. She is altogether the finest boat now at the landing, having cost last Summer over \$40,000. She is owned by Capt. FRISCH, her commander. Mr. MILLS, the clerk, and her builder at Pittsburg. She is insured for \$17,000—\$2,000 in this city, and \$15,000 in Pittsburg. She was built expressly for a St. Louis and Illinois river packet, and as such was generously patronized, and coined money for her owners. When we left her last evening she was leaning over towards the river at an angle of twenty-five degrees, and her chimneys being high, and of great weight, will cause her most certainly to go over with the first start of the ice or falling of the river.

Thus far, property to the value of more than \$100,000 is placed in great jeopardy, if not rendered wholly useless for the entire season. Where the destruction will and cannot be calculated. We fear it has but commenced. There are now in the same neighborhood several quite as valuable boats which may in an instant be crushed to atoms. The *Geo. W. Sparkhawk* is at the head of all, and is, perhaps, as safe as any. The *Polar Star*, just repaired, is on the dry docks, and consequently out of danger. The *Clara* is on the floating docks, and liable to be swept off, docks and all, in a moment. The work of destruction is almost instantaneous. The *Hibernia*, No. 2, a less valuable boat, is in less danger. The *Iowa*, with a new barge alongside, must suffer if the ice breaks up suddenly. The *St. Paul*, at the Alton packet landing, had up steam, as also had several other boats, through the day. The *Jeannie Deans* broke up the ice in the lower part of the harbor, but it could not float off, and lodged a short distance below.

It will be almost a miracle if the damage stops here. We trust we may have no more disasters of the kind to chronicle. We would, by the way, drop a word of caution to owners of boats in regard to fire. Greater caution, if possible, should be exercised in this respect now than at any other time, as the firing of one would be almost certain destruction to all at the levee as well as to buildings adjacent.

## The Daily Gate City.

SUNDAY MORNING, APRIL 9, 1871.

### JIM BLUDSO, (OF THE PRAIRIE BELLE.)

(J. Hay, the author of "Little-Breeches," contributes the following to the New York Tribune, of January 5th.)

Wall, no! I can't tell where he lives,  
Because he don't live, you see;  
Leastways he's got out of the habit  
Of livin' like you and me.  
Whar have you been for the last three year,  
That you haven't heard folks tell  
How Jimmy Bludso passed in his checks,  
The night of the Prairie Belle?

He weren't no saint—them engineers  
Is all pretty much alike—  
One wife in Natchez, under the hill,  
And another one here in Pike.  
A keerness man in his talk was Jim,  
And an awkward man in a row—  
But he never flunked, and he never lied,  
I reckon he never knowed how.

And this was all the religion he had—  
To treat his engine well;  
Never to be passed on the river;  
To mind the pilot's bell;  
And if ever the Prairie Belle took fire—  
A thousand times he swore,  
He'd hold her nozzle agin the bank  
Till the last soul got ashore.

All boats has their day on the Missisaiip  
And her day come at last—  
The *Movaster* was a better boat.

But the Belle she wouldn't be passed,  
And so she came tearin' along that night—  
The oldest craft on that line,  
With a nigger squat on her safety valve  
And her furnace crammed with rosin and pine.

The fire burst out as she cleared the bar,  
And burnt a hole in the night,  
And quick as a flash she turned, and made  
For that willer-bank on the right.  
There was running and cursing, but Jim yelled out,  
Over the infernal roar,  
"I'll hold her nozzle agin the bank  
Till the last galoot's ashore!"

Through the hot, black breath of the burning boat  
Jim Bludso's voice was heard,  
And they all had trust in his cussedness,  
And knowed he would keep his word,  
And sure's you're born, they all got off,  
Afore the smokestack fell—  
And Bludso's ghost went up alone  
In the smoke of the Prairie Belle.

He weren't no saint—but at judgment  
I'd run my chance with Jim,  
'Longside of some pious gentleman  
That wouldn't shook hands with him.  
He seen his duty, a dead sure thing—  
And went for it thar and then;  
And Christ ain't a goin' to be too hard  
On a man that died for men.

### THE LATE JAMES BLUDSO, ESQ. BY A DISGUSTED ENGINEER.

I've read that screed about Bludso,  
Who run on the Prairie Belle;  
Whether him or the fellow who wrote it  
Was the biggest fool I can't tell.  
But there's one thing dead certain,  
The fellow who spun that yarn,  
Knows more about hay-stacks than smoke-stacks,  
And I think that he'd better larn,

Before writing of boats and engines,  
And engineer's work and the like,  
A safety valve from a throttle,  
New York slang from Pike;  
And as for a couple of wives or so,  
And things as bad or worse,  
I hold these are private matters,  
And not fit subject for verse.

What I look at is the foolishness  
That he puts in an engineer's lips,  
About "holding her nozzle agin the bank"  
And the way that he passed in his chips.  
Does he think that a grosser uses a pole  
To poke a steamer along?  
Don't he know that an engine'll go herself  
If you open the throttle strong?

A man that runs on the Mississippi  
Has trouble and worry enough,  
Without being saddled after he's dead  
With a lot of disgusting stuff;  
Why a fellow that didn't know more than him,  
He couldn't have held a place  
On a "wheelbarrow" boat to tow a coal scow,  
Much more on a packet to race.

If he had seen his duty at all,  
He'd have known that he could do more  
By letting up that "yelling" of his  
And helping the others ashore;  
But if he was such a dod-rotted ass  
As to stay and be cooked that night,  
I know what a Pike county verdict would be,  
"T'would be "served the darned fool just right."  
—[Providence Herald.]

## THE CONSTITUTION.

THOS. W. CLAGETT, } EDITORS,  
CHAS. W. SMITH.

### CITY OF KEOKUK:

THURSDAY MORNING, 4:30 SEPT. 25.

### NEW ADVERTISEMENTS.

## KEOKUK AND QUINCY PACKET, STEAMER AD. HINE

CAPTAIN ROBT FARRIS,

Will make regular trips between Keokuk  
and Quincy, leaving Keokuk at 2 o'clock  
p. m. and Quincy 5 a. m., Sundays excepted  
or passage, apply on board or to  
A. BROWN,  
Agent.

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

February 13, 1854.

THE GREAT FIRE AT NEW-ORLEANS.

TWENTY-FIVE LIVES LOST.

DESTRUCTION OF STEAMBOATS.

Immense Loss of Cargo.

From the New-Orleans Picayune, Feb. 4.

Between 3 and 4 o'clock this morning the inhabitants of the upper part of the town were awakened by the usual alarms sounded on the breaking out of a fire. Those residing in the upper part of the city soon discovered that the scene of the commencing disaster was the steamboat levee, at the foot of Julia and St. Joseph streets, near post No. 10. Thousands of the citizens, and the firemen, with their engines, were soon on the spot; and, as the flames continued to spread with irresistible rapidity, and the alarms were redoubled, the excitement soon became immense, and the whole city was aroused.

The flames had commenced on board the *Charles Belcher*, Capt. CARLILE, which had arrived from Nashville during the night. Some reports state that she was on fire when she arrived, and put in among the fleet of boats at the levee; but as far as these involve the insurrection that her officers were aware of the fact, and yet recklessly ran her in, they will be considered as utterly unworthy of a moment's credit, unless and until unequivocal proof of them be established, which we, at least, cannot believe possible.

The fire certainly was discovered no long time after she had arrived, but it is far from following that she was then on fire, and utterly incredible that if she was her officers were aware of it. Short a time as it was after her arrival that the fire was discovered, it was yet long enough to bring it within the limits of probability, that feeding cotton for their fuel, the flames would not have attained a far greater ascendancy than they had. And there are other circumstances which deprive the reports of even the semblance of probability. They were first discovered aft on the lower deck, where they could not have burned any length of time without being discovered. When discovered, they spread so rapidly that the boat was almost instantly enveloped in one vast sheet of devouring and fury, it was with great difficulty that the passengers and officers saved their lives. Mrs. CARLILE, wife of Capt. CARLILE, sick in her berth, only saved her's and that of her child, by jumping from the hurricane deck on to the *Mohican*.

From the *Charles Belcher* the fire communicated to the *Mohican*, Captain IRWIN, loaded for the Tennessee River, and the fine new steamboat *Natchez*, Captain LEATHERS. From these it spread to the *Liah Tuna*, Capt. HAYGOOD, the *Crescent*, Captain MOORE, and the *Saxon*, Captain KERCHEVAL, all loading for St. Louis, all of which were totally destroyed, with all the cargoes they had on board, by 5 o'clock. They also caught the *Sultana* and a heavily-laden barge which she had in tow—the latter of which was totally destroyed—and the barge of G. E. WATKINS, which arrived yesterday in tow of the steamer *David Gibson*, from Cincinnati, laden with a large quantity of Western produce, and which was also totally consumed. The *Sultana* having only just arrived from Louisville, although she had commenced loading, still had her steam up; and, with the aid of her doctor, was able to put out the flames which took hold of her several times, and she finally backed out into the stream and gave what assistance she could in saving life and property.

Of the boats spoken of as destroyed, all have sunk, at the time we write, with the exception of the *Natchez*, which lies a charred, smouldering mass of ruins, floating within a few feet of where she lay when she took fire. The *Grand Turk*, which lay next the *Saxon* while she was burning, also took fire several times, but sustained comparatively little damage. The levee is now covered with half-burned cotton, damaged provisions, &c.; but what may be considered rather strange, under the circumstances the wharf is said not to have sustained the slightest injury from the fire. We regret to have to add that the occasion was seized by many who prowled about, wretches as they are, watching for such occurrences, for the purpose of plundering whatsoever they can lay their hands on. Some thirty of these have already been arrested, and numbers, perhaps quite as bad as they, lie drunk about the levee, from the effects of the liquor to which they doubtless helped themselves, as others did of hams, baggage, &c.

All this is sad enough, but reports, which, however, lack confirmation, give much more afflicting cause for sorrow. As many as forty lives are stated to have been sacrificed on the occasion. Inquiries, however, lead us to hope that it will be found that this number is much beyond the reality. We learn on the best authority that Capt. JAMES LEATHERS, brother of Captain T. P. LEATHERS, of the *Natchez*, is among the sacrificed. Reports also announced the destruction of Capt. T. P. LEATHERS, but this is certainly incorrect. They also report the loss of the mate of the *Natchez*, but this we have good reason to doubt. The chambermaid, her daughter, and the pastry cook of that vessel, were, however, all destroyed, and under shocking circumstances. The first had gone ashore, followed by her daughter, but notwithstanding the entreaties of the latter returned to endeavor to save some of her things, but only to lose her life, and cause the loss of that of her daughter, who accompanied her on her persisting in going. The pastry cook is said to have been so intoxicated as to be unable to save himself.

On board the *Charles Belcher* there were thirty negroes, men, women, and children, who were prevented from getting on from the after deck to the wharf, in consequence of the engine room being crowded with freight, and they were reported to have all perished, either in the flames, or in the river on jumping overboard. We have good reason to hope, however, that some of them have been found to have escaped, and others may have been equally fortunate. All the cabin passengers of this boat are positively reported to have escaped. Two deck hands, however, are added to those who are positively reported to have been lost. The report of the wife of Captain LEATHERS having been lost, we believe to be unfounded.

Some of the books and papers, and also the valuable letters of the *Charles Belcher*, were saved. The passengers, however, lost all their luggage.

The *Natchez* had arrived here only yesterday, with some 3,000 bales of cotton on board, of which at least 2,500 bales yet remained to be discharged. The *Mohican* had a large and valuable cargo, and was to have left this morning for the Tennessee River. The *Crescent* and *Liah Tuna* had discharged most of their cargoes. The *Saxon* was loading for St. Louis, and had about one-half of her cargo on board. The *Antelope*, Capt. BROWN, and the Texas steamship *Louisiana*, were in considerable danger, but fortunately escaped without any injury.

The loss is variously estimated at from half a million to a million. We think the former figure nearest the actual mark.

The *Charles Belcher* had on board 155 bales of cotton and 521 huds tobacco.

## The Great Fire Yesterday

From the same paper, Feb. 5.

Since our account of the great conflagration of yesterday morning, which we gave in our last evening's edition, we have gathered the following corrections and additional particulars. One of the most difficult inquiries to be answered is in regard to the loss of life. There are a thousand rumors floating about, but few of them can be traced to any reliable source.

JAMES LEATHERS, the brother of Capt. LEATHERS, of the *Natchez*, is not to be found, and it is feared that he was burned up on board of that boat.

The mate of the *Natchez* is said to be missing. The chambermaid, her child, and the pastry cook, belonging on board of the *Natchez*, are said to be lost.

One white man was seized by his hair, while he was in the water, by persons in a boat. They let go their hold, and the man was seen to sink.

Thirteen negroes belonging to Mr. WADDELL, five negroes belonging to Mr. GALLAGHER, three negroes belonging to Mr. CANNON, and three negroes under the charge of General MILLER, are supposed to be lost, as they have been missing all day yesterday. These twenty-four slaves were all on board of the *Charles Belcher*.

A man whose name was unknown, yesterday morning seemed to be overwhelmed with grief, as he said that he had lost all of his property and his friends by the disaster. He attempted to jump into the river, which he was prevented. He then drew a sheath knife and stabbed himself twice in the breast. He was taken to the Charity Hospital by the police.

A white man was found during the morning, clinging to the timbers on the under side of the wharf. He was nearly dead when he was rescued. He stated that he had been too weak to make his voice heard amidst the great noise and confusion.

The police boat of the First District, which was under the charge of officer WENDOVER, did great good service. The crew of the boat saved six persons from the water, who would otherwise have soon been drowned. We hear many glowing accounts of the bravery and coolness of officer WENDOVER during the battle with the fire.

A gentleman who saved his wife and child, states that when he made his escape with great difficulty, he left ten or fifteen persons on board of the *Natchez*. He thinks that most of them must have been lost, but he is not certain that any of them were lost.

Many of the passengers lost nearly all their baggage—several of them escaping in their night clothes. There was a large quantity of freight and country produce on the wharf near the burning boats. Some of it was removed to a safe place—much of it was damaged, stolen, and burnt. The police were very active, and succeeded in arresting over a hundred persons who were found in the act of committing larcenies. The Chief of Police hired several yaws, which he manned with officers, and sent into the stream to check the thieves, who were in boats picking up valuable property. A large number of trunks and a great quantity of half-burnt goods were taken from thieves and deposited in the police office.

The following estimate of the value of the boats and the insurance on them, we take from the *True Delta* of last evening:

The *Saxon*, Capt. KERCHEVAL, was to have left for St. Louis last evening. She was valued at \$28,000; owned by FRANK JOHNSON and J. C. SHANNON, of this city; insured in Louisville for \$14,500. Her cargo, principally dry goods, was valued at \$50,000.

The *Charles Belcher* cost \$95,000; insured in St. Louis for \$60,000; owned by CUTLER & VALENTINE, of St. Louis; cargo valued at \$200,000.

The *Crescent*, Capt. YOUNG, was to have left yesterday afternoon for St. Louis. Value, \$23,000; insured in Cincinnati for \$10,000; owned by the captain. Her cargo was valued at \$35,000.

The new *Natchez*, (packet,) Capt. LEATHERS; valued at \$85,000; insured in Louisville and Cincinnati for \$30,000; owned by Capt. LEATHERS and T. C. HOLMES, of this city. Cargo worth \$100,000.

The *Liah Tuna*, Capt. HAYGOOD; owned by HEWITT, ROWE & Co., of St. Louis, and the captain; worth \$30,000; insured in St. Louis for \$20,000. Books and papers saved. No cargo on board.

The *Mohican*, Capt. IRWIN, owned on Tennessee river, valued at \$20,000; no insurance; cargo, pork and groceries, valued at \$40,000.

The bark *Isaac*, owned by SMITH & SHOTWELL, of Louisville; cargo consisting of up country produce; was

insured in Louisville for \$20,000.

It will be seen that none of the boats were insured in this city.

Captain CARLILE, of the steamboat *Charles Belcher*, which was burned yesterday morning, at the foot of Girod-street, has called upon us, and states the following particulars of the origin of this lamentable disaster:

The *Charles Belcher*, which is one of the largest boats on the river, arrived from Nashville at 6 o'clock on Friday evening. The passengers (about fifty in number) remained on board, to sleep. The Captain and Mrs. CARLILE, with an infant child, retired to rest in the Captain's room, on the hurricane deck, about 10 o'clock. At about 4 o'clock, they were awakened by an alarm of fire, which was given by a gentleman who was sitting up in the cabin. Capt. CARLILE immediately rose and went below, and found the wood-pile, on the afterguard, larboard side, on fire. It being found impossible to bring the hose to bear upon the burning wood, an effort was made to extinguish it with buckets; but no impression could be made upon the conflagration by this means, the flames spreading so rapidly as soon to communicate with the cabin floor above, and from that moment the work of destruction was so rapid as to be uncontrollable.

The particulars of the communication of the fire to the other boats, and their consequent destruction, together with the loss of freight, &c., have already been given.

Capt. CARLILE expresses his utter inability to account for the cause of this disaster. He suggests that the fire may have been accidentally communicated by sparks from the torches of some boat or other during the night, attempting to get into a berth near the *Belcher*, but there was no possible way, he says, in which it could have happened from any cause originating on board his boat. The fire must have been kindled from the outside of the boat. Such was the direction of its course.

The escape of Mrs. CARLILE, the lady of the captain, and her infant, was truly wonderful. After discovering that he could not extinguish the fire, Captain C. returned to his room on the hurricane deck, to save his wife and child. On his way he met Mr. THOMPSON, one of the pilots, who offered his assistance. He took Mrs. C. and the Captain took the child. The pilot proved and fell, with Mrs. C. in his arms. Being separated from her he returned once more for her; on attempting to reach her she fell again from the hurricane deck to the boiler deck, and thence to the main deck. Meanwhile Mrs. CARLILE lay on the hurricane deck nearly suffocated with smoke. A puff of wind clearing it a little, she caught a sight of the steps leading to her room, which she ascended, and entered it. No one was there. The engineer, Mr. PACKARD, who was endeavoring to save his child from his room, which was adjoining the Captain's, seeing the lady, asked her if she would jump with him to the deck below. She replied affirmatively, and he took her in his arms and jumped on the starboard side.

Thence he took her to the adjoining boat the *Mohican*, and from there to the shore, where Captain CARLILE, who had made several efforts to regain a foothold on the *Belcher*, but in vain, was waiting in agonizing uncertainty of her fate. He took her in his arms and bore her from the scene of the disaster, and he had not passed over half the width of the levee when she exclaimed that the chimneys of the *Belcher* had fallen, so rapid had been the work of devastation above the fat-d boat.

Capt. CARLILE says that he can never express, much less repay, the deep obligation he feels under to the noble engineer, Mr. PACKARD, for the intrepidity he manifested amidst surrounding and impending danger of the most appalling kind, in the successful effort to rescue Mrs. CARLILE, and to restore her to her husband and her child; regardless of every selfish consideration, and forgetful of everything but the claims of disinterested humanity. We are happy to say that Mrs. CARLILE is with a friend in this city, and is doing well.

Mr. DOUGLAS, the clerk of the ill-fated steamer, states to us that he was sleeping in his office, in the forward part of the boat. On hearing the alarm of fire, he called up the passengers, and returning to the office endeavored to save the books and papers from the safe. He succeeded in carrying them to the bottom of the cabin stairs, when he was knocked down by a trunk thrown from the boiler deck, which occasioned him to drop the greater part of the books and papers, and he barely succeeded in getting out before the chimneys fell. Among the papers lost was a portion of the passage money in Tennessee funds principally. The valuable letters and drafts were saved.

With regard to the loss of life, it is the opinion of Capt. C. that out of some forty negroes, belonging to passengers on board the *Belcher*, about twenty-one are lost.

ANOTHER DESTRUCTIVE FIRE.—As we go to press a fire is raging in Chartres street, with a prospect of the most alarming result. The alarm was given between 12 and 1 o'clock, and was caused by a person from J. J. ALBERT'S hat manufactory, No. 37 Chartres street. When our reporter reached the scene of the conflagration, this establishment was completely wrapped in flames, which were burning forth from all the windows on Chartres street. The fire department was on the spot in full force, and was exerting its noblest efforts to confine the fire to the single building in which it originated. But it soon communicated to the drug store, No. 30, and the roof of the clothing store, No. 35, was in flames as our reporter left the spot, for the purpose of making this report. There was a prospect that, despite the exertions of the firemen, the conflagration would consume at least three stores. The fancy store of PRIFPER, directly opposite ALBERT'S, seemed in great danger. The supply of water seems to be short. The fire is raging as we go to press.

168  
NATIONAL INTELLIGENCER.

WASHINGTON.

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

FRIDAY, SEPTEMBER 23, 1842.

OUR WESTERN RIVERS.—The necessity of liberal appropriations on the part of Congress for the improvement of the navigation of the Western rivers, is shown (says the Baltimore American) in the facts stated in the annexed article. For the general purposes of trade and travel between the various points in the great Mississippi valley, these rivers are the great channels of communication, and the improvement of their channels is as much a national object as any to which the means of the General Government can be devoted:

FROM THE CINCINNATI REPUBLICAN, SEPT. 17.

TWO MORE STEAMBOATS LOST.—Yesterday's mailboat from Louisville brought as the news of the loss of two more steamboats below, the Mentor and New Orleans, both snagged at the same place, Goose Island, just above Commerce, on the Mississippi, and about 25 miles above the mouth of the Ohio.

The Mentor was bound for St. Louis from New Orleans and struck the snag last Saturday evening, but soon got off and dropped a short distance below, where she is broke in the middle, and will prove a total loss, except her engine and cabin furniture. She was built at Pittsburg a year or two since, at a cost of \$23,000, but we believe was owned at St. Louis, and had been exclusively engaged in the New Orleans and St. Louis trade.

The New Orleans struck on the same snag the next morning, on her passage down from St. Louis to New Orleans. She is also broke in the middle, and boat and cargo will prove a total loss, with the exception of her cabin furniture and, possibly, the whole or a part of her engine. She was loaded with wheat, corn, and flour. Her bow lies in ten feet water, and her stern in 18. She was built in Cincinnati two years since, at an expense of \$30,000, and was owned here. She was partially insured here.

The loss of these two valuable boats, with their cargoes, furnishes another striking occasion to speak of the neglect that our Western rivers have received at the hands of Congress for the last ten years. At the very spot where these accidents occurred the river is strewn so full of these wrecks of steamboats, that it is called by pilots "the Grave Yard." Within a space of a mile or so can be seen the wrecks of the Vermont, Corinthian, Louisville, New Orleans, Mentor, and three or four others, whose names are not now recollected, that have been lost within about a twelvemonth. These boats, with their cargoes, cost nearly a quarter of a million of dollars in round numbers. Thus, at this very spot, there has been lost a greater amount of property than has been appropriated to clearing out these rivers for several years.

New-York Daily Tribune.

THURSDAY, DECEMBER 1, 1853.

BURNING OF THE STEAMBOAT VOLANT, AND PROBABLE LOSS OF LIFE.

We learn from *The Vicksburg Whig* that the steamboat Volant, plying as a packet between Vicksburg and Yazoo City, was completely destroyed by fire, on the afternoon of Tuesday, the 15th, in the Yazoo River, a short distance below Cardiff. From the officers *The Whig* gathered the following particulars in relation to the fire and the loss:

About 5 o'clock on Tuesday evening, as the boat was ascending, and under headway, a liquid of some kind ran down from the upper deck upon the doors of the furnace, and the fire immediately blazed, up, but it was discovered and the flames were suppressed for a moment by those on deck. The dripping of the liquid again caused an immediate outburst, and the flames loomed up fearfully, and the effort to extinguish them by water but added fury to them. At this time Mr. Allain, the clerk, who was in the office, discovered the smoke, and gave the alarm to the pilot, who immediately ran the boat to the bank. He then ran back to give the alarm in the ladies' cabin, and to aid in getting the ladies ashore; and, after he had aided in so doing he made an effort to get into the office to secure the books and papers of the boat, but the rapid spreading of

the flames prevented him from entering the office.

The fire was so fierce in its progress through the cabin, that the officers and passengers barely had time to escape with their lives, and lost their entire baggage. One passenger named Potter, a rufaman, was missing, and as he was known to be asleep and intoxicated a short time before, it is supposed he was burned. What the liquid was that caused the fire, is a matter of doubt even with the officers—some of them supposing it to be camphene, and others spirits of turpentine or spirits of wine. It is known that there was a five gallon demijohn of turpentine, and one also of spirits of wine, on the forward part of the boiler deck, and some of the officers think that they burst or leaked, and that the liquid which caused the fire came from one or both of them.

After the passengers got ashore, most of them fled to the woods under the apprehension that an explosion would follow; but we are informed that the officers remained, and after using all possible efforts to extinguish the flames, and finding them useless, they endeavored to scuttle her, so as to save as much of the boat, and as large a portion of the cargo and baggage as possible; all efforts were, however, unavailing, and after burning to the water's edge, the hull sunk in about fifteen feet water. The cargo of the boat was unusually large for this season of the year, and supposed to be valuable. A more complete loss has rarely ever been sustained, even by fire on the Mississippi—nothing of any value having been saved except the iron safe, containing the money of the boat. When the cabin floor gave way, the safe fell through on the boilers and the Captain made the hands throw water upon it, and ropes around it, and succeeded in getting it ashore.

We learn that Captain Brown, the master of the boat, lost not only his papers and entire baggage, but about \$1,100 of money belonging to him individually. Mr. Allain, the First Clerk, Mr. Dent, the Pilot, and, indeed, all others of the officers, as well as the passengers, lost everything but what they had upon their persons at the time of the breaking out of the fire. One of the ladies on board stopped a moment to secure some valuable jewelry, and came very near forfeiting her life by so doing, as the flames rushed in, and closed all egress from the cabin by the usual way. Mr. Dent, the Pilot, however, descended the "hog chain" with her, and saved her. Among the passengers on board were Mr. W. V. Davenport and lady, of New-Orleans; Lieut. Col. A. G. Bennett, U. S. A. sinter and daughter; and we regret to learn that Col. Bennett was one of the heaviest sufferers, having lost not only many valuable papers, but a large sum of money.

The Volant was owned by the Captain, J. C. Brown, the Pilot, Mr. Dent, and Messrs. Crutcher & McRaven, of this city. We are informed that she was not insured.

NATIONAL INTELLIGENCER.

WASHINGTON

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

TUESDAY, OCTOBER 25, 1842.

A DREADFUL STEAMBOAT DISASTER.

The papers brought by the Western mail of yesterday contain accounts of a most deplorable steamboat disaster, which befel one of the St. Louis boats on Thursday, the 13th instant, while on her way to New Orleans. Report variously states the number of persons drowned at from twenty-five to fifty. We find the most particular account of the accident in the Louisville Journal, which we copy as follows:

"The steamboat Carrier reports having passed the steamboat Eliza, on Thursday evening, at 2 o'clock, in the Mississippi, two miles above the mouth of the Ohio, sunk to the hurricane deck. Forty passengers are supposed to have been drowned, and among them the Captain's wife and child. The Carrier rounded to, but could render any assistance.

"We have taken considerable pains to ascertain the particulars of the loss of this steamboat, but find we have little more than rumor to rely upon. It appears that the Eliza had taken a large freight of flour, grain, lead, &c. and a great number of passengers, at St. Louis for New Orleans. She had also on board some cattle, sheep, and horses. The number of passengers is vaguely estimated at from one to two hundred. When she had reached a narrow bend of the Mississippi, on Thursday about dinner time, five miles above the mouth of the Ohio, she was met by the J. M. White, towing the hull of the old Madisonian upstream. The White and the hull occupied so much of the river that the Eliza was forced out of the channel, and the waves of the White at the same time caused such commotion in the river that the pilot of the Eliza could not distinguish the snags between the channel and the shore. In this

hurricane deck, each end of which was above water, the waves washing over the middle. The deck was then crowded with passengers, agitated by terrors indescribable. They could give but a confused account of the number drowned. The probability is that it did not exceed forty. The captain of the Carrier thinks the disaster must have occurred about dinner time, as it was 2 o'clock in the day when he reached the bend. The people on the hurricane deck of the Eliza were in great dread of the deck bursting up, which providentially was prevented by the weight of so many persons standing on it."

had rushed up to the hurricane deck with two of her children, where she and they might have been safe, but, in her fright and agitation, she rushed overboard with them, endeavoring to grapple some drift logs. The logs, however, turned in the water every time she attempted to grapple them, and finally she and one of her babes sunk to rise no more. The captain, who had been giving directions for the safety of the passengers, observing the struggles of his wife, plunged in to save her, but was only in time to rescue one of the children. He clung to a log and was saved. We could not learn whether the J. M. White had it in her power to render much assistance, but understand her yawl was sent out for that purpose. When the Carrier came up, the Eliza was sunk to her

position the Eliza struck heavily a large walnut snag in deep water and instantly began to fill. The confusion among the passengers rising in every direction on the boat, no doubt increased the danger. A vain effort was made to steer the boat for the bar on the Missouri shore, but the wheels soon became water-logged; and the passengers having by this time rushed in great numbers up to the hurricane deck, and fearing the boat would swing into the deep current, several plunged towards the Illinois shore. Some reached it, but many were drowned. The whole thing was so sudden that it is believed the deck passengers below, with the cattle, horses, &c. were carried down before they could get from under the cabin deck. The captain's wife

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

Trip No. 3  
**COMBINATION TRIP**  
 TO  
**Davenport and Rock Island**

On Steamer Keokuk to Burlington  
 On Steamer Black Hawk to Davenport-Rock Island  
 Leaves Quincy every Monday, Wednesday, Friday  
 at 3 p. m., Keokuk passengers board boat  
 same evening; returning to Quincy  
 fourth day at 11 a. m.

Trip No. 4  
**Excursion: Quincy to Keokuk**  
 Every Sunday. Leaves 8 a. m., returns 9 p. m.  
 Fare, 50c.

**PLAN YOUR VACATION  
 TO INCLUDE ONE OF THESE TRIPS**

Affording a delightful river outing that  
 means real pleasure, comfort, restful di-  
 version, and relaxation, which comes with  
 steamboat travel along the Mississippi.  
 - Away from land and dust and heat;  
 beautiful scenery, cool breezes.

**EXCELLENT MEALS: : FIRST-CLASS  
 SERVICE: : LARGE STATE ROOMS**

For further information, and to make reservations, call or write

**WHITE COLLAR LINE.**  
 GENERAL OFFICE, DAVENPORT, IOWA

A. H. PENNOYER, Agent, QUINCY, ILLINOIS  
 B. HUTCHINSON, Agent, KEOKUK, IOWA

# River Trips

**ONE, TWO, AND FOUR-  
 DAY VACATION CRUISES**

ON THE MISSISSIPPI RIVER



FROM  
**Quincy .. and .. Keokuk**

WHY NOT SPEND A FEW DAYS

**“Steamboating”**

ON THE

**WHITE COLLAR LINE  
 STEAMERS?**

## The Daily Gate City.

SATURDAY MORNING, DECEMBER 24, 1870.

### THE RIVER.

**A Rapid Decline and a Subse-  
 quent Rise.**

**SINKING OF THE STEAMER  
 “CRICKET.”**

**The Ice Gorged Above and Below the  
 City--More about the Steamer  
 Illinois.**

The paternal ancestor of all small streams  
 is performing more of his queer antics. On

Thursday the water commenced to decline  
 rapidly and continued going down until 8  
 o'clock yesterday morning, when it reached  
 a point three inches below the low water  
 mark of 1864. The decline was so rapid  
 and unlooked for that the steamer "Cricket,"  
 which was lying at our levee, was caught  
 upon a large rock and so damaged as to  
 cause her to sink. The water at that place,  
 however, was not more than eight or ten  
 feet deep, so by a vigorous effort the boat  
 was emptied and again brought to the sur-  
 face. To what extent she was injured we  
 could not ascertain, but understand  
 that it was not very great. Last evening  
 the river commenced rising and at dark  
 was coming up with about the same degree  
 of rapidity that it had previously gone  
 down.

The manner in which the river will  
 freeze over at this point this year is about  
 as peculiar as many other eccentric freaks

which it has performed during the past  
 season. On Wednesday morning last an  
 ice bridge was formed at Montrose, twelve  
 miles above us. And right here we will  
 state that this caused the above mentioned  
 decline in the river. At about the same  
 time the ice gorged and closed the river  
 about four miles above Hannibal. The gorge  
 has been sweeping gradually up the river.  
 At 10 o'clock yesterday morning it had  
 reached Warsaw, and our readers need not  
 be at all surprised if they wake up this  
 morning and find the river firmly bridged  
 at this place. We will also state in this  
 connection that the gorge below is the cause  
 of the rise which commenced yesterday af-  
 ternoon, the water having backed up.

Thursday morning's dispatches stated that  
 the steamer Illinois, which left Keokuk  
 Monday for St. Louis, grounded near the  
 mouth of the Illinois river, and fears were  
 entertained that she would be cut down by

Trip No. 1

# TWO DAY TRIP

TO BURLINGTON, AND RETURN

90 Miles of Delightful Scenery, including the Keokuk Dam and new Lake Cooper—four hours in Burlington—

ON THE

## STEAMER KEOKUK

Leaves Quincy every Monday, Wednesday and Friday at 3:00 p. m.

Leaves Keokuk next morning at 5:30 a. m.

(Passengers board boat night before)

Arrives Burlington Tuesday, Thursday and Saturday at 11:00 a. m.

(Returning same day at 3:00 p. m.)

Arrives Keokuk that evening at 7:30 p. m.

Arrives Quincy second day—every Wednesday, Friday and Sunday at 10:30 a. m.

FROM QUINCY

ONE WAY, \$2.50; ROUND TRIP, \$4.50  
including meals and berth



A River Scene

Trip No. 2

# FOUR DAY TRIP

To TRI-CITIES — DAVENPORT : ROCK ISLAND  
MOLINE : AND RETURN

180 miles of interesting scenery; four hours in Burlington and five hours in the Tri-Cities for sight-seeing.

## STEAMER HELEN BLAIR

Leaves Quincy every Thursday at 3:00 p. m.

(Keokuk passengers board boat that evening)

Arrives Davenport-Rock Island Friday at 11:00 p. m.

Leaves Davenport Saturday at 3:30 p. m.

Arrives Keokuk Sunday at 1:00 p. m.

Arrives Quincy Sunday at 9:00 p. m.

Leaves Quincy every Sunday at 8:00 a. m. on Steamer Keokuk, connecting with Steamer Helen Blair at Keokuk.

Leaves Keokuk every Sunday at 4:00 p. m.

Arrives Davenport Monday at 11:00 p. m.

(Returning Tuesday at 3:30 p. m.)

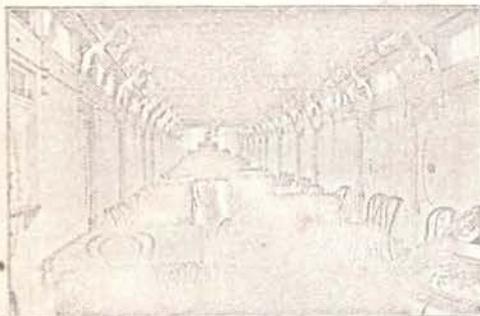
Going Straight Through on Steamer Helen Blair

Arrives Keokuk Wednesday at 7:30 p. m.

Arrives Quincy Thursday at 10:30 a. m.

### LOW ROUND TRIP RATES

From QUINCY, \$9, KEOKUK, \$7, INCLUDING MEALS AND BERTH



Cabin, Steamer Helen Blair

For a short and novel vacation outing, with service, meals, and scenery first-class, and at prices that are extremely low, these trips are highly recommended.

THE GREAT DUST HEAR CALLED HISTORY  
R. J. BICKEL KEOKUK IOWA

the ice. It transpires that the telegraph did not give a very accurate statement of the facts in the case. Instead of being grounded near the mouth of the Illinois river, she was caught in the gorge at Hannibal, and we learn through a private dispatch received last evening that she is still in that condition, without any very encouraging prospects an immediate relief. She does not however stand in any danger of being cut down by the ice.

during the low stage of the river, that they have been obliged to charter another boat. The boat is the John Quincy, which arrived from Quincy, Illinois, on Monday evening last. The Company will now be able to take teams across as soon as they arrive, thus obviating the necessity of their waiting a half day for their turn.

this afternoon, at the head of an outlet forty miles above here, and within five minutes filled and turned over, a portion of her cabin floating off. There were twelve cabin passengers and some ten deck passengers on board, but by means of life-boats, and by clinging to the wreck, they all, together with the crew, were saved, and were brought here to-night by the Belle of Memphis. L. S. McGear, mate of St. Louis, was slightly injured in trying to get up stairs after the accident. Captain Shunk brought him here and left both clerks and watchman in charge of the wreck. A portion of the cargo can be saved, but the boat will prove a total loss. She was valued at \$10,000, and insured in the Eureka, of Cincinnati, for \$4,000.

## THE GATE CITY

KEOKUK: 1863

THURSDAY, OCTOBER 29.

### DAILY GATE CITY:

WEDNESDAY MORNING, DEC. 29, 1875.

#### Total Wreck of the Steamer Minneola.

MEMPHIS, Dec. 27.—The steamer Minneola, Captain Shunk, of the Memphis and Cincinnati line, from Cincinnati to this city with about 100 tons miscellaneous freight, struck a hidden obstruction about 3 o'clock

A NEW FERRY BOAT.—The Ferry Company have been so pressed with freight

# Names of Old Steamboats Embody Romance of River

The Daily Gate City  
KEOKUK, IOWA 7  
WEDNESDAY, MAY 1, 1937

By Mrs. Carl Blum

NAUVOO, Ill. — It is claimed the first steamboat to pass Nauvoo was the "Western Engineer" in 1820; and the second was "Virginia" in 1823. However it was not until 1830 that steamboats came into general use on the Mississippi river at this point. When Nauvoo was known as Venus, Joseph Teas was licensed to run a ferry opposite the city in 1834; and when Venus become Commerce, John Gillet was licensed to operate a ferry, his tax for a license being \$10.00. In those days the Mississippi river valley from St. Louis to Galena had many men who disregarded law and order. It was a difficult time for the people had little confidence in courts and justice.

### Capt. Daugherty

One of the boats that ran the Mississippi in 1836-37 as far as Galena, was the "Missouri Fulton." The next one was the "Moselle," known as a fast runner. The "Moselle" blew up at the wharf at Cincinnati in 1837. In 1840 the "Amaranth" was plying these waters. When Capt. J. F. Daugherty came to Nauvoo from Terre Haute, Ind., in a covered wagon in 1841, Nauvoo had a population of 17,000. Daugherty planned to go on to "Keokuk Iowa" so the family crossed the Mississippi at this point on a primitive flat-boat ferry propelled by two horses, one on each side working a treadmill. This furnished the power to turn the wheels and propel the boat. Keokuk, then referred to as the Point, had a population of a hundred.

The "Newton Waggoner" was built in 1850; the "Dan Hine" in 1860-61; the "Prescott" and the "Molly Mohler" in 1860 and the "Polar Star" was operating along here when the Civil War began. The "Lightering" of steamboats over the Des Moines rapids at this point, during low water, developed into a business and men who engaged in keel-boat-ing were the Hines, Browns, Faulkner and Owens of Mont-

rose, Ia., and the late Capt. Newberry, father of the artist, Lane K. Newberry.

During the Mormon era Nauvoo had a ferryboat called the "Iowa Twins." It was wrecked at old Nauvoo landing during an ice jam and it is claimed the hull lay in the river until it rotted away. The next ferry here was the "Lucy Neal." In 1866 work began on the "Ida" which was built at LeClair, Ia. It started out as a horse power ferry but was later equipped with a four-horse power engine. It operated here until 1874. The steamer "A. Burtin" was a side-wheel single engine scow built at Montrose and placed in trade in 1875. It was built by Louis Burtin and brings to mind an old proverb: "A boat named for its owner will never succeed." Other boats that ran the river were the "Monsoon" and the "Warrior." The "Rosalie" was reputed to be the loudest on the river; and the "Tempest" the noisiest among the steamboats. There was also the "Asprey," commanded by Capt. Anderson, Keokuk, Ia.; and the "Time and Tide" built by Capt. E. W. Gould, a Warsaw man.

### Nauvoo Pebble

The "Annawan" came from Quincy with an excursion party on July 4, 1843 leaving Quincy at 8:30 a.m., and arriving at Nauvoo at 2 p.m. Other boats were the "War Eagle," "Vixon," "Lucia," "Colonel Patterson," "Frankie Filsom," "Keokuk," "White Eagle," "Gem City," "Sam Atlee," "Helen Blair," "Blawk-Hawk" and the "Senator."

Back in those days people were advised to "go to Nauvoo to gather curious pebbles along the Father of Waters and get relics of by-gone Mormon days." On August 19, 1890, camping and eating places were popular at Bluff Park, Ia., and advertisements told of the secret closet in the Prophet's old home and of the underground caves where the Prophet kept his treasures. It stated "See how books are made with plane and saw," and also "For a light consideration, you may carry off a memento of the cupboard of the Prophet, then by the light of your camp fire in the evening you may count

your collected treasures."

The "Nellie Bly" was bringing excursions to Nauvoo on Sundays during 1890-91, coming from Keokuk it arrived at noon and remained until 6 p.m. On June 10, the boat was tied to the Nauvoo landing by Deputy Sheriff Helms for a debt of \$23 and when the debt was paid the boat was allowed to leave. In 1891 the "City of Quincy" was a familiar sight. In 1892 the "Pauline" ran between Burlington and Nauvoo each Tuesday and Friday. In 1893 the following boats laid up in Quincy Bay for the winter: "Gem City" "Mary Morton," "Sidney," "Lumber Boy," "Carson," "Park Bluff," "Bella Mack," and the "Monarch." The "City of Nauvoo" and the "Prescott" spent that winter here in the Dundy Island slough. The "Matt F. Allen" once plied between Fort Madison and Burlington, coming on down to Nauvoo on Saturday afternoons.

### Exciting Race

In 1891 the "Libbie Conger" brought 1,100 pounds of freight to Nauvoo from St. Louis. The "Island Bell" ran between Keokuk and Warsaw; and in 1892 the "Pauline" and "Helen Schulenburg" ran an exciting race in these waters. The ferryboat, "City of Nauvoo" was built at Rock Island in 1884 for Dundy and made regular trips between Montrose and Nauvoo for 62 years. In January of 1946 it became a victim of the river she had crossed so many times. In former years there were privately owned pleasure crafts just as today. Among them were the "Orinoco" and the "Minnesota" owned by the Mayos and the "Idle Hour" owned by Dr. A. Philpott. Gradually rafting became a thing of the past and by 1913 there was only one rafter on the river, the "Taber."

Showboats included "French's New Sensation," the "Rice-Dore," "Cotton Blossom" and the "Goldenrod." Some boats that met with disaster were the "American Floating Palace," that sank here at Dundy Island in 1915; the "Wonderland," that sank; the "Percy Swain," that sank in eight minutes; the "Princess," that

burned at Quincy in 1918; the "Majestic," that sank in 20 feet of water in 40 minutes; the "Columbia," which ran between Quincy and Burlington from 1905 to 1911, sank; the "Mary Morton," sank; the "Mayflower" burned; and the "Park Bluff" sank in 1894. One is reminded of a 1732 proverb — "As welcome as water in a leaking ship."

The "Eloise" plied these waters between Keokuk and Burlington for years. The "Gordon Greene," last of the genuine packets, passed Nauvoo recently. Well known tow boats were the "Nauvoo" built at Grafton; "Dixie," "Everett," "Vivian," and the "Niota Belle." The Diamond Jo, Blair and Streckfus lines were very familiar ones. The "Golden Eagle" made trips between St. Louis and St. Paul but during the later years, passengers were obliged to board the boat at Keokuk. The "Golden Gate" was an excursion boat. The "Burlington" built in 1865, ran between St. Louis and St. Paul.

## DAILY GATE CITY

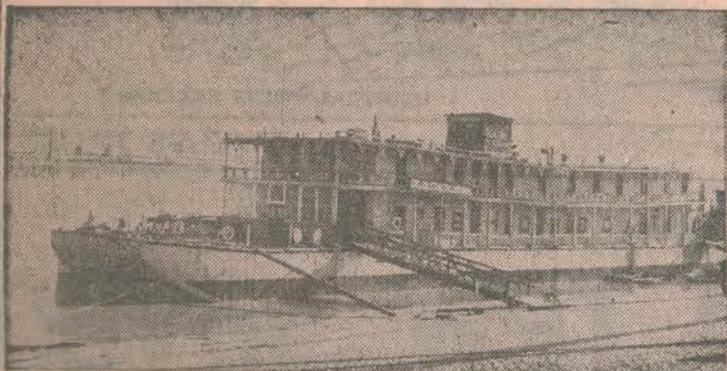
# NEW GOLDENROD WILL BE BUILT IN IOWA YARDS MAY 25, 1937

A new lighthouse tender "Golden Rod" is to be built at the Dubuque yards for the government to cost \$124,700 it has been announced. The boat is to have a steel hull, 103.9 feet long, with a twenty-four foot beam and five foot depth. It will be Diesel engined.

It has been announced also that three more towboats for the Federal Barge Line fleet will be ready for use early next year. Orders have been placed for these which will be on the "Tom Sawyer" type of boat. Each will have around 1,200 horsepower and will be of the twin screw tunnel type of construction and equipped to burn oil. They will be designed for service on the Illinois and Missouri rivers.

# LAST OF THE SHOWBOATS

## Two-Week Visit Became 16-Year Stay



Two views of the Goldenrod. Note current "attraction" in lower photo.



part that the Mississippi river belonged to no one particular city, and anyone paying wharf fare was entitled to cast anchor and remain for as long as they chose.

Since then, the \$75,000 *Goldenrod* has played to more than a million people, who come for hundreds of miles to witness one of Captain Menke's "drammers." The cast's repertory is composed of all the old staples, such as *East Lynne*, *Trail of the Lonesome Pine*, *Ten Nights in a Bar Room*, *Lena Rivers*, *Over the Hill to the Poorhouse* and *Uncle Tom's Cabin*. The *Trail of the Lonesome Pine* is one of the most popular of the programs.

Captain Menke believes he is one of the few showmen in the world who has traded tickets for a peck of Georgia yams or a Louisiana watermelon, and then let the customer try fishing in the river between acts one and two.

**HE HAS** barnstormed and "river-stormed" *East Lynne* from the apple-and-cheese wharves of Wisconsin to the lotus-flowered piers of the Deep South. During his long career, he has had six boats sink from under him, and one night in a storm actually drifted out to sea.

"The next morning when the storm was over, we found we were 30 miles from land," he said. "I never knew actors could pray so much as they did that night."

His cast of 10 thespians is unique in the theater, for each actor can do most any role called for, and also assists in the orchestra pit, or as a stage hand as well.

**HIS BIGGEST** embarrassment, he admitted, was during the war years, when blank cartridges simply were unobtainable. In his "drammers," the report of a pistol is frequently heard. During these trying years, the actors just leveled their guns and said "Bang!" The customers didn't like it.

The *Goldenrod's* audiences heckle the players, hiss the villains and cheer the hero. It's all part of the show. At times the retorts are so clever that the stage manager steps out and congratulates the amateur ad libbers.

The *Goldenrod* has been sunk three times. Once, when a gaping hole was torn into her hull, Menke himself squeezed his body into the opening, and for five hours acted as a human dike until repairs could be made. In 1947 a steel hull was slipped under the boat. As the last showboat in the country, Menke still threatens to "up anchor" and barnstorm the river, much as in the days of old.

auditorium, with 16 double rooms for the cast.

As late as 1930, there were still an even dozen showboats plying the rivers in America. Today, the *Goldenrod* is the only remaining boat afloat.

When the *Goldenrod* steamed up to St. Louis, back in 1937, Captain Menke was met by a contingent of police and several of the "legitimate" showmen of the city who didn't relish any competition from the catfish circuit, and told bluntly to move on.

**MENKE** simply floated his boat down river for some distance, then anchored, and walked into town. Soon he was in possession of a federal court ruling that stated in

The Keokuk Gate City and  
Constitution Democrat

MONDAY, JUNE 16, 1952

By GROVER BRINKMAN

Central Press Correspondent

ST. LOUIS, Mo.—Moored at the foot of Locust street, on the Mississippi here, is a unique boat, the last of its type in America. Immortalized in song and story, Capt. J. W. (Call Me Bill) Menke's *Goldenrod* is the sole remaining showboat of an historic era.

Sixteen years ago, the *Goldenrod* docked at St. Louis, for a two-week stay. Strangely, it's been there ever since. Built in 1909, the boat is 220 feet long, 45 feet wide and 40 feet high, and accommodates 600 people in its theater

# Riverfront on the Upbeat

## After Dark the Tempo Increases Along the Levee

By RICHARD M. JONES of the PICTURES Staff

"This riverfront is really coming back to life," says Frank Soucher. "It was a downhill drag for several years, but it started up again when the Arch was built." Soucher is captain of the excursion boat Huck Finn, one of four that cruise up or down the Mississippi from berths on the St. Louis levee. About three years ago, when the old-time river city atmosphere was concentrated in Gaslight Square, evenings on the riverfront were relatively quiet. Now, however, the tempo there is fast and lively.

On Friday and Saturday nights autos crowd the levee's cobblestone slope and line Wharf street when the river is high. North of Eads Bridge, the Old Levee House bar, with a reclaimed iron front and a resounding honky-tonk piano, does a brisk business under a railway trestle. On the levee across the street, the sternwheeler River Queen fills with patrons of its large restaurant, dance deck and tavern. South of the bridge, the Goldenrod players entertain a showboat audience with melodramas that draw a chorus of good-natured catcalls, while a ragtime band that would be the envy of Alexander plays to a packed room a stair's length from the floating theater. A few yards downstream the Becky Thatcher II (formerly the steamboat Mississippi) sits at anchorage, dark and still, but by

summer its owners expect to open a cocktail lounge and restaurant on its second and third decks and a steamboat museum on the first level. The museum will feature an "engine room," "wheel house," "boiler room" and gift shop.

The original Becky Thatcher sank in April, 1965, after listing badly in low water and filling up when the river rose a month later. A year earlier, it had housed the only night spot on the levee—a floating bar once known as the Yacht Club. On a landing next to it was the burned-out hulk of the Goldenrod Showboat, which had been closed after a fire in 1962. The showboat had been a local institution since 1937. Then, in 1965, Frank Pierson, Don Franz and several associates reopened the Goldenrod, resumed its famed melodramas and brought in Franz's Ragtimers.

To some extent entertainment thrives on the riverfront because of the quaint, picturesque atmosphere along Wharf street, now accessible and well-paved. But the boom is based on more than that. The promise of the nearby Gateway Arch as a tourist attraction is luring more and more capital and enterprise to the levee. Says Frank Pierson, "Someday the Arch will be the biggest single factor in the success of this place."

Photos by ARTHUR WITMAN of the PICTURES Staff



Diners aboard the River Queen are treated to nineteenth-century-style riverboat splendor. Outside columns at left and right are windows facing the levee and the Illinois shore.

PICTURES—St. Louis Post-Dispatch, Sunday, May 7, 1967

**THE DAILY GATE CITY**  
 and Constitution-Democrat  
 PUBLISHED BY  
**THE GATE CITY COMPANY**  
 13 North Sixth Street  
**FRIDAY, JAN. 29, 1937**  
**THE SONG OF THE RIVER**

The River bit at a rotten snag and gurgled over the bar.  
 He sang this song to the new cut bank  
 Biting the soil from its crumbling flank,  
 The song of things as they are—

"This is the Song of the River  
 Cutting my way to the sea—  
 They may keep the hills and upland  
 But the bottom belongs to me."

Back in the murk of the ages  
 When the ice pack held the land,  
 I was born at the foot of a glacier  
 In spume and morain sand.

Puny, laping, helpless,  
 Crawling, trying to run,  
 Slowly I grew in power,  
 Thanks to my Father, The Sun.

Wider, deeper, bolder,  
 Tossing my shoulders in spray  
 I gathered the strength of my Father  
 My Father, The King of the Day.

Over and over at night fall  
 A voice came ever to me,  
 A voice I know I must answer,  
 The call of my Mother, The Sea.

Sure in my new grown power  
 I sought to answer the call,  
 But the Hills turned back my surges  
 And held me within their wall.

Helpless I Clawed at their granite  
 Slipped on their chalk and shale  
 Ceaselessly whirling in anger  
 And ever without avail.

Back I turned to my birthplace  
 And there within my hand  
 I made me a magic potion,  
 The magic of water and sand.

Clear and strong came the calling,  
 I turned once more on the foe,  
 Smiling in surface ripples  
 But armed to the hilt below.

Biting, clawing, grinding,  
 I cut their granite clean,  
 Their sandstone broke and gave me  
 An ally strong and keen.

My foemen the hills gave murmers  
 Then groans of mortal pain  
 My Father and Mother sent me  
 The deep eroding rain.

I caught the crumbling hillsides  
 Eagerly into my grasp,  
 The last of the Hills were breaking  
 And I knew that it was the last.

Trembling, broken, shrunken,  
 The Hills came down to me  
 And offered to give me passage  
 Down to my Mother, The Sea.

So we wrote the Truce of the Ages—  
 "The Hills shall stand aside  
 And The River shall own forever  
 The bottom however wide.

"Beyond the Hills, The River  
 Shall hold his title in fee  
 And none shall question his journey  
 To meet his Mother, The Sea."

Free I ran to my mother  
 Bearing a victor's spoil,  
 Brought to her feet my trophies—  
 A Million Leagues of Soil.

Flat and broad I laid them,  
 Mine by a hard won fight,  
 With never a hated Hilltop  
 To question my absolute right.

For ages and epochs and eons  
 I built my endless plain,  
 And oft and anon I wander  
 To view my treasures again.

The red ants came to my bottom  
 And knelt at my brink in awe,  
 They named me the Father of Waters  
 And knew that my word was law.

White ants stole from the red ants  
 Their homes on my broad terrain  
 White ants, boasting of crossing  
 My Mother, The Open Main!

They knew not the Truce of the Ages  
 They knew not my Mother, The Sea,  
 But less they knew of my power  
 And my age old title in fee.

They fetch and sweat and labor  
 Building their puny hills  
 While I am quiet and waiting  
 The call of my parents' wills,

They chatter of measures and methods  
 They even talk of control  
 When I crush their works for fifty leagues  
 As on to the sea I roll.

Ages have gone before them,  
 Ages will come behind,  
 The bottom still will be my own  
 I'll take my payment in kind.

Better for them to inquire  
 Of my former foes, The Hills,  
 Let them know The Truce of the Ages  
 And the power that cuts and kills.

This is my land. I made it,  
 With the aid of the Sun and Sea,  
 They may keep the Hills and Upland,  
 But the bottom belongs to me.

—Major Ralph H. Case.

**THE KEOKUK DAILY GATE CITY**  
**FRIDAY, MAY 6, 1932**



**First Moonlight Excursion**

**SATURDAY**  
**MAY**  
**7**

Given by  
**ELKS LODGE 106**  
 Lv. Keokuk 9:30 p. m.  
 (Dancing starts 8:00 p. m.)  
 Rt. 11:30 p. m.  
 Fare 75c

**Tony Catalano and His Commanders**

**9-PIECE ORCHESTRA**  
 The Ultra Modern Band with an Envious Deputation  
 With its open decks, smart wicker furniture, spacious lounges, open air dining room, steamer chairs.  
 Combine the Beauty of the Steamer with the Pleasure of the Trip. You'll agree it's "The Finest trip of all."

**Outings J.S. De Luxe**

THE GREAT DUST HEAP CALLED HISTORY  
 R. L. RICKEL KEOKUK, IOWA

# Seven Lives Lost In Disaster On The River

## Government Steamer Henry Bosse Turns Turtle During Heavy Wind Storm

### CATASTROPHE STIRS THE COMMUNITY

#### Seven Members of the Boat's Crew Succeed In Reaching the Land

#### Bodies of Two of the Victims, Little Virgie Bever, W. T. Welch, Recovered

#### Wreck of Bosse to be Raised by Tipton—Because of Many Disasters Will Not Be Rebuilt—Full Story Terrible Happening

Constitution Democrat.  
AUGUST 20, 1913.

or suffered death in attempting to preserve their lives. The ill-fated craft rests in twenty feet of water with her hull and rudder looking at the sky. Efforts were begun today to remove her as an obstruction to navigation. She has been sunk three times in the course of an adventurous but useful navigation career, and no attempt is to be made to reconstruct her.

#### Story of the Disaster.

On this fateful trip the Bosse had been dispatched to pull up an anchor opposite the mouth of Bloody Run creek, and at a point about half way across the Mississippi. Two men were there waiting with a skiff. Captain Seifert saw the storm approaching from the east, and as the Bosse approached he called to the men to get over to the government building boat out on the wingdam. He was compelled to back the Bosse in order to avoid running over the skiff. He halloed to the skiffmen to save themselves, realizing that the approaching cyclonic wind was of a titanic force that boded ill to all craft that might be afloat in that vicinity. Captain Seifert had headed for the shore when the wind struck the boat, which keeled her over on her side. Seifert climbed out the front of the pilot-house when both smokestacks of the craft blew over. His leg became entangled in the bellrope. After considerable effort he managed to escape from the pilot house. He found himself in the water and started for the shore. He caught hold of a piece of wreckage, but the waves kept rolling over his head, and finally he lost the board to which he had clung with the desperation of imminent death. He kept swimming and finally caught another piece of wreckage and held to it until he found "the bottom of the river" at a point about half a mile from where the Bosse went to "Davy Jones' locker." In taking hold of the piece of wreckage he severed an artery in his wrist and tried to bind it up while in the water, but failed. Reaching the shore he walked up the bank and accidentally ran a physician of the water power company, who administered the first aid to the injured treatment.

#### Saw Mrs. Welch Struggling.

Mr. Swinholt also stated that while he was struggling to retain his hold on the slippery hull of the boat, he saw Mrs. W. T. Welch, the wife of the

— The most notable marine disaster in the history of this port occurred shortly before 4 o'clock yesterday afternoon when six members of the crew of this government steamer Henry Bosse and a little girl who was aboard, perished when the vessel turned turtle a short distance below the Keokuk wharf. Seven members of the crew escaped death through the most fortuitous of circumstances. The Bosse was caught in a violent wind-storm, cyclonic in its nature, that lifted her out of the water and turned her completely over. Four residents of Keokuk perished in the catastrophe. Scenes attending the fatality were of the most harrowing description and some of the survivors performed feats of endurance that could not be accomplished under normal conditions. One of them swam for half a mile with an artery severed and came near bleeding to death. It is almost miraculous that any of the crew should have been saved or rescued. The Bosse was a substantial craft, but was caught in a rotating wind that practically lifted her out of the water and turned her over. Those who perished were either imprisoned

- THE SURVIVORS.
- H. SWENHOLT, government inspector, Madison, Ws.
  - AUGUSTUS SEIFERT, master and pilot, Keokuk.
  - GLENN SLEE, mate, Quincy.
  - CHARLES HENDERSON, chief engineer, Fort Madison.
  - RALPH MEYER, deckhand, Decatur, Ill.
  - CHARLES W. GUTHRIE, fireman, Quincy.
  - FRED HALL, deckhand, Keokuk.

- THOSE WHO PERISHED.
- THOMAS NOONAN, second engineer, Keokuk.
  - GEORGE BICKEL, watchman, Keokuk.
  - MR. and MRS. WELCH, cooks, Keokuk.
  - HUGH BEVER and sister, about 10 years of age, Quincy, Ill.
  - WILLIAM JONES, deckhand, Quincy, Ill.

cook, go down. She was making a hard fight but the hard wind, combined with the rain and sleet, proved to be too much for her, and she could not make it to the shore.

Jack McCaffry and Harvey Osgood were the two men in a skiff that Captain Seifert mentioned. They had gone out on the river to take a cable to the Bosse, so that she would be able to make the land. The storm came up so suddenly that they were caught while still in almost mid-stream. They hung onto the cable until they could hold no longer. They then took an oar and by expert handling kept the little craft headed into the wind and when the storm abated were still on top of the water, although their boat was almost half full of water.

McCaffry is the same man who went from Keokuk to St. Louis on a log during the time of the world's fair.

#### Wind Boded Danger.

Mr. Swenholt, the government inspector, had a thrilling experience. He was in the pilot house. The pilot said he thought there was to be a heavy wind. Swenholt went to the boiler deck and met Noonan, the second engineer, who was carrying some bed clothes belonging to Chief Engineer Henderson. He said it was going to rain and that he would place them where they would be protected.

As Swenholt went to the boiler deck he saw several men seeking shelter on the stairs and told them that they had better get on the high side of the boat, which was beginning to list. He believed that a disaster was imminent and started to go on the upper side of the deck, but the incline was so steep that he could not climb it, and he slid down under the boiler.

#### Boat Turns Turtle.

At this juncture the Bosse turned completely over. Several of the crew swam up from beneath the boat and found part of the vessel's guards sticking out. They climbed up on this guard and remained there until boats could come from ashore and rescue them from their perilous position.

#### Saw Arm of Mrs. Welch.

These men clinging to the boat saw an arm of Mrs. Wm. Welch, one of those that perished, appear above the surface of the water some distance away but could do nothing to help her.

They also saw Hugh Bever swimming with the current and holding up his little sister, who was visiting on the boat, but they both sank beneath the waves in a few minutes.

One of the crew who was in the engine room says they climbed up and came out through an engine room window and as the boat turned over they came up through the water and when their heads arose above the surface they found the guards of the boat and clung to them.

#### Storm Was Cyclonic.

A lady who was looking out of the window at the Riverside club saw the storm clearly and as it passed along seemed to twist the water upwards with a spiral motion, it producing quite a small circle. This fact warrants the supposition that the Bosse was caught in a violent twister of small circumference.

The steamer Ellen was coming from the north at the time of the accident, passing through Lake Cooper, but her captain noticed nothing particular in the way of a storm in the direction of Keokuk.

#### Blew Auto Up Main Street Hill.

The force of the wind may be imagined from the experience of Mr. Flanagan of the water power company, who was coming up the Main street hill in a high-powered machine. The wind blew him up the hill with the power shut off and with the brakes on and the auto did not stop until Third street was reached.

#### History of Bosse.

The overturned Bosse is an old boat and has been in the service of the government since 1881. She has been in all sorts of storms and suffered a variety of vicissitudes. She was sunk no less than three times and was always raised, not much damaged. The hull of the craft now as it lies upside down, seems to be intact, the rudder showing plainly above the water, with a part of her keel. An effort is to be made during the day to turn the hull right side up and get the mass of cabin wreckage which lies under and alongside of the vessel. The boat lies opposite Bloody run about half way across the river.

She was built at Dubuque in 1881 and is 104 feet long and has a 24-foot beam. She has 150-horsepower engines and two boilers, she costing about \$11,000. She has been in the government service on this stretch of river for twenty years.

#### Went to the Rescue.

Immediately after the accident Major Meigs, in charge of government improvements at Keokuk, went to the scene on the little steamer Emily, hoping to render some service and to take the testimony of survivors.

Last night Major Meigs received a telegram from Major Keller at Rock Island authorizing him to summon the government snagboat Tipton from a point below Hannibal. She has heavy lifting apparatus and will take the wreck out of the river as soon as possible.

#### Wreck of a Barge.

At about the same time of the accident to the Bosse another disaster occurred, wrecking drill boat No. 103. This boat was lying below the east end of the draw of the Keokuk and Hamilton bridge. The crew had just finished loading sixteen shots of dynamite and connecting the wires and were preparing to move away before

setting off the blast, when the lightning either hit the boat or the water, setting off the sixteen blasts and blowing in one side of the drillboat, which sank immediately. One man was rather severely cut about the head, probably by a flying stone, but no one else was hurt. There were six or seven on the boat when she sank in shallow water.

### Captain's Statement

While lying on a couch at his home at 826 North Thirteenth street, Captain Gust Seifert, the commander of the ill-fated Henry Bosse, made the following statement regarding the catastrophe:

"We were working on our usual job at the wing dam just out from the K line shops when the storm first came up. I was in the pilot house when the wind and rain first started and I soon saw that the only safe place was the shore. I had just headed the steamer for the shore when the storm broke. I told two men who were in a skiff that they had better make for the shore if they expected to reach there alive. They started to take my advice, but I do not know what became of them. The storm came up so suddenly that the boat had barely been headed for the bank when she got the full force of the wind and went over. The wind acted most peculiarly; it seemed to first hit the bow of the Bosse, then the stern and then broadside. It was when the wind hit broadside that the boat went over. The pilot house on the boat is so fixed that I could not get out the back or sides, and it was necessary for me to climb out over the front. I seemed to have become fastened, but managed to jerk loose. In doing so, however, I in some manner got the bad cut on my wrist. When I had finally managed to get out of the pilot house and was coming to the surface of the water something hit me in the back and knocked the wind out of me. I thought for a while that I had no chance to get out alive, but soon saw a piece of wreckage, and with that help got to the bank."

The captain also stated that although he has been in the river service for many years, the storm yesterday was without doubt the worst he had ever seen for the short time it lasted. Before he had realized the seriousness of the accident, he said, the water had more than half submerged the pilot house and it was nothing less than a miracle that he is alive today tell the story.

#### Gives Description of Sinking.

H. Swenholt, the government inspector on the Henry Bosse, also gives a most graphic account of the horrible accident. According to his statement, he was on the middle, or boiler deck of the boat when the first fury of the wind was felt. He was talking to Tom Noonan, one of those who per-

Aug 20, 1913 - 1912

HENRY BOSSE

THE GREAT DUST NEAR DALLAS HISTORY & TRAVEL KEOKUK, IOWA

ished, and as soon as he felt the boat sway under the force of the wind, said: "Look out, Tom; something is going to happen." He then went down and found two of the boat's hands sitting in the stairway, and he told them that they had better go to the high side of the boat, because something was surely going to happen. The second gust of wind then hit the boat and he started to follow his own advice, but was unable to get to the high side of the boat before she went over. He and Glen Slee, the mate, were together when the Bosse went over, and both finally managed to get to the hull and catch hold of the guard over the hull, and from then until the storm abated it was just fight to keep hold of the guard and wait for succor.

**Died in Effort to Save Sister.**

The most pathetic part of the whole affair was the heroic, but unavailing, struggle on the part of Hugh Bever to save his 11-year-old sister. Swenbolt was the last person to see either of these two alive and he said that when he saw them Bever was holding his little sister out of the water and was trying valiantly to swim towards the shore. The only part of Bever that was visible was his head, and most of the time even that was submerged.

Bever's sister, Virgie, as he called her had only recently come to the boat from her home in Quincy for a visit with her brother, and during her stay had made herself loved by the whole crew on account of her fun-loving ways and her so evident devotion to her "big brother."

**Two Bodies Recovered**

Today the bodies of two of the victims of yesterday's disaster were recovered. That of W. T. Welch, the cook, was found among the wreckage of the ill-starred craft. The remains of Virgie Bever, the ten-year-old sister of Hugh Bever were recovered about 10 o'clock this morning at Canton, Mo., where they are in charge of the coroner of Lewis county. The police department and the coroner here were notified. The parents of the little girl who had come to Keokuk from Quincy left this afternoon for Canton for the purpose of positively identifying the body, which is unquestionably that of Virgie Bever, whose brother died with her and who made a heroic effort to save her life and that of himself. Bever carried the child in one arm and held her above the surface of the rolling waves until his strength was exhausted and both went down to death.

**Welch's Body Found**

At 11:15 o'clock this morning the body of W. T. Welch was found. The unfortunate man had not gotten clear

of the wreckage and was brought up with the dredge along with a great mass of the wreck.

W. T. Welch was born in Keokuk December 17, 1865, and until 10 years ago had made this city his home. Ten years ago, after having been in the government service for eighteen years, he resigned his position and went to St. Louis, where for eight years he was fish and game chef for Tony Faust in his famous restaurant.

Two years ago he again entered the service of the government and was employed on the Henry Bosse until her untimely end.

The remains will be taken to St. Louis for burial as soon as the body of Mrs. Welch is found. Mrs. H. W. Warren, a sister of the deceased, is in this city and will accompany the bodies to St. Louis. Mr. Welch leaves a sister and a brother of St. Louis and one aunt, Mrs. James Simon of 209 Fulton street, besides many friends.

Parties are still at work searching for bodies in the wreckage and the Henry Bosse will soon be only a mass of fire wood. A big dredge is working there and every time the shovel goes down and comes back up a huge mass of boards and timbers is removed from the wreck.

**Mrs. Edith Welch.**

Mrs. W. T. Welch, the wife of the cook of the ill-fated Henry Bosse, was born 27 years ago in Tower Hill, Ill. Her maiden name was Edith Heady. She and Mr. Welch were married eight years ago and as they had spent such a happy wedded life it was only fitting that their deaths should come at the same time.

Mrs. Welch is survived by her mother, one sister and one brother of Tower Hill, Ill., and one brother of Montgomery City, Mo.

Her body has not yet been recovered and when found will, in all probability, be found some distance from the wreck as she is reported to have been seen struggling in the water clear of the wreckage.

**Constitution Democrat.**

AUGUST 20, 1913

**THUNDERSTORM  
MUCH OF FREAK**

REMARKABLE CONDITIONS PREVAILED YESTERDAY.

**WAS MUCH VARIATION**

**GREAT CHANGES WITHIN FEW MILES OF THE CITY.**

**Automobile Was Blown Up Main Street Hill and Engine Was Driven Across Power Dam.**

The storm that raged over a portion of Keokuk yesterday afternoon was one of the most remarkable in the meteorological annals of this locality. While there was a heavy rain in all portions of the city the velocity of the wind varied materially as compared with the tornadoic conditions that sent the steamer Henry Bosse to the bottom of the river and caused the death of seven lives. The highest velocity noted at the government weather station was forty miles per hour but the wind that produced the catastrophe was much more severe. The conditions that prevailed upon the Mississippi river here when the Bosse went down were not of course chronicled by the instruments at the station. The official records show that the storm approached from the north at 3:10 p. m. It passed the weather station in the government building and then recurved and came back directly from the east. There was the heaviest rain between 3:32 and 3:45, during which time the wind moved at the velocity of forty miles. The amount of rainfall recorded at the station was .25.100 but there fell undoubtedly three-quarters of an inch. On account of the violent wind the guage at the station failed to record the total precipitation.

A remarkable feature of the atmospheric disturbance was that the barometer at the station failed to show fluctuations either before or after the storm and the instrument is in first-class working order, according to Prof. Gosewisch.

The maximum temperature recorded yesterday was 89 degrees but during the storm it declined to 63 degrees. The minimum during the night was 72 degrees.

**Freaks of Wind.**

Extreme velocity of the wind was noted at widely separated points, comparatively speaking. The most notable effect was of course the disaster to the steamer Bosse. A "dinky" engine was blown clear across the water power dam and broke through the door of the powerhouse. An automobile with brakes set fast was blown from the foot of Main up the hill to Third street. This fact is verified by an official of the water power company.

The big steamer W. W., which was moored at the wharf, was blown upon the bank and the excursion passengers had to get off in order that the big boat might get back into her natural position. While this heavy wind was prevailing there was little indica-

tion of a storm on Lake Cooper a few miles above the dam.

**Same Kind of Weather.**

There is not likely to be any change in weather conditions, which will remain tonight and tomorrow as they exist today. Of course, the possibility of a vagrant thunderstorm is omnipresent in this heated belt of the western country. Generally fair conditions will continue here and throughout all the surrounding country of the three states.

**Constitution-Democrat.**  
AUGUST 21, 1913.

**MORE BODIES  
ARE RECOVERED**

AT LATE HOUR ONLY REMAINS  
OF MRS. WELCH ARE MISSING.

**TWO WERE IN WRECK**

GEORGE BICKEL AND W. T.  
WELCH ARE TAKEN FROM  
CABIN.

Wm. Jones Found Near Alexandria—  
Two Others at Canton and Alex-  
andria—Men Display Heroism.

Ever since the Henry Bosse sank Tuesday afternoon work has been carried on in the effort to recover the bodies of the seven people who were drowned when the wind overturned the boat. A big dredge has been put in service and is rapidly tearing the wreck to pieces. The bodies that were thought to have been in the wreckage were those of Henry Bickel and W. T. Welch. Both these bodies have been recovered. The first body found was that of little Virginia Bever. The remains of the little girl were found yesterday morning at 10 o'clock at Canton, Mo. At about 11 o'clock the remains of W. T. Welch were taken from the wreckage and at 3:10 o'clock yesterday afternoon the dead body of George Bickel was taken out from the wreck of the cabin.

At 4:10 o'clock yesterday afternoon some fishermen at Alexandria saw a body floating on the surface of the water and took it to the shore. The remains were finally identified as being all that remained of William Jones, a deckhand whose home is in Quincy.

This morning word was received at one of the local undertaking establishments that a body had been found at Alexandria and soon after report came of the finding of an unidentified body of a man floating about a mile and a half above Canton.

This leaves only Mrs. Welch, and it is thought that in spite of the report that she was seen struggling in the water immediately after the boat went down, she may have become entangled in the wreckage and that she will be found in that vicinity.

**Was Horrible Happening.**

Ever since the Henry Bosse was overturned by the force of the wind Tuesday afternoon there has been a shadow of gloom over the entire city of Keokuk. Out of a crew of thirteen and the little sister of one of the deck hands, only seven were saved. The wreck was one of the most saddening and surprising things that has happened in this vicinity. That one of the large government steamers could be overturned by any wind that has been felt here never entered the minds of the people. Even rivermen who have spent practically all their lives either on or near the water state that the accident was almost unheard of and was something that would not happen again in a great while.

That there was no possible manner in which human skill or power could have saved the vessel is the statement made by all rivermen and boat handlers. The wind was blowing in such a peculiar manner and came up so suddenly that no one could have done more than was done by Captain Seifert. The captain of the Bosse stayed with his ship until the water was half way over the pilot house and he could do absolutely nothing that would help in any way. He then got out and by staying so long with the boat nearly lost his life. It was only the fortunate passing of a piece of plank that enabled him to reach land safely after a terrific struggle.

**BODY AT CANTON NOT  
IDENTIFIED.**

But is Supposed to be That of George  
Bickel—Description of Clothing  
and Effects.

At 3:15 this afternoon a message was received from Coroner McCutcheon of Canton, Mo., stating that the body found there this morning was in such a state that it could not be identified, but it must be that of George Bickel, the deckhand, as all the other men lost have been recovered and identified. The body is dressed in an overalls suit and rubber jumper. In a pocket was found a pipe, bunch of keys, bottle opener and shoe fastener.

**All Were Heroes.**

Every man on board the ill-fated steamer acted as only brave men can act and it was only the awful suddenness with which the storm burst upon them that kept the survivors from saving many of those who were drowned. The most noticeable example of the heroic spirits of the boatmen was the wonderful and pitiful effort made by Hugh Bever to save his little sister Virgie. The effort was unavailing but the name of Hugh Bever will long be remembered as the name of one of the bravest of men.

At no time was there the panic that comes with some accidents, but at all times every person was making desperate efforts to save himself and at the same time to help any that came close.

**George Michael Bickel.**

George Michael Bickel, the watchman who went down with the Bosse, was born September 17, 1890 in Chicago. He was the son of Mr. and Mrs. Martin J. Bickel and came to Keokuk with his family about eight years ago. He attended the public schools at this place and graduated in 1912, receiving favorable mention for the work done during his four years in the high school. He was a brilliant student and a hard worker.

His family moved to Carthage last fall, but instead of going with them Bickel went to Ames, Iowa, to attend the Iowa State Agricultural college. He was in school at that place all last winter and came to Keokuk again early in June. He was employed by the government as watchman on the Henry Bosse and had been working just one day when the accident of last Tuesday occurred.

He leaves to mourn his death, his father and mother, Mr. and Mrs. Martin J. Bickel of Carthage, Ill., two brothers, Romeo and Leslie Bickel, and one sister, Romona.

Funeral services will be conducted at 5 o'clock this afternoon at the undertaking rooms of Hawkes & Hollbrook and the remains will be taken at once to Quincy where interment will be made.

**Bever's Heroic Effort.**

More in detail has been learned of the effort made by Hugh Bever, fireman of the ill-fated Bosse, who lost his life in the river disaster while making a heroic and desperate attempt to save the life of his ten-year-old sister, Virgie Bever. Bever was an expert swimmer and could easily have saved himself had he not chosen to save his sister or perish in the attempt. Bever was on duty on the lower decks when the wind overturned the boat. He knew that his little sister was aboard and at once made a mad rush forward in an attempt to locate her. This required some little time, but finally his efforts were re-

HENRY BOSSE

warded. Grasping the child about the waist he lifted her up and placed her on his back, hoping that because of his Herculean strength that he would be able to combat the waves, although handicapped by the weight of the little girl.

The water was over twenty feet deep, and there was a strong suction from beneath, due to the overturning of the boat, so that it was an utter impossibility for anyone, once in the vortex, to escape. Young Bever made a gallant struggle against the overwhelming odds, holding fast to his sister until the very last, but when he saw that he was face to face with death he died, hero that he was, still fighting for his sister's life.

**Was to Take a Vacation.**

Virgie Bever left Quincy last Sunday on the steamer Keokuk for the purpose of spending a few days with her brother, who had but recently been promoted to the position of fireman of the Bosse. He thought the world and all of his sister and arranged it so that she could make her home aboard the Bosse and be near him part of the time while he was at work. Young Bever had completed plans whereby he could take a few days' vacation, and he and his sister had expected to return to Quincy yesterday. He had talked for days of the little outing they expected to take while he was taking a needed rest in Quincy, and was in the best of spirits in consequence. He knew nothing of impending danger, as it was his duty to keep steam in the boilers, not to keep tab on the weather.

**Constitution-Democrat.**

**AUGUST 23, 1913.**

**CREW DID ALL WITHIN POWER**

**INQUEST OVER REMAINS OF BOSSE VICTIMS.**

**THE TESTIMONY TAKEN**

**VERDICT FINDS CREW DISCHARGED ITS DUTY.**

**Inquest Was Over Remains of George Bickel and William Welch, Their Bodies Being Recovered.**

No new facts of special importance not previously recorded were revealed at the inquest conducted this morning

over the remains of George Bickel, watchman, and William Welch, the cook of the Henry Bosse, the government boat that turned turtle in the Mississippi river on August 19 when struck by a storm of a tornadic character. The remains of these two victims of the catastrophe are the only bodies that have been found within Iowa jurisdiction, though six bodies have been recovered. The remains of Thomas Noonan, Hugh Beaver and Little Virgie Bever and of William Jones, were recovered in the Missouri jurisdiction, inquests being held in that state.

Coroner Korschgen interrogated the witnesses before a jury consisting of T. J. McEvoy, John Smith and W. T. Wright.

**Verdict Returned.**

The jury found that the deceased came to their death by "drowning caused by the U. S. steamer Henry Bosse being overturned by a storm and that Captain Gus Seifert and crew did all within their power to save life and property."

**Synopsis of Testimony.**

Gus Seifert, master and pilot of the ill-fated vessel was the first witness. He said a storm came up from the northeast and struck while the boat was headed for the Iowa shore. Witness testified:

"I headed her to shore to protect the men and boat. I got out of the pilot house by climbing over the wheel. The water was in the pilot house before I left. As I got out the water was just even with it. My foot caught in the rope and pulled me under the water and when I came up I caught a piece of wood and swam ashore and landed 800 feet below the wreck. The storm came up so suddenly there was no chance to save lives. I had about five minutes' time after the storm came to get to the shore. The persons on the boat that were drowned were William Welch, Mrs. Edith Welch, his wife; Thomas Noonan, George Bickel, Hugh Beaver and sister, Virgie; William Jones. All were employed on the boat save Virgie Bever, who was visiting her brother. I did all I could to save life and property."

**Experience of Mate.**

Glen Slee, the mate, aged 25, who lives in Quincy, was the next witness called to the stand. He said:

"We came down at 3:30 on August 18 to pull up the cable out of an anchor. It commenced raining and the captain told the men in the skiff to go to the building boat, as he was going ashore. The boat had just rounded to and started for shore. It was raining and I went in front of the coal bunkers to get in out of the rain. The fireman let the curtains down on each side and went back aft. There was no one there but me that I could see. I stayed there until the water came up to the ash pan before I realized the

boat was turning over. I did not think there was any danger until the water came up to the ash pan. I started tearing the curtains from the starboard side and climbed out as quick as I could. I was on the side of the boilers when they rolled off of the boat into the river. I kept climbing to the highest side; the deck of the boat came down over me and I got in the guards on the outside. I could see no one; I was the first one to come up I think. In about half a minute I saw M. Swenholt come up. Next I saw Engineer Henderson climb over the guard, then the fireman, Charles Guthrie. The two deckhands came up about the same time. Then I saw Mrs. Welch come up and down. She threw up her hand and sank immediately. Then I saw Capt Seifert come up about 300 feet above the water's surface. I nudged to the hull of the boat with five others until relief came. Two men came in a skiff and took us ashore."

**Accident Unavoidable.**

H. Swenholt, inspector, who had a narrow escape, was on the Bosse, he said, at the time she overturned. Witness stated:

"Captain Seifert said he would have to back the boat behind the wingdam or ran her to shore. I left the pilot house and went down on the boiler deck before the storm struck us. The captain used his best judgment to save the boat and the lives of those who were aboard. It was an unavoidable accident."

**Constitution-Democrat.**

**SEPTEMBER 2, 1913.**

**MRS WELCH'S BODY FOUND SUNDAY**

**Was Badly Decomposed and Only Jewelry Served For Identification—Sent to St. Louis.**

The body of Mrs. W. T. Welch, one of the seven persons who were drowned when the Henry Bosse was wrecked on Aug. 19, was found late Sunday evening, lodged in the top of tree about twelve miles below Warsaw.

The body was so decomposed that it was only the jewelry worn by Mrs. Welch that led to identification. The body was brought to the Crimmins & Chase undertaking establishment in this city and was shipped yesterday to St. Louis, where interment will be made.

Mrs. W. T. Welch was the wife of the cook on the Henry Bosse.

Mrs. Welch was 27 years of age and was born in Tower Hill, Ill. She and W. T. Welch were married eight years before the accident in which both lost

their lives, and had lived in Keokuk for two years.

She is survived by one sister and one brother, of Tower Hill, and by one brother living at Montgomery, Mo.

Constitution-Democrat,

SEPT. 5, 1913.

## LOCAL HISTORY OF WILLIAM JONES

Man Who Was Drowned in Henry Bosse Disaster Was Born and Reared in England.

Quincy, Ill., Sept. 5.—Following the recent publication of an article from Keokuk, establishing the identity of the man, "William Jones, Quincy," who was drowned in the Henry Bosse wreck, a Quincy "pal" of Jones' has appeared with further details regarding the unfortunate man.

The "pal," one Denton Merz, employed by the Williamson Produce company, told a reporter that he and Jones worked together for some weeks last fall, in the Williamson apple orchards, and during that time they were "bunkies."

After the close of the apple picking season Jones went to work for the Excelsior Stove company, and remained in their employ until the middle or latter part of last March, when he went up the river with the government fleet, and was still employed with that force of men when he lost his life.

Merz takes issue with the Keokuk statement to the effect that Jones was a former schoolmate of Freddie Welsh, the well known boxer. He takes this stand through the fact that Jones had related practically all of the details of his life, from his boyhood days to the present time, and never in any of these exchanges of confidence did he mention Welsh.

According to Merz, Jones was 24 years of age, was born in, or near, Cardiff, Wales, and had been in "The States" some seven or eight years. Prior to coming to this country he had worked in Liverpool for some three years. The deceased boat hand leaves his father, two brothers and two sisters, all living at or near Cardiff.

Jones is reported to have been one of the best-natured, most congenial young fellows that ever worked in this city, his one fault being a too great liking for distilled goods, and Merz showed evidences of considerable feeling over the untimely death of his former "bunkie," while talking to a reporter about the case.



This monument, erected in Greenmound Cemetery at Quincy, Ill., was designed and drawn by the father of George Michael Bickel, who was a letter cutter in the monument business. The lettering and design in its entirety was cut by the brother of George, Leslie. The entire design is raised in relief a scant eighth of an inch in height and is an outstanding example of the monumental art. This was all hand cut, and shows the Holy City with the gates ajar, the Jewish inscription reads "In my Father's house, are many mansions", and an angel is imposed in the rays from the cross. The monument is made from Andirondak Green granite with a Hardwick Granite base from Maine. R.J. Bickel

## RACE RECALLS FORMER DAYS

Steamers G. W. Hill and Bosse Passed by Keokuk in a Thrilling Race to Quincy, 1911

## WAS NIP AND TUCK

Bosse Had a Head Start, But the G. W. Hill Cut Down the Lead by the Time Quincy Was Reached.

That the old Mississippi river days when captains cheered on by their passengers and crews, pressed their men and boats for miles and miles in exciting races is not yet past, was demonstrated during the last few days, when the Bosse, a government boat, and the G. W. Hill, the Wisard excursion steamer, ran nip and tuck from Ft. Madison to Quincy. Leaving Ft. Madison Monday evening, with "a nigger roosting on the safety valve" and the knowledge that the G. W. Hill would be in its wake, with the intention of overhauling it if possible, the Bosse, bound to do or die, ran the distance with all men doing double trick duty and pulling as they never pulled before.

The G. W. Hill is a fast boat and when anchor was weighed and the big packet was given the pressure, she began eating up the distance between her and the Bosse at her best speed. The crew and captain of the Bosse were well aware of the Hill's speed making abilities, however, and had made hay while the sun shone. The start they gained had been considerable and the distance to Keokuk had been well nigh covered when

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the doubled lookout on the G. W. Hill exultantly spread the news that they had caught the Bosse's smoke. From then on until they reached Keokuk, probably no race on the Mississippi was ever more exciting, although the Bosse tied up a few minutes before the Hill swung to anchor.

**Did Not End Here.**

When Keokuk was reached though, the race was not finished and the best part of it remained to be run. Although the captains of the boats, in the race at hand did not leap over the rail and swear before all things holy, as in days of yore that they would have the blood of the other commander, each was determined to win the race. The roustabouts had no such scruples as the captains, however, and would have mixed it at the first opportunity. The work here was rushed to the limit, both boats striving to gain the advantage of starting first. The Bosse was the first to get everything in shipshape and left Keokuk under full steam.

When the G. W. Hill untied and pointed its nose down the river the Bosse was some seven miles upon the way. And here it was that the crew determined to catch the Bosse or blow the big boat out of the river. The "nigger" was roosting on the escape valve and holding on in grim earnest and the big boat fairly ate up the miles as she tore through the water in pursuit of the Bosse. The portion of the race between Keokuk and Quincy was the most exciting of the course and by the time that Quincy was in speculative distance the thing had become a matter of life and death. Rounding the bend a mile above the big river bridge above Quincy the Bosse was leading the G. W. Hill by about a quarter of a mile and putting on a spurt managed to keep her lead until the draw bridge was reached passing through some one thousand yards ahead of the Hill.

It has been many years since one of the old river races has been witnessed, especially one that was run between two boats that only had a few passengers. Some of the races of former days, still remain in the minds of the old river men as notable achievements in the history of the river. The race between the Bosse and Hill is probably the first one to be run in this portion of the river for some time.

**PILOT FOUND DEAD  
AT HIS WHEEL ON  
STEAMER DUBUQUE**

Captain, Who Had Just Left  
His Mate, Saves Vessel From  
Running on Sandbar.

Nov 16 — 1915

Charles Martin, 61 years old, pilot of the Steamer Dubuque, the largest stern wheeler on the Mississippi, was found dead beside the wheel at 6 o'clock last night as the steamer was nearing Alton on her trip from St. Louis.

Shortly before he died Martin had been talking with Capt. "Jack" Richtman, his wheelmate, and had told him to go to supper. As the vessel reached a point about one mile and a half south of Alton the watch noticed that she was heading toward a sandbar. A call for Richtman brought him to the deck and he succeeded in keeping the steamer in the channel.

None of the 10 passengers and 60 vesselmen aboard knew of the death of the pilot until the steamer reached Alton.

Martin had been upon the river for 30 years and recently had been making the run between Burlington and St. Louis. His body was taken to an undertaking establishment. He had \$600 in his pocket-book at the time of his death. His friends understand that he has two sisters living in Cincinnati. They believe that heart disease caused his death.

**VETERAN RIVER PILOT IS DEAD**

Jack Richtmann of Steamer Quincy, Has Made His Last Port—was Popular Captain.

Davenport Democrat: Captain Walter A. Blair received a telegram from Jim Richtmann of Burlington, Wis., this morning, stating that his brother Jack Richtmann, had just died.

"I regarded Jack as the best pilot left on the river," said Captain Blair in commenting on the news. "His death is a great loss to all of us. He had been suffering from stomach trouble and had to leave the Quincy on the trip before its last, this past season, and go home to Burlington. He was an artist in his work, was a man of good habits and pleasant disposition, popular on all the boats. Last spring for a time he helped out the Interstate Material company here on the steamer Alice, and he has been here before. In 1913 he and his brother Jim were both with me on the Morning Star. He owned a little farm at Burlington and had a wife and six children in a happy home. They'll be sorry all along the river to learn of his death."

Both Jack and Jim Richtmann are well known in Keokuk and along the river, having run in and out of this port for years on the Diamond Jo and Streckfus boats. Their father, Jacob Richtmann, formerly owned the steamer Uncle Sam, which was then known as the steamer Jacob Richtmann. When Tommy Adams bought the boat, the name was changed to Uncle Sam. The Richtmanns for a long time lived at Nauvoo, where they had a store which had a bad fire a few years ago, after a powder explosion that practically wrecked the place.

**The Gate City.**  
AUGUST 21, 1894.  
THE GATE CITY COMPANY,



**STR. GEM CITY**

Leaves for St. Louis every Monday at 7 A. M.; arrives from St. Louis every Sunday at 5:00 P. 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  
**JOHN McNAMARA,**  
Agent at Keokuk.

Or, **ISAAC P. LUSK,**  
Gen. Pass. and Freight Agt., St. Louis, Mo.

**CONSTITUTION - DEMOCRAT.**

MONDAY, AUGUST 12, 1889.

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**Diamond Jo Line Steamers**



Leave KEOKUK  
For St. Paul } EVERY SUNDAY and THURSDAY at Midnight.  
For St. Louis } EVERY MONDAY and FRIDAY at 3:00 a. m.

A Reliable Line of Light Draft Steamers, Thoroughly Equipped with Every Modern Improvement, and commanded by able and experienced officers.

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**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  
Or, **FRED A. BILL,** Gen. Passenger Agt.,  
Dubuque, Ia.  
**ST. LOUIS AND RETURN, \$1.00.**

**DAILY GATE CITY:**

TUESDAY MORNING, FEB. 1, 1876.

**Steamboat Sunk.**

NEW ORLEANS, Jan. 31.—The steamboat Minnervy, from New Orleans for Atakapas, sank near Grand Lake Thursday. There was no insurance on her. The boat's cargo is a total loss.

A barge with 800 tons belonging to H. J. Montague, while being towed across the river by a small tug, drifted against the prow of an iron clad, cut herself in two and sank.



## America's finest river trip!

A new world of pleasure opens to you when you go on the Mississippi aboard one of the giant Streckfus steamers. Beautiful riverscenery and interesting river life—concerts, promenades, and games on deck. Jaunts ashore to interesting places—including the \$25,000,000 Keokuk dam across the Mississippi. No vacation on land could bring you cool river breezes and hundreds of miles of picturesque varied travel with the comforts of a first-class hotel. Plan now to enjoy "America's finest river trip."

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Streckfus Line between St. Louis—Keokuk—Burlington—St. Paul provides largest, fastest and safest inland river steamers in America; this year finer than ever. All freshly painted; new equipment and conveniences. Big, comfortable, electric-lighted and ventilated staterooms; and the finest of meals. Certified drinking water used exclusively. Call, phone or write for handsome illustrated folder.



Streckfus Steamboat Line, St. Louis. T. S. Harrington, Agent, Keokuk, Iowa

1914

## THE KEOKUK DAILY GATE CITY SATURDAY, MAY 18, 1935



### COMING TO **KEOKUK TUES. MAY 28** FIRST MOONLIGHT EXCURSION

Sponsored by  
ST. PETER'S CHURCH MEN'S ORGANIZATION  
and THE TOREADOR CLUB

featuring Sidney's 11-Piece "Mississippi Serenaders"

Lv. Keokuk .....	8:30 pm	Tickets
Return .....	11:30 pm	75c

## STEAMER DE LUXE **CAPITOL**

## Constitution-Democrat



The Palatial Side Wheel Steamer

### SAINT PAUL

Leaves Keokuk for St. Louis every Monday and Friday, 17 a. m.

For information, apply to

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St. Louis, Mo.

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## The Daily Constitution.

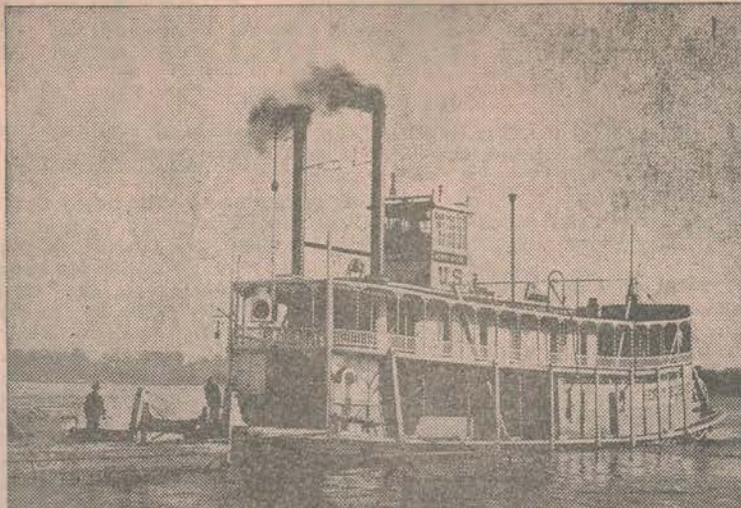
KEOKUK, IOWA:  
SATURDAY MORNING, DEC 9, 1871.

THE steamer Dexter, after very much muscular and painful anxiety on the part of those interested in her safety, succeeded in getting through the draw and into harbor below the abutment of the bridge yesterday afternoon. The Prescott and Cricket will follow to-day. The moving of the ice on Wednesday revealed the fact that the boats were not secure below the lock where they had harbored before the closing of the river.

THE GREAT QUIET HEAP CALLED HISTORY  
B. BICKEL, KEOKUK, IOWA

THE KEOKUK DAILY GATE CITY

BEFORE OLD TRAGEDY



THURSDAY, AUG. 18, 1938

Above is shown the U. S. Henry Bosse, government steamer which sank in the Mississippi river here twenty-five years ago, taking the lives of seven crew members.

STEAMER BOSSE SANK IN RIVER HERE 25 YEARS AGO

SEVEN MEMBERS OF CREW LOST LIVES

Twenty-five years ago tomorrow on August 19, 1913, when Keokuk was in the throes of preparing for the celebration of the community's dream of years, the completion of the water power project, there struck a note of tragedy when the river claimed the lives of seven people and one of the fleet of government boats—as it perhaps in a last futile protest at its being harnessed.

And it all came so suddenly, as do tragedies on the river. It was in midafternoon, 3:30 o'clock to be exact, that a wind of cyclonic proportions struck the U. S. Bosse, turned it around, tipped it over, and tore engines and cabin loose from the hull. Seven of the crew drowned, while an equal number was saved.

The storm was probably of the convective type as it is known now. It was accompanied by severe lightning, and rainfall was a quarter of an inch. The lightning was so severe that a U. S. drill boat, No. 103, struck by a bolt, was severely damaged when charges of dynamite in the boat were exploded by the lightning and the hull torn out.

BUILDING WING DAM

Working in the river to build a wing dam to the Illinois shore was the U. S. Henry Bosse. With the threat of storm Capt. Gus Seifert had ordered the boat headed towards shore, and it was

in the channel several hundred feet from the Iowa shore when the wind of cyclonic proportions out of the northeast hit it on the bow.

The boat was turned about by the force of the blow, and turned over. In a few short moments only its whale like hull and rudder were out of the water. Its cargo of humanity was either dead or struggling with death in the storm lashed waters of the river.

It was about opposite the old Burlington route round house when it was sunk. George Bickel, watchman, Thomas Noonan, second engineer, William Jones and Hugh Bever, deckhands, Virgie Bever, and Mr. and Mrs. William Welch of St. Louis, cooks, were carried to their death beneath the boat. Bever, clasping his little sister Virgie, in his arms, attempted to swim to safety, but was exhausted and both were lost.

Through the driving rain which followed the wind, watchers on other craft and on the shore saw the survivors battle for their lives. Calls for help were turned in from the quarter boat to Miller Brothers by Milo Phillips, and Major M. Meigs, and the crew of the Emily receiving a call for help at the same time started towards the sunken Bosse.

SEIFERT'S NARROW ESCAPE

Capt. Gus Seifert, master of the boat, Glenn Slee, mate, Charles Henderson, engineer, Fred Hall

and Ralph Meyers, deck hands, and W. Swenholder of Madison, Wis., an inspector, was saved by managing to cling to wreckage and to the hull of the boat. Capt. Seifert swam to shore and spread an alarm, after which he called his home assuring his wife he was safe.

Capt. Seifert, the story in the Gate City next day related, went down into the water with the wheel at which he stood as master, when the storm struck. As the pilot house and cabin hit the water, he climbed out over the wreckage and seized a plank, and began to fight his way to the shore. He suddenly became aware of pain in his arm and discovered that his left wrist was severely cut. Keeping afloat as best he could he tied a handkerchief about it, and then seizing a larger plank made his way to shore, landing some 300 feet from the boat. He immediately spread an alarm, and asked for help in saving his crew.

A torrential downpour for a few moments accompanied the wind and thunder and added to the discomfort of the seven who were thrown into the river. The tragedy was one of the most serious since the War Eagle struck the bridge in 1881, and was sunk.

KEOKUK, I.A., GATE CITY TUESDAY, DEC. 4, 1951

Frederic L. Howe, Retired River Pilot Dies Monday

Frederic L. Howe, 319 South Second street, retired steamboat captain and pilot, died at 6 p. m. yesterday in St. Joseph hospital after having been in poor health for six years.

Captain Howe was licensed to pilot steamboats on any river in the United States and was the holder of one of only 15 such general licenses ever issued in the country.

In later life he operated a barber shop between Fourth and Fifth on Johnson street for a few years.

The son of Charles L. and Jeannie Conklin Howe, he was born in Keokuk May 3, 1884, and spent all of his life here.

He was a member of the St. Peter church, the Holy Name society and the Knights of Columbus.

Surviving is a brother, Spencer Howe of Keokuk.

The body is at the Greaves Mortuary where the Rosary will be recited at 7:30 o'clock tonight. The funeral will be held Wednesday at 9 a. m. in the St. Peter church. The Knights of Columbus will join in reciting the Rosary tonight.

# Captain Glenn Slee of Quincy dies Mon.

Captain Glenn Slee, 78, veteran Quincy river pilot, died in his home Monday night at 6:50 o'clock.

Born in Glasgow, Mo., November 10, 1888, he was the son of John and Lucy Bell Remington Slee. He moved to Quincy in 1897 and was employed as a deck hand by Captain Frank Adams on the excursion boat, Uncle Sam.

He then signed aboard the packet Silver Crescent and earned his mate's license on the packet Keokuk in 1909.

On March 19, 1913, he transferred to the U. S. Engineers on the Henry Bosse, a towboat. Caught in a severe storm near Keokuk on August 19 of that year, the boat overturned and seven of the crew were lost. Slee escaped by climbing on top of the overturned hull.

### Pilot in 1913

He was granted his pilot's license in 1913 and served for 32 years before retiring in 1945.

He was captain of the Del Commune, the first ice breaker on the upper Mississippi which in 1943 broke ice jams from Alton to St. Paul and smashed a huge dam near Clarksville, Mo., in March of that year to open navigation for war material transportation.

On May 17, 1915 in Keokuk he married Martha Helen Gabriel who survives. He lived in Keokuk until May of 1916 when they moved to Quincy.

He was a member of the Quincy Consistory, Lodge 296 of the Masons, Ghazzeb Grotto and the National Association of Retired Civil Engineers.

Surviving besides his wife is a brother, Ollie M. Slee, of Keokuk, also a retired river man. He was preceded in death by three brothers and three sisters.

The funeral service will be held Thursday at 10 a. m. in the Duker Funeral Home. Burial will be in Woodland cemetery.

during the rafting days of his youth when there 150 raft boats on the upper Mississippi alone. The "Blue Lodge" was the largest of these and the "Minnie Well" the smallest. He had a clear recollection of these floating rafts with their cook shacks and bins built out of the packs of shingles and lumber in which the men slept. They carried crews of from 14 to 20 and were cleverly handled.

### Recalled Big Rafts.

He recalled the steamer "Moline," one of the first to have an electric light and, in reminiscing on his retirement said that the largest raft he saw was brought down the river by the Steamer Saturn and contained more than two million feet of lumber. He had a picture, however, of the steamer "Buckeye" towing a raft of 3,400,000 feet which covered an area of three and one-tenth acres and was towed from Reed's Landing to St. Louis between August 17 and 30, 1869. The largest log raft he saw was brought down by the "Kit Carson" and was 1,500 feet long.

On November 5, 1894, Captain Seifert married Miss Effie E. Austin in Rock Island. They celebrated their golden wedding anniversary in 1944 and her death occurred April 1, 1946.

He was a member of Eagle lodge No. 12, A. F. and A. M., the Consistory and Kaaba Temple Shrine 32 of Davenport.

Surviving are two children, Floyd A. Seifert, of Keokuk, and Mrs. Inez Buffum, of Fort Madison; two grandchildren, Mrs. Donald Ross, of Los Angeles, and Robert E. Buffum, of Houston, Tex.; a sister, Mrs. Eleonora Stone of LeClaire, and two great grandchildren.

## DAILY GATE CITY

### Seifert Rites

### To be Tuesday

MONDAY, MAR. 17, 1952

Funeral service for Capt. Gus Seifert, retired river captain who died shortly before noon Saturday in his home, 518 North Fifth street, will be held Tuesday at 2:30 p. m. in DeJong's Funeral Home with the Rev. Robert A. Foster officiating. Burial will be in Sunset Memorial Gardens.

Born May 19, 1867, in LeClaire, he was the son of John and Louise Seibert and at the age of 13 started a career on Mississippi river boats which was to continue for 55 years before he retired in 1935.

### Started as Ship Carpenter.

When he started working on his first boat as second cook on the steamer "Brother Jonathon," he was obliged to stand on a box to wash the dishes. Until 1886 he spent his summers working on various boats and as boy he often had another river job, that of rowing the rapids pilots out to their boats.

In 1886 he started to learn the ship carpenter trade at the LeClaire boatyard and recalled that it was not all uncommon to see from 10 to 12 boats on the cradles at one time. He spent the winter months in this fashion and his summers on the river until 1892 when he went to work for the government fleet at Rock Island.

### "Bosse" Capsized.

In 1895 he was transferred to Keokuk as ship carpenter and about 1900 went on the lighthouse tender "Lily" as ship carpenter. In about 1901 he received his papers as mate and in 1905 his master and pilot's license. With that he went on the steamer "David Tipton" which later became the "Henry Bosse" and capsized in a storm below the bridge here August 19, 1913. This was the one tragedy in the long career of Captain Seifert.

In 1913 and 1914 he served aboard the steamers "Ruth" and "Grace" and in 1915 was transferred to the government steamer "Muscatine" as captain and pilot, remaining on this boat for 20 years until his retirement, May 31, 1935.

As was only natural he had a great fund of river lore at his command and few knew the stream as intimately. In his opinion the most fascinating period of river history was

## The Daily Gate City.

TUESDAY MORNING, OCTOBER 8, 1873.

### Sney Levee.

500 LABORERS,

### TEAMS AND CHOPPERS

WANTED IMMEDIATELY AT

### Sney Island Levee

Opposite Hannibal, on the Mississippi River. The highest wages will be paid. All supplies for men and teams furnished on the work. Steady work for two years. Apply to

KELSEY, FULLER & PIERCE,

Office under Planter's House, Hannibal, Mo.

rept. 842w

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

# KEOKUK CONSTITUTION

KEOKUK, SATURDAY, NOVEMBER 5, 1885

## A SUNKEN SHIP.

The Steamer War Eagle Collides with the Big Bridge.

A Span of the Structure Gives Way and Falls in the River.

The Side of the Boat Crushed and a Wheel Torn Off.

Badly Disabled She Runs to Shore Below the Elevator.

The Wrecked Steamer Now Lying in Seventeen Feet of Water.

Some of the Passengers Climb on the Bridge, Others Escape in Skiffs.

Several Persons Jump Overboard and are Seen no More.

The Keokuk and Hamilton Bridge Damaged \$150,000.

The Boat Insured For \$25,000 and Valued at \$40,000.

The Fire Bells Sound the Alarm and Cause a Rush For the Levee.

The Wreck Visited by Large Numbers of People this Morning.

### A CRASH IN MID-RIVER.

The shrill, sharp notes of a steamer in distress, coming from above the Keokuk and Hamilton bridge, aroused the occupants of the levee last evening, and this was followed almost immediately by a tremendous crash and splash which was heard many blocks, and then those who looked saw that one span of the bridge was gone. There was great confusion on the levee and bridge approach, and some one started the cry of fire. The bells up town rang out the alarm, and the hose-reels started at a break-neck speed down Main street, followed by hundreds of people who thought a steamboat was burning. In the meantime the boat, which proved to be the War Eagle, bound south, had drifted loose

from the pier that had sustained one end of the fallen span, and was floating rapidly down the current with the thoroughly terrified passengers shivering on the hurricane deck. The steamer had an electric light on her bow which lit up the scene vividly and this with the moon's rays rendered the levee as light as day. The boat rested against the bridge pier long enough to enable several passengers to climb out upon the structure, their escape being comparatively an easy one. Among those who were so fortunate in this regard were several ladies who afterward walked on down the river bank and viewed the wreck after the boat was made fast. When a short distance below the elevator, Dan Leach took a line and pushed off for shore in a skiff, and with the aid of one wheel the boat was run in near the shore close to the M. I. & N. dump, where she now lies well over on her side, twenty yards from the bank, drawing seventeen feet of water on one side and seven feet on the other. The steamer W. D. Smith, which had twenty pounds of steam up at the time of the accident, was secured by C. A. Hutchinson, the company's agent at this point, and assisted in beaching the War Eagle, and a flat boat which the former had in tow was utilized by removing the passengers' baggage thereto.

The stern of the Eagle was badly crushed and a hole broken in her bow, through both of which apertures the water poured quite rapidly, and shortly after being tied up she began to settle down, and when the water ran over the deck and extinguished the fires there was a great noise and hiss of escaping steam, and a stampede from the vicinity of the vessel by the lookers-on, who thought the boilers were going to burst. Then, through the united efforts of the captain, the clerk, the crew and outsiders, the baggage was all saved.

The War Eagle was coming down from up-river points, and was officered as follows: Captain, Jerry Wood; pilots, Hiram Beadle and Wm. Tribble; first clerk, Cephas Gregg; second clerk, Alex. Robinson; first engineer, Jack Anthony; second engineer, Harry Blaisdell.

The collision was due to an eddy, which sets in strong toward the Iowa shore, a short distance above the draw. The bow of the boat was caught in the eddy and whirled the vessel towards the shore. The swift current on the stern prevented the pilot gaining control of her, and she drifted rapidly past the draw pier, with the lower wheel backing all the time, and passed the first span, colliding with the second and throwing it into the river, and then drifting directly over it.

### INTERVIEWS WITH PASSENGERS.

This morning a CONSTITUTION reporter started out in search of passengers on the ill-fated steamer, War Eagle, and first came across the commander of the vessel,

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Captain Jerry Wood, who made the following statement: The pilot was endeavoring to get the boat through the draw and observing that she was in an eddy ordered her backed up above the bridge when she whirled around, and borne down by the irresistible current struck with a heavy crash the second span of the bridge from the draw, breaking the larboard side and completely demolishing the wheel-house, cutting a good sized hole in her in the hull which let large amounts of water in, and though the pumps were working continually they were not of much avail. As she swung around I stood on the hurricane deck. Passengers were rushing about frantically and calling for help, and endeavoring to leave the boat and trying to jump on the falling span of the bridge. I endeavored to keep the passengers quiet and kept myself as cool and calm as possible. I knew after the bridge had been passed, even if the boat sank that it would not go entirely under water. I do not know of any one being drowned, though cries for help were heard on all sides, and in the noise and confusion could not distinguish whether they came from the river or not. The boat had on a cargo of about 750 tons of freight, a considerable portion of which will be badly damaged, though I believe it is fully insured. The boat floated very rapidly down stream to a distance of a block or so below the Keokuk elevator, where the boat was landed by means of a rope, which was taken and fastened on shore by men in skiffs. The passengers and baggage were then transferred to the shore and I think quite a portion of the cargo may possibly be saved. The boat is allowed to carry a 1000 tons of freight, so you see she was not heavily loaded. Her sides were eighteen inches out of water. I must admire the courage displayed by the officers and crew of the boat in this hour of danger. Mr. Beadle, the pilot, stood at the wheel till the very last and deserves much praise. By skillful manipulation he succeeded in working the boat ashore with one wheel. At times the passengers were much alarmed lest the boat would fall over and break into pieces. Many of the deck hands left the boat at the bridge, being terror stricken, and I was compelled to get the passengers to keep up the fires in the furnaces. Had the span of the bridge given way when she struck the accident would have been most appalling in its consequences. As it is it is quite fortunate. I attribute the disaster to the high water, as the current near the bridge is so swift that no pilot can control a large boat like the War Eagle. We started this morning for the boat with the Alex. Kendall who will remove her cargo to the levee where it will be properly cared for. I have been on the river for twenty years and this is the first serious accident that has occurred to me

within that time. Commodore Davidson was telegraphed last evening of the accident and he will probably arrive early tomorrow morning. I think he will raise the boat immediately. After a night's rest I feel greatly composed and much better. I greatly lament the sad accident.

The following is the statement of

CERPH GREGG,

chief clerk of the War Eagle:

Captain Jerry Wood was in command with Hiram Beadle and Wm. Tribble pilots, both being in the pilot house, though it was Beadle's watch. I had just eaten supper and went back into the cabin to talk to some ladies with whom I was acquainted. I heard the whistle blow for the bridge and heard the bells ring to check her headway. Knowing that it was customary to drop inside the long pier, I felt no uneasiness, until I heard the alarm whistle blow twice, which meant to back her strong. About that time Wm. Holmes, third clerk, came through the cabin which was almost deserted, there being only ten or twelve ladies in the cabin at the time, the remainder being on the outside, looking at the bridge. He threw up his hand and passed out the starboard gangway. I paid no attention to it, knowing that he was easily alarmed when passing through the draw of bridges, but in a few moments he returned and threw up his hands again. I then excused myself hurriedly and went to him and on reaching him he threw up his hands and said: "She's gone this time." I ran out the larboard gangway onto the larboard guard, forward of the barber shop and saw that we were broadside to the bridge and that the boat was backing strong. I instantly ran into the cabin and threw up both hands to give the alarm. I caught hold of one lady and cried out to the rest to follow me as the boat was going to strike the bridge. We all passed out the after door into the starboard guard, reaching there just as the crash of the collision of the boat against the bridge came. I kept calling to the passengers, who seemed bewildered, to get out on the hurricane deck. They not seeming to understand, I led the way and they followed, with several ladies clinging to me. As soon as the boat struck the bridge the span gave way quickly with a fearful crash, and I felt considerably relieved, knowing well that the chances for saving life would now be much better. I looked forward and saw that she was leaning on the west pier, her stern having cleared the east pier, where the break in the bridge occurred, and saw the people climbing from the boat on to the bridge. I took one lady and the rest followed. I told them to come and we would all get on to the bridge. I ran forward on the larboard side, down the steps abreast of the smoke-stacks, and assisted

in passing the passengers out upon the bridge until the boat swung off, one lady refusing to go. Seeing that a greater part of the passengers had escaped and were safe, the second clerk, Alex. Robinson, and myself determined to stay with the boat. In a very short time she swung clear of the bridge and we went down on the lower deck to see if she was making water or not. Some one had been down in the hold and reported that she was making water, but not very fast. I went up stairs and quieted the fears of the few remaining ladies on the boat and got all forward so that in case the boat went down we could get them off without much trouble. She then floated with the current and rounded to head down stream to a point a few hundred yards below the elevator, where, with the aid of one wheel and the assistance of parties who came in a stiff and took a line ashore she was made fast, resting on the railroad track, which is covered with water, the river on the outside being about fifteen feet deep. The dredge boat, W. D. Smith, came down and held her stern in until she was securely fastened. There being one wheel entirely gone I was afraid if she swung off she would topple over. The steamer Penguin, with Capt. Hutchinson aboard, arrived as soon as they could get up steam, and with a flat took off the baggage and one Wizard oil wagon. I saw Clay Gillespie in a skiff, and he assisted in getting the ladies to shore. Dan Leach took the line ashore. Capt. Wood remained on the roof and all the officers, so far as known, stood bravely at their posts. Thomas Conners, the first mate, was working manfully at the leak and remained at his post until all danger was past. The deck crew got to terra firma as soon as they could and left the cabin crew and officers to do the work. The steward, Billy Blank, and his crew, worked with right good will, and all the cabin crew acquitted themselves creditably. The passengers, under the circumstances, behaved admirably. They followed me and I had no trouble with them. While they were frightened, they did not know what the danger was, and there was really no panic whatever. A good many white faces could be seen. There was no danger of fire upstairs as I put out the fires as soon as I realized the danger.

THE PILOT.

H. Beadle, the pilot, on watch at the time the accident occurred, said he had gone through the bridge a number of times and had heretofore experienced no difficulty. I had the boat headed toward the draw and everything appeared favorable for a safe passage through when her bow was caught in an eddy and her stern being in the swift current, wheeling the boat towards the Iowa shore and up towards the head of the canal. She floated

around the draw pier and going in the direction of the Illinois shore. She suddenly gave way to the current and was borne swiftly on toward the bridge. The boat passed the first span with the outside or lower wheel still backing and collided with the second span, throwing it into the river and demolishing the wheelhouse of the boat, the wheel also going into the river. The shock of the collision threw the bow of the boat down stream with terrible force against the pier striking near the boilers. The boat lodged here a few moments and a great many of the passengers sought a place of safety on the bridge. I called down to Harry Blaisdell, the second engineer, who was on watch, asking how things were, and he replied that one wheel was all right. I then rang for him to back on the larboard or upper wheel, with the intention of landing the boat as soon as possible. I thought then that the hull was all right, but found she was settling before she grounded. I staid at the wheel until the captain told me I was no longer needed. The boat was very heavily loaded and was hard to manage, but the current and eddy were stronger than I ever experienced, and since the accident an old pilot who goes through the bridge every day said to me the channel had changed very much during the high water, and that only yesterday, as well as he knew the draw, he was about an hour getting through, and came very near going squarely against the head of the draw pier. If I had it to do over again I would manage just as I did, and I only feel thankful that it was no worse, and that no more lives were lost. I have been on the river as first pilot for six years, but this was only my second trip on the War Eagle. I was pilot on the Gem City every trip she ever made since she was built. My home is at Maquoketa, Iowa. Mr. Tribble, my associate, was in the pilot house when the boat first turned up stream, and my brother, A. C. Beadle, was there also, and remained with me until the passengers were all off the boat. I do not remember when Mr. Tribble left the pilot house. We only missed the head of the draw pier about 20 feet. This is the first bridge I have ever touched in all my experience.

THE WIZARD OIL COMPANIES.

Among the passengers on the ill-fated War Eagle, which was wrecked against the bridge last night, were three companies of people with wagons and horses, traveling and advertising wizard oil. The first party, with wagon No. 12, is composed of Dr. Watkins, the manager, his wife and two children; Chas. Armour and wife, and the driver, Sam. Thomas. This party got on the boat at Lansing and were bound for Memphis. The second party, with wagon No. 7, is composed of Dr. Gardner, the manager, W. H. Roscoe, C. M. Norton, J. S. Street and Billy Galligher.

THE GREAT BRIST NEAR CALLED HISTORY  
R. I. BICKELI NEOKUK, IOWA

WAR EAGLE - R

This party got on the War Eagle at Du-buque and were bound for Memphis, Tenn. The third party, with wagon No. 13, is composed of Dr. W. H. Hunt, the manager, Ike LaRue and Mike Peyton. They, also, got on at Du-buque, and were destined for Vicksburg. All the members of the three parties mentioned above were on the cabin deck when the boat struck the span, and hurried over onto the bridge, whence they walked ashore, but one of them, Mrs. Watkins, receiving a scratch. These companies had three wagons, nine horses and four mules. The crash and jar threw five of the horses, fine white stallions, overboard. One of them swam down stream, came ashore among the lumber yards in the lower part of the city, and was secured; another landed on one of the small islands above Warsaw and will be rescued to-day; the three others, all tied by their halters to one plank, remained in the current and were seen swimming down the river near Gregory's Landing at 3 o'clock this morning by the pilot of the Alex Kendall. Ike LaRue, a member of one troupe, saw two men jump into the water as the boat struck. One sank immediately, and the other swam away in the darkness. The baggage belonging to the companies was all saved after the boat grounded. One wagon was also taken off. The other two are on the boat, one covered with water. The balance of the horses and mules were saved. Their damage is estimated at \$4,000. The troupes will probably leave for the south as soon as they get instructions from headquarters. At 9 o'clock this morning one of the party hired a skiff and two men and started on a hunt for the missing horses. The parties are stopping at the Patterson house. Ike LaRue, who was interviewed by a CONSTITUTION reporter, stated that they had never been in a serious accident before, although all had been on the road for some years.

JACK ANTHONY,

One of the engineers stated to a reporter of the CONSTITUTION this morning that the boat struck the span of the bridge about 7 o'clock, but was not on duty at the time. I was just coming from supper when the danger signal of the boat sounded. I ran down stairs to the engine room and found there was 160 pounds of steam. We are allowed to carry 165 pounds. I was standing by the "doctor," the pump, when the crash came. Stood there several minutes and called to my partner, the engineer on duty at the time, and told him to "give it to her." Just then she struck the bridge. I ran to the back part of the boat and there helped seven persons on to the bridge, six ladies, one man and a small child. One man, whose name I did not learn, was hanging to the pier and crying, "For God's sake save me, I'm falling into the river."

I reached down, caught him by the arm and pulled him up from his perilous position. I saw one man go into the river. I think he was one of the colored deck hands. He came up from the deck and was struck on the neck by the railroad tie which lay over the bridge. He was probably knocked senseless, as he fell into the water without calling for aid.

J. W. CLIFFORD,

greaser on the boat, was seen at the Saint Louis and Saint Paul packet depot this morning who made the following statement: I was standing on the steps when the alarm of danger was sounded, and just before the boat struck the bridge. I went up to the texas and put on a life preserver. I had finished my supper and had just started out to see the steamer pass through the draw. I saw she was gone and prepared myself for the worst. Before she struck I said to the engineer, "this boat is going to be wrecked." He replied "that the pilot knew his business, and that all would be well." I went out on to the roof and saw the passengers jumping off on the bridge. I saw no one fall into the river.

GEORGE ARNOLD

said he was a passenger on the War Eagle, and that he got on at Winona and was on his way to St. Louis. When she struck the bridge I ran to the hurricane deck and got off on to the bridge. I assisted a lady and two children to the shore. I saw a man and woman in the water, and their appeals for assistance were truly heart-rending. I do not believe they were rescued.

A. ROBERTSON,

the second clerk, who resides in St. Louis, said he was out on the guard talking to several ladies when he saw the dangerous position in which the boat was placed. I knew she was bound to strike the bridge, and gave the alarm. I told all to stay on the boat, and not to jump off. I went aft and seeing several women attempting to jump on to the bridge, pulled them back. There was no one lost that I know of. I think all the cabin passengers were saved. A number of passengers got off at the bridge, the remainder being transferred to the snore in skiffs from below the elevator, where the boat was lodged.

W. M. DRAKE

who is quartered at the Patterson house, informed a reporter that he was down to the levee when the accident occurred. As the pier was sinking I got into a skiff and started for the scene of the disaster, hoping to lend assistance to the unfortunate ones whom I heard crying for help and struggling in the water. I was alone. I picked up one man, whose name I afterwards learned to be James H. Clayton, of Keosauqua, Iowa, about one hundred feet below the bridge. He had hold of a piece

of a board when I caught him and hauled him into my skiff. I pulled for the shore when he got out, I then started for the boat which I saw was lodged below the elevator. As I neared the bow of the boat I saw an aged person, stricken with the palsy attempting to jump over to the D. W. Smith, which had come to the rescue, the distance being fully twelve feet. He did not realize the distance being in such a state of excitement. Just as I caught him his little boy came running down from the cabin and exclaimed, "O, father, father, we are lost!" They were taken into a skiff and landed safely on shore. I was told that four of the white stallions belonging to the Wizard Oil company were lost. There were five in all. I saw one man attempting to cut the rope which holds the stage planks, but what his purpose was I could not say. The last woman to leave the boat had a bird cage in her hand, which she appeared determined to save.

J. F. BREITENSTEIN,

a resident of this city, who resides on Bank street, near the levee, heard the cries for aid and immediately started for the levee. He stated he secured a skiff and started for a person struggling in the water about one hundred yards from shore. I hollowed to him and cried that I was coming and for him to hang on to the board with which he was supporting himself. As I came near him he cried: "My God, I can't hold out any longer." He then disappeared from sight and was swallowed up by the seething waters. He supported himself by a portion of the stairs leading up to the pilot house which I found. I heard several persons screaming loudly, but could not say whether they were in the water or on the boat. I assisted them with skiff in transferring the passengers from the boat to the shore after she lodged below the elevator.

INTERVIEWS WITH THE LADY PASSENGERS.

After the accident last evening the lady passengers were nearly all shown to the Patterson house, where they were furnished apartment's. This morning they were all assembled in the parlor when a CONSTITUTION reporter entered, and introducing himself, explained the object of his visit. He was cordially received by the ladies, who were quite recovered from their fright. They looked pleasant and joyful, were contented, and conversed freely.

MRS. H. H. WOOD,

whose husband's brother is captain of the War Eagle, stated that she boarded the boat at Sabula, and was on her way to St. Louis and Kansas City. Her statement is as follows of the sad accident: We were just through supper and I was standing in the cabin when the clerk came in and throwing up his hands, exclaimed, "The boat is in danger; all go out

at that door!" pointing toward the door in the front of the boat. The situation was not at first apprehended by the passengers. All were startled, however, and started forward. The ladies were panic-stricken and began screaming. As I had been sick, I started back to my stateroom to get a shawl to prevent taking cold. As I entered the stateroom the boat struck the bridge with a heavy crash and began rocking, afterward beginning to sink. My husband came to me and said, "let us jump off onto the bridge." I said "no, we will stay here." I went to the captain and he said if it came to the worst to get a plank and a life-preserver. We then went to the bow of the boat. The captain was calm and self-possessed in giving his orders. I heard him tell the pilot to "drop her." The W. D. Smith was then signalled and came to our assistance as soon as possible. When we were floating down stream from the bridge I told the ladies to be quiet, that all was well, and that we would be safely landed on shore. I was the last lady to leave the boat. I think the ladies were very much frightened, but still acted like little heroines. While the boat was lying lodged near the shore she took fire, but the flames were promptly extinguished. I got ashore safe and sound, and congratulate myself on my fortunate escape.

MRS. L. J. WATKINS,

one of the members of the Wizard Oil concert company, who was in our city last Sunday, stated that she was in her stateroom and had put her two little children to bed. As soon as the signal of danger was heard I grabbed them up and went to the rear of the boat. I was badly bruised, being jammèd by the crowd against the guard. My husband took the little boy in his arms, and I, with my baby in mine, jumped off of the boat and reached the bridge in safety. We then came up to the Patterson house.

MRS. F. G. TOWNSEND,

of Hannibal, was on board and stated the following to the reporter: I was on my way home from the north with my little baby, only ten weeks old. I was dressing my hair when I heard the clerk say, "All go aft." I called to my waiting girl, who was quaking with fear. We rushed up stairs, the servant holding the infant in her arms. She fell against the texas and fainted. She then started for the deck to leap on the bridge when seized and prevented from accomplishing the rash act which she contemplated. Mrs. Davis, one of the lady passengers, deserves much praise for her courage and bravery displayed on the boat. She saved my baby by taking it from the arms of my servant girl, who was wild with excitement. She was certainly the heroine of the disaster. I then packed up my baggage and we were requested by the officers to go to the

fore part of the boat and remain until further orders. There was very little confusion on the boat when floating down the river from the bridge. There was one old lady that had to be carried down from the cabin. She was taken up in the arms of a lady who had been confined to her room during the journey down and placed in a skiff awaiting to take them to the shore.

MRS. DR. COWDEN,

a resident of Washington, Iowa, boarded the steamer at Muscatine and was going to St. Louis, accompanied by her daughter Ollie. She said: We were standing looking at the bridge when the sad accident occurred. We ran to the stern of the boat and jumped on the bridge. I saw no one fall into the river but the cries for help sounded like coming from the water. If the pier of the bridge had not gave way, I think we would have all been lost.

MRS. J. R. DAVIS,

a handsome young married lady from New York City, greeted the reporter pleasantly and gave him following information relative to the affair: I boarded the steamer at Davenport, with Quincy, Illinois as my destination; I was standing in the back door, the only lady in the cabin at the time the crash came. The clerk gave the alarm and I followed to the side door, and endeavored to keep the ladies and children from falling overboard. I then went to the forward part of the cabin and some one lifted me over the railing, intending to put me on the bridge, but I remonstrated, and would not leave the boat. I thought of my father and little nephew in New York, but did not think of my husband. Mrs. Sardoris, a lady friend of mine, fainted in the cabin. It was a miraculous escape for all of us, I think.

MRS. MARY SARDORIS

stated that she was on her way to Hannibal from up in Iowa. I was in the back part of the cabin when the accident occurred. When I reached the hurricane deck I was very weak, and fainted. I halloed for some one to take my baby. On recovering consciousness I found myself on the shore with my baby in my arms.

#### THE CARGO.

The cargo of the War Eagle was valued at between \$40,000 and \$50,000, the greater part of which is covered by insurance. There were six hundred and fifty tons of freight on board, which will be seriously damaged more or less. There were about 10,000 packages, divided as follows: 4,000 sacks of barley, consigned to commission merchants in St. Louis; 3,000 sacks of potatoes for St. Louis; 1,000 sacks of potatoes and 425 sacks of barley for Quincy; 1,000 packages of sundries, 500 barrels of flour and 500 barrels of oat meal for New Orleans. On board there were three Wizard Oil wagons, used in street concerts, ten horses and four mules. The following

is a complete list of the freight shipments: Keokuk lumber company, Keokuk, 40 wooden troughs; Mirriess & Co., Keokuk, 8 barrels of potatoes; C. W. Coffman, Keokuk, 1 light wagon; J. Grinnell, Keokuk, 52 sacks of potatoes; Rix & Stafford, Keokuk, 2 barrels of tops cast; Collier, Robertson & Hambleton, Keokuk, 20 barrels oat meal; L. A. Grange, LaGrange, Mo., 30 sacks of potatoes; Mr. Koshosen, LaGrange, Mo., 5 barrels of vegetables, 9 sacks of potatoes; C. S. Thomas, LaGrange, Mo., 5 barrels of potatoes; J. L. Adams, & Co., Quincy, Ill., 97 sacks of potatoes; J. L. Adams & Co., Quincy, 425 sacks of barley; H. A. Williams, Quincy, 97 sacks of potatoes, 62 sacks of potatoes and 76 sacks of turnips; Lemley Bros., Quincy, 6 barrels taps and one box cast; Trepp & Mason, Quincy, 10 cases of oatmeal; C. R. Oliver, Quincy, 5 barrels oatmeal; J. S. Gillett, Hannibal, Mo., 69 wood troughs; Capt. Wood, Hannibal, 950 sacks of potatoes; Franklyn Becker, Hannibal 6 sacks of potatoes; Alex & A. White, Hannibal, 1 box H. H. goods, 1 role of carpet; H. & St. J. R. R., 1 barrel of taps; La-Croise Lumber Co., Louisiana, Mo., 49 wood troughs; L. H. Miller, Louisiana, Mo., 1 bracket, 2 chairs, 1 bed chair, 1 table, 1 box H. H. goods, 1 sewing machine, 1 cook stove; G. D. Sidney, Alton, Ills., 26 sacks of potatoes; J. E. Hoguty, & Son, St. Louis, Mo., 20 barrels beans; Hoyt, Mitchell & Co., St. Louis, 3 barrels squashes; C. Hartman, St. Louis, 100 sacks onions; J. Schoff & Bros., St. Louis, 42 barrels of cranberries; Gloran & Odendall, New Orleans, La., 1 box sundries; C. Hartman, St. Louis, 130 sacks of potatoes; Wallace & Vanhorne, New Orleans, 475 barrels of flour; Henry Schroeder, St. Louis, 85 sacks of potatoes and 1 sack of sacks; to agent, St. Louis, 1 barrel of potatoes, 1 box sundries; Onthwein & Bros., St. Louis, 1,400 sacks of barley; Teichman & Co., St. Louis, 588 sacks of barley; P. Brochman & Co., St. Louis, 278 sacks of rye and 1,000 sacks of barley; Teichman & Co., St. Louis, 98 sacks of potatoes; John Wake & Co., St. Louis, 263 barrels of potatoes; Davidson Bros., 75 barrels of potatoes; Davidson Bros., St. Louis, 64 barrels of potatoes; Hoffmau Bros., St. Louis, 137 boxes sundries; C. Hartman, St. Louis, 300 sacks of potatoes, 100 boxes merchandise; G. Mensenbut, St. Louis, 128 sacks of potatoes; Teichman & Co., St. Louis, 450 sacks potatoes, 53 barrels of turnips, 137 sacks of potatoes; J. Lehreiner & Co., St. Louis, 52 sacks of potatoes; Eaton, McClellan & Co., St. Louis, 175 bu. potatoes; Hamlin Wizard Oil company, St. Louis, 18 boxes of oil; N. Spunger, St. Louis, 300 barrels of oat meal; H. R. Fry & Co., St. Louis, 137 barrels of onions; Hudson Bros., St. Louis, 25 kegs of meal; F.

Stucke & Co., St. Louis, 152 barrels of onions; Southern Hotel, St. Louis, 1 barrel of meal; Dozier, Weyl & Co., St. Louis, 5 barrels of meal; F. Deubel, St. Louis, 11 barrels of oat meal; Brunswick & Co., St. Louis, 32 tubs of butter; C. A. Hutchinson, Keokuk, 99 sacks of potatoes.

#### THE BROKEN BRIDGE.

Superintendent Cole, of the Keokuk and Hamilton bridge, was found in his office at the west approach, at 2 o'clock this afternoon, by a CONSTITUTION representative. He was so kind as to impart to us all the information he had regarding the disaster of last evening, and about bridge matters in general. The structure is owned by a corporation known as the Keokuk and Hamilton bridge company, and is valued at one million dollars. Mr. Cole estimates the damage to the bridge and loss of custom at not less than \$150,000. The principal owners of the bridge are A. Boody, Andrew Carnegie, C. L. Frost, Gilman, Son & Co., Thos. L. Jewett, A. S. Patten, estate of Thos. Patten, estate of J. Edgar Thompson, (\$200,000, most of any) Thomas Scott, David Stewart. The above stockholders all own upwards of \$25,000 in the bridge. The officers of the company are: Andrew Carnegie, of New York, president; George I. Frost, of New York, vice president; Theodore Gilman, secretary and treasurer; directors—A. G. Agnew, W. M. Spackman, Wm. Patten, David Stewart and F. Secor. Mr. Cole had been busy all morning communicating by wire with the parties in interest.

#### THE TELEGRAMS.

Mr. Cole to Theodore Gilman, Secretary and Treasurer:

KEOKUK, Iowa, Nov. 5.—Second span east of draw thrown into river by steamer War Eagle at 7 p. m. See Carnegie and executive board and instruct me what to do.

(Signed) J. H. COLE.

Mr. Cole also sent the same dispatch to Mr. Carnegie, the president of the company.

Mr. Gilman answered as follows:

NEW YORK, Nov. 5.—How many spans are down? Telegraph me fully amount of damage done to bridge.

THEO. GILMAN.

Mr. Cole telegraphed in answer to the above:

KEOKUK, Ia., Nov. 5.—One span, 256 feet in length. See map in Carnegie's office. Second span east of draw. Damage, including loss of business, \$150,000. Temporary ferries are accommodating travel.

J. H. COLE.

Mr. Cole also forwarded the following telegram to Frank Sherman, captain of the Quincy, Ill., ferry-boat:

KEOKUK, Iowa, Nov. 5.—A span of the bridge was thrown down by War Eagle. Upon what terms will you put in your boat to run for highway travel and transfer railroad business?

J. H. COLE.

No answer has yet been received to the above.

Mr. Cole telegraphed W. F. Merrill, Chicago, superintendent of the Wabash

railway, as follows:

KEOKUK, Iowa, Nov. 5.—Can I make arrangements with you to transfer business of Wabash railway, if I put in a railway transfer boat fitted with tracks for that purpose? I mean all your business? I want to put in a ferry to accommodate railroad and highway travel. If you do not wish to make this arrangement, I will put in an ordinary ferry only. J. H. COLE.

Mr. Cole informed us that should he receive a favorable answer from Mr. Merrill in time he will leave for Chicago this evening to perfect necessary arrangements and will return about the middle of next week with a boat which he has now in view and which he thinks he will have no trouble in securing. Mr. Cole thought it would take from 60 to 90 days to put in a new span, provided work was pushed energetically, and this the company would undoubtedly do. Parts of the old span can be raised but will be used elsewhere.

The reason that the spans of an iron bridge are not anchored securely to the piers, is because the variations of the weather, and the consequent lengthening and shortening of the metal will not permit it.

Mr. Cole thought it was lucky for those on board that the river was not a few feet lower, as, in that event, the current would have had such a leverage on the craft that it would undoubtedly have foundered and many lives would have been lost.

At 3:30 o'clock this afternoon Mr. Cole received the following answers to his telegrams of this morning:

NEW YORK, Nov. 5.—Regret to hear of loss of life and property and have called a meeting of the board for this afternoon. Will inform you of the result. Telegraph additional particulars if any. A. CARNEGIE.

NEW YORK, Nov. 5.—J. H. COLE: I expect to leave for Pittsburg on Monday. Meet me at Monongahela House, there. THEO. GILMAN.

#### NAMES OF PASSENGERS.

The following are the names of the passengers and their place of residence, who were on board the ill-fated steamer War Eagle.

Frank Schmidt, St. Paul, for St. Louis.  
C. C. Hackett, Burlington, for St. Louis.  
W. Porterfield, St. Paul, for St. Louis.  
P. L. Kendall, St. Paul, for St. Louis.  
Henry Eastwood, St. Paul, for LaCrosse.  
Frank Goodfellow, St. Paul, for LaCrosse.  
A. J. Smith, St. Paul, for St. Louis.  
Mrs. Griswold, LaCrosse, for Hannibal.  
W. H. Hunt, Dubuque, for St. Louis.  
Collins, Ft. Madison, for Keokuk.  
A. Bouleard and two boys, Ft. Madison, for Louisiana.  
P. Irving, Muscatine, for St. Louis.  
Eaton, Muscatine, for St. Louis.  
La Gull, Muscatine, for St. Louis.  
I. H. Clayton, St. Paul, for Keokuk.  
White, ———, for St. Louis.  
Stewart, ———, deck passenger, for St. Louis.  
Mr. Charles Armour and wife, Davenport for St. Louis.  
Dr. Watkins, wife and two children, Davenport, for St. Louis.  
James Burns, St. Paul, for St. Louis.  
John Keherel, St. Paul, for St. Louis.  
Mrs. Mulligan and daughter, St. Paul for St. Louis.  
Ruse, St. Paul, for St. Louis.  
C. W. Coffman and family, Reed, for Keokuk.  
Henry Francois, Reed, for St. Louis.  
John Thomas, Alena, for St. Louis.  
Charles Ellis, St. Paul, for Hannibal.  
J. La Rue, Dubuque, for St. Louis.  
M. Peyton, Dubuque, for St. Louis.  
Norton, Dubuque, for St. Louis.  
Gardner, Dubuque, for St. Louis.  
I. West, Dubuque, for St. Louis.  
Roscoe, Dubuque, for St. Louis.  
Sam Shomas, Dubuque for St. Louis.  
Dreven Dubuque, for St. Louis.

Taylor Davis and wife, St. Paul, for St. Louis.  
P. H. Reve, wife and child, Burlington, for Hannibal.  
Mrs. Brodfish, Ft. Madison, for St. Louis.  
Mrs. White and daughter, Lansing, for Hannibal.  
Mr. Kreper and wife, Muscatine, for Quincy.  
Mrs. Townsend, Davenport, for Hannibal.  
Mrs. Iartons, Davenport, for Hannibal.  
Miss Martin, Davenport, for Hannibal.  
Mrs. Sarah Shuck, Dubuque, for Hannibal.  
Miss Ward, Davenport, for Quincy.  
Mrs. Cowden, Muscatine, for St. Louis.  
Miss Holcombe, Muscatine, for St. Louis.  
Mr. Wood and wife, Davenport, for St. Louis.

#### PASSENGERS SAFE.

The following passengers who were on the steamer are safe, and quartered at the various hotels in the city:

Mrs. I. R. Davis, New York; Mrs. F. C. Townsend and Miss Morville, Hannibal; Miss Sardoris, Clinton; Mrs. Dr. Cowden and Miss Cowden, Washington, Ia.; Mrs. Anna White and Miss Manie White, Lansing, Ia.; Dr. Watkins and wife, Chicago; I. L. Kendall, Baltimore; ——— Cullom, Seneca Falls; I. T. Streat and C. W. Norton, Chicago; W. Porterfield, Montana; J. Smith, Memphis; Dr. J. E. Gardner, W. H. Roscoe, Dr. W. H. Hunt, Ike LaRue, M. Payton, and Charles Armour and wife, Wizard Oil company; Mrs. H. T. Brodish, Ft. Madison; E. A. Woods and wife, Sabula; B. Kemper and wife, Vm. Holmes, St. Louis; James Heanessy, St. Louis; John Page and wife, St. Louis; John Perry, St. Paul; Enos Poole, Paducah, Ky.; Lawrence Kimball, St. Paul; James Mulligan, Minneapolis; Margaret Mulligan and daughter, St. Louis; Sarah H. Shook, Hannibal; J. Bahss, L. D. Painter and Dan O'Keefe, cooks on the boat; H. E. Beadle and Mr. Tibbles, pilots; H. C. Beadle, brother of the pilot; M. Connors, head baker; J. W. Clifford, greaser, and several others.

#### CAPTAIN HUTCHINSON.

In an interview with Capt. J. M. Hutchinson, the veteran river man, and general manager of the St. Louis and St. Paul packet company, before he left for Nauvoo this morning, where he is to-day, we learned that the cargo of the ill-fated steamer consisted of every conceivable kind of freight usually carried, the insurance on which he could tell nothing definite, nor approximate the amount of damage done thereto. The boat was valued at \$40,000, and carried an insurance of about \$25,000. She had a very large trip of both freight and passengers. Capt. Hutchinson was at the tea table when he first knew of the accident; he was attracted by the noise on the levee, when he hurried to the scene, and found that one span of the bridge was gone, and the War Eagle, like a wounded monster, floating aimlessly down the swollen bosom of the Mississippi. Going hurriedly to the Plough Boy, he discovered that she had no steam. Charles Hutchinson went to the Penguin, which had ten pounds of steam, which was soon raised to forty pounds, and preparations were soon commenced to send her to succor the helpless steamer. The steamer W. D. Smith went to the War Eagle's relief, and

was there when the Penguin reached the scene, and was holding in the stern of the disabled boat. The captain could not estimate the damage to the War Eagle, but thought she was badly broken in two places at the point where she struck the piers. He thinks the hull is not very seriously damaged and the cabin is uninjured. The engines are sound.

#### THE WAR EAGLE.

The War Eagle was built in St. Louis in 1876, with the Golden Eagle, by Commodore W. F. Davidson, the builder being Robert Medill. They were built expressly to run as fast packets between Keokuk and St. Louis, and were the finest and fastest boats on the northern waters. The two steamers seem to have been ill-fated, for only about a year ago the Golden Eagle was burned on a trip between here and St. Louis, and now the War Eagle lies a few hundred yards below the elevator, an apparent wreck—not so bad, however, that she may not again sail the waters of the Mississippi almost her old self again. Last August, during the troubles in the Northern line packet company, this boat was sold on a foreck-sure of a mortgage, and was purchased by Commodore Davidson for the St. Louis and St. Paul packet company and placed in the trade of this company. Immediately after this purchase she was repaired in elegant style and her texas lengthened to increase her passenger capacity. Besides this an electric light added to her other splendid attractions. She is about two hundred and seventy-five feet long and thirty-five and a half beam. She has four boilers twenty-six inches in diameter, and 8-foot stroke, and at the time of the accident was drawing about six feet of water. She had the capacity for accommodating about two hundred and twenty-five cabin passengers and about nine hundred tons of freight. On her present trip she had a very large number of passengers and between seven and eight hundred tons of freight, one of the largest trips in the history of the boat.

#### Accident Wavelets.

The Arkansas goes down this evening at 8 o'clock and will carry the passengers of the War Eagle southward.

Harry Blaisdell, second engineer, and Frank McCain, striker, stood at the nozzle till the last galoot was ashore.

Jonathan Anthony, engineer got off the boat at the bridge, and helped several from the boat to that structure. The last he assisted to safety was an old Irish woman and just as he got her safely upon the bridge, the boat passed on, leaving him no other alternative but to remain where he was, or to reach the boat by a desperate jump. He didn't jump—sensible man.

The last opinion advanced is that none of the passengers or crew are lost. Chet

Durfee went out in a skiff and reports hearing a man in the water calling for help and saw him go down when the skiff had reached a point about forty yards from the distressed swimmer. We have found two cabin passengers who were in the water but they both reached the shore, one of whom swam out, reaching the shore at the Plough Boy landing. This may have been the man Mr. Durfee saw floundering in the water, and lost sight of him in the excitement, by being attracted for a moment to some other point. The engineer says that as the broken span of the bridge came down with a crash, he saw a man climbing from the deck of the boat up the pier of the bridge, and that a bar of iron from the bridge sprang around striking the man a blow in the back of the neck, knocking him into the river. The blow, he thought, must have certainly killed him, and he thought the individual thus stricken was a colored man. This would look as if at least one man should be missing. But in conversation with one of the colored porters of the boat, a CONSTITUTION reporter learned from him that it was his partner who was injured by the springing bar of iron, that the injury was across the head instead of the neck, and that the wounded party was saved. The engineer in our conversation with him said he was excited at the time and doing his best to save passengers, and was not even certain that it was a colored man but thought it was, and he might also be mistaken about the exact part of the person at which the man received the blow. We interviewed the roastsabouts and they claim that not one of their number is missing. The clerk, Mr. Gregg, says none of the cabin passengers are missing, and that he had money deposited with him from nearly all the deck passengers and all the depositors had called this morning for their money. The cabin crew reported and were paid off this forenoon, showing that none of their number had been lost. It is probably safe, then, or at least pleasant, to conclude that all the passengers and crew of the unfortunate steamer, by some almost miraculous power, were rescued from the very jaws of death.

It is likely that Commodore Davidson will leave St. Louis this evening on the Gem City, and in that event he will arrive here to-morrow evening.

The wrecking boat T. F. Eckert, now at St. Louis, has been summoned to this point to assist at the wreck of the War Eagle, and she will probably arrive to-morrow.

It is pretty certain now that the War Eagle is resting on a stone projection from the rip-rap built to protect the railroad track in the vicinity where she now lies.

All the passengers and baggage were taken off the War Eagle before she finally settled.

A fine stallion, belonging to the Wizzard Oil man, which escaped from the War Eagle, was caught down by Tabor's mill last evening.

About one-third of the cargo of the War Eagle will be saved uninjured and is insured for only about one-fifth its value. At least this is the estimate made at present.

Mate Conners covered himself all over with glory last night by his untiring and heroic efforts in aiding the escape of passengers and saving their effects.

Engineer Anthony safely placed six women, a baby and one man upon the bridge from the War Eagle.

At Gregory's landing this morning four drowned horses were discovered, which went overboard from the War Eagle last night. They were still tied to a piece of the railing which went over with them just as they were when they left the boat.

The glorious old War Eagle, which has done so much good service since she was first launched, a thing of beauty in 1876, the pride of her crew and the admired of the traveling public, lies badly broken, with her head down stream in a kind of creeled position. She is about fifteen feet under water on her larboard side and about six feet on the starboard side. Her hull is loaded with potatoes, flour, onions, oatmeal and all kinds of produce, very little, if any, of which will be saved.

Last night before the War Eagle had finally settled and as she was rocking to and fro to the terror of the passengers one man on deck was seen to attempt to climb one of the stanchions four different times, each attempt proving a failure. Captain Hutchinson who was also on deck working manfully and heroically for the safety of human life, had been eyeing this stanchion as a means of escape if necessary, saw these futile attempts of the stranger and called out: "Get down from there; what are you doing anyhow?" With a very blank look the reply came: "Well, well, I don't know." And he was not the only man who was bewildered and on whom a joke might be told in connection with last night's events.

The crash when the War Eagle forced her way through the span of the bridge was terrible. One man out as far as Fourteenth street heard it plainly. Persons standing on the steps of the new opera house on Sixth street, in which vicinity there was quite a buzz on the event of Maggie Mitchell's appearance, together with the usual noise of this part of the city, were startled by the grating and crashing sound, and guessed too truly that a disaster had occurred on the bridge.

As yet no arrangement has been made to supply the place of the War Eagle, and probably no such arrangement will be made this late in the season.

WAR EAGLE-6

THE ONLY WEST RIVER CALLED THE WAR  
EAGLE. KEOKUK, IOWA

# KEOKUK CONSTITUTION

KEOKUK, MONDAY, NOVEMBER 7, 1891

## AFTER THE ACCIDENT.

### HUNDREDS OF PEOPLE VISIT THE WRECK.

Commodore Davidson Arrives in the City—The Officers of the War Eagle Declare no One Lost—The Steamer to be Raised as Soon as Possible and Taken to the St. Louis Docks—Notes.

The disaster to the War Eagle last Friday evening was the most fortunate big accident we have ever been called upon to chronicle. The officers of the boat declare that no one was lost to their knowledge which is certainly a congratulatory assertion to make, and we trust that it is true. Yesterday there was a continuous stream of people going to and from the levee to view the wreck. The bluff opposite the elevator was crowded the entire afternoon. The officers of the boat are certainly deserving of commendable mention for the bravery, calmness and courage they exhibited in the hour of danger. All the passengers should hold them in grateful remembrance for their manly conduct. Commodore Davidson, president of the St. Louis and St. Paul packet company, arrived last evening about 10 o'clock on the Gem City. As she approached her electric light was turned on to the wrecked steamer which the commodore viewed in silence. All day yesterday a force of men were engaged in transferring the cargo of the War Eagle to the Alex. Kendall and her barges and in a few days will be started for its destination. Her freight is not as badly damaged as was first supposed and as it is mostly insured no great loss will be sustained. Commodore Davidson and Joe Robin, a diver from St. Louis, repaired to the wrecked steamer this morning and found that she is not damaged beyond repair. Her hull on the larboard side is smashed in but the timbers were not broken into. One wheel and the wheelhouse are missing. Commodore Davidson stated to a reporter this morning that the boat was not in the condition he expected to find, and regretted that such incorrect statements touching the loss of life should have appeared in the newspapers. Engineers have arrived and the steamer will be raised and taken to the docks at St. Louis where all immediate necessary repairs will be made. The commodore is not at all discouraged, as he is used to misfortune. He has resolved to make the river business "hum" next season, and will put on an elegant line of steamers to ply the waters of the Mississippi.

On Saturday the following letter was received in the city:

J. W. ELERICK, Keokuk, Iowa:

INDEPENDENCE, Iowa, November 5.—A Chris. Benning was lost on the steamer War Eagle last evening; at least John Webster says he was seen running into the worst part of the wreck, and can not be found this morning. You can talk with the proper authorities.

DR. G. W. ELERICK.

Diligent search was made for Mr. Benning but thus far he has not been found, and we can but arrive at the conclusion that he was lost in the river. Ceph Gregg being interrogated in regard to this passenger stated that a man boarded the boat at Fort Madison, and that he turned away from the ticket office before his name was secured. Fears are entertained that he has been drowned, and if he is still alive he should immediately inform his friends of his whereabouts.

#### NOTES.

The bluff was lined with people all day yesterday viewing the wrecked steamer.

Most all of the passengers which were on the War Eagle left this morning on the Gem City.

Commodore Davidson is of the opinion that the War Eagle can be raised without very much trouble. She will then be placed on the docks at St. Louis.

The Wizard Oil company has not yet left the city. They have recovered one of their white stallions and another was found dead in the southern part of the city. Their loss is estimated at \$4,000.

One lady who was transferred from the boat to the bridge said to the surrounding crowd when she had sufficiently recovered from her fright: "Well, gentlemen, if you ever catch me on a boat again you can shoot me with a stick."

Harry Blaisdell, the second engineer, who was on duty at the time of the accident, is a resident of Keokuk. For the coolness and courage he displayed much praise is due him. The striker, his assistant, started to run when the boat struck. Harry caught him by the coat tail and quietly remarked, "stay awhile; look around and see what you can do."

Mr. Connors, first mate, informs us that when the boat struck all the "roosters" got onto the bridge with the exception of one, who remained faithful to the last. Immediately after the accident he grabbed a lantern, and went down in the hull to see what the damage was there. He secured two or three blankets and partly succeeded in stopping the flow of water.

#### THE BOATS.

The R. J. Wheeler passed down yesterday afternoon.

The Mary Morton passed up yesterday afternoon for St. Paul.

The Minneapolis leaves for St. Louis Wednesday afternoon.

The Diamond Jo passed down yesterday evening heavily loaded with freight.

The Gem City arrived last evening at

10 o'clock and left for St. Louis at 8 o'clock this morning. She will return Wednesday.

#### PRESS COMMENTS.

Chicago Times: The investigation into the loss of the Jennie Gilchrist at Davenport has not yet had time to produce its proper effect in arousing the officers and crews of river boats to a sense of their accountability. The War Eagle, one of the finest boats on the river, repeated the experience of the Gilchrist last evening, becoming unmanageable and drifting on to one of the piers of the bridge at Keokuk. The bridge was seriously injured, one span being carried away and the steamer was completely wrecked, but the full extent of the calamity has hardly been ascertained yet. As a means of destroying lives collisions with bridge piers have taken the place that bursting boilers used to hold. It shows the most culpable carelessness on the part of the owners and officers that the moment a boat becomes unmanageable she should drift upon a bridge pier. There is ground for the suspicion that the mariners of the Mississippi do not know what an anchor is, or what it is for. The coroner's jury in the Gilchrist investigation complained that the boat had no anchor. Had an anchor been dropped from the War Eagle the moment it became apparent that she was going against the pier, she would have been saved, but nothing seems to have been done to avert the disaster after the certainty of it was realized. The equipment of every boat with a good-sized anchor, hung where it could be dropped instantly, and a little drill in the use of it, would prevent a recurrence of this style of accident.

Burlington Hawkeye: The accident at the Keokuk bridge will stimulate the public demand for a closer inspection and more thorough enforcement of the regulations pertaining to the safety of life and property on our navigable waters. The War Eagle's disaster has occupied the Burlington people since it occurred, many of them feeling more than an ordinary interest in the ill-fated craft, and eagerly receiving any information concerning her.

Davenport Gazette: The Eagle on her last trip reached Davenport at midnight Thursday, landing at the ferry dock. She remained here taking on freight until 6 o'clock yesterday morning, when she started south. Keokuk is 130 miles from Davenport, so the run must have been made in about thirteen hours. The War Eagle has not had a heavier trip this season than that of yesterday—over 12,000 packages. It was principally wagon stock, barley, potatoes and onions. It was remarked yesterday morning that the boat was drawing six feet of water when she left our levee.

Davenport Democrat: "It is the worst place on the river to take a boat through, is that Keokuk draw channel, anyway," said an old pilot to a Democrat reporter, this morning. "It is something like the draw channel of the old bridge here, only worse, I believe. You see the lower lock of the canal is just above the bridge, and the meeting waters there form an eddy and a strong cross current, both making the worst thing in the world for a pilot to fight against—and it doesn't take much to get one of them big steamboats out of shape; they first get a little quartering in that cross-current and get swept around in spite of everything. Just let them go

to a little wrong there, and it takes a good while to get them back. It is more than likely, now, that the old man (Commodore Davidson) will order his pilots now to always go through the draws, with the big boats stern foremost. He did that two or three years ago, but the pilots took to their own notions again after awhile, and the old man let them have their way. Now, you'll see, he will issue that order again, and hold them to it too."

**THE CREW,**  
all told, numbered seventy-eight men. There were Captain Wood, Clerks, Cephas Gregg, Alex. Robinson, and Billy Holmes, Pilots, Hiram Beadle and W. R. Tibbles, Mate, Tom Connors, Steward, Billy Blank, to begin with. Let's count up:

Captain.....	1
Clerks.....	3
Mates.....	2
Pilots.....	2
Engineers.....	2
Fireman.....	4
Coal passers.....	2
Stewards.....	2
Cooks, general.....	4
Pastry cooks.....	3
Pantrymen.....	2
Cabin boys.....	15
Chambermaids.....	2
Carpenter.....	1
Pilot's cab.....	1
Deck hands and roosters.....	25
Total officers and men.....	79

"When you think that there were 179 people, at least, on that steamer, the escape of every one with life from that disaster is wonderful. I'll bet you'll find that Jere Wood stuck to his steamer and helped his passengers until the last one was cared for—that's the kind of a captain he is."

### KEOKUK CONSTITUTION

KEOKUK, TUESDAY, NOVEMBER 8, 1881

#### THE WRECKED STEAMER.

##### The Cargo Being Removed as Speedily as Possible.

The steamer War Eagle still lays submerged in the water below the elevator. Her cargo is being removed as speedily as possible, an examination of which proves that a portion of it is not damaged to a very great extent, while a part will be a total loss. The wrecking boat leaves St. Louis this evening and will arrive here Thursday during the day sometime, proceeding immediately to raise the boat. Commodore Davidson estimates the loss to the steamer will be in the neighborhood of \$20,000 and without a dollar's worth of marine insurance, though she was insured for \$30,000 against fire. There is a prevailing opinion that legal complications will arise out of the recent disaster. An official of the St. Louis and St. Paul packet company being broached on the subject as to the probability of the bridge company bringing suit for damages, sarcastically remarked that "that would be a good one on the War Eagle." He further ventured to express the opinion that he thought the packet company had a case and that it would probably be tested. The case will be made on the grounds that the bridge company have not complied with the specifications con-

tained in the charter which granted them permission to construct a bridge across the Mississippi river between Keokuk and Hamilton. Eastern legal authorities will be consulted as to the probable outcome of such a suit if instituted. We understand that Commodore Davidson contemplates investigating the matter and if the aspect is favorable will proceed with a suit for damages.

The only man supposed to be drowned off the War Eagle is C. F. Benning, of Douds, Iowa, mentioned in yesterday's issue. He is the only person missing, and it is generally conceded he was the unfortunate victim of the disaster. He leaves a wife and three children who have not yet been informed of the accident.

#### THE BOATS.

The Minneapolis is due down to-morrow from above.

The Josie, of the Diamond Joe line, is due down from above.

The Arkansas will pass up Thursday morning for St. Paul.

The Gem City will be up to-morrow morning, and leave for St. Louis at 2 o'clock in the afternoon.

#### ACCIDENT TO THE WAR EAGLE.

To the Editor of the Globe-Democrat.

St. Louis, November 5, 1881.—The appalling accident to the steamer War Eagle at the Keokuk (Iowa) bridge, recalls a prophecy made at the national board of trade, convened in Richmond, Va., December 1869, by Judge M. R. Cullen, the representative of the St. Louis board of trade, which can be appropriately published at this time. The following resolution, as will be seen by reference to the journal of that body, was under consideration: "That where bridges are built over the Mississippi, above the mouth of the Missouri river, the main or channel span shall be at least 300 feet, and of sufficient height to permit unobstructed and safe navigation." The resolution was passed as a recommendation to congress. Judge Cullen, in his speech on the resolution, among other matters, said:

"All that we of the west ask of congress is, that that body will act fairly and insist that railroad corporations shall span their bridges, and not diagonally, but in a straight line, at a sufficient height and proper width, and plant their piers parallel to the current, so that the piers are not made in such a form as to deflect the channel. The railroad corporations, in order to divert the current, made the bridge diagonally from Keokuk to Hamilton. By placing the piers in that manner the stream is diverted and a large portion of the current will be thrown against the opposite pier with tremendous power, thus endangering the whole commerce of the upper Mississippi. A committee, of which I had the honor to be chairman, reported to the St. Louis board of trade of St. Louis, before the piers had been erected, the whole facts, and that body threatened to commence legal proceedings for the purpose of preventing the erection of a 'public nuisance.'"

Now sir, had an injunction been obtained no doubt the plan of the bridge would have been changed, and this dangerous obstacle to commerce would not now be a daily, hourly menace to river navigation. I believe now the bridge can be

abated as a nuisance, and St. Louis should make an effort to have it abated.

#### OLD PILOT.

##### CAPTAIN WOOD.

Davenport Democrat: Captain Wood's experience on the Mississippi has been most fortunate up to the present time. He has been well known on the upper river for twenty-five years—and has long been noted as about the most popular commander in the St. Louis, Davenport and St. Paul trade. He was captain of the mail steamer James Means in the Dubuque and Davenport trade from the spring of '62 to the year '64. Before that he had been clerk on the Northerner of the old Northern Line. He took command of the Bannock City when she was in her prime, and afterwards commanded the best steamers in the Diamond Jo, the Northwestern Union, and the Keokuk Northern Lines. He went out last spring with the great stern wheel steamer White Eagle, and did magnificent business with her until the 6th day of September last, when he was transferred to the command of the War Eagle, which was placed in the St. Louis, Davenport and St. Paul trade for regular runs. He did not make a single trip to St. Paul with the White Eagle without a full cargo and all the passengers he could accommodate—and he has had the same experience with the War Eagle. He was so attentive to the business he understood so well, so genial and entertaining to passengers, that shippers would hold freight, and people postpone their trips, for his steamer, at nearly every port in his trade. But "accidents will happen in the best of families," says the old saw, and Capt. Wood met a tough one at last, for which he is no more responsible than if he had been miles away. He could pursue a river career for twenty-five years more, probably, and not have another mishap.

### KEOKUK CONSTITUTION

KEOKUK, THURSDAY, NOVEMBER 10, 1881

#### Testimonial.

The passengers of the ill-fated War Eagle, who took passage on the Gem City Monday last for St. Louis, on the trip down, prepared the following testimonial, for which we cheerfully surrender space:

ON BOARD STEAMER GEM CITY,  
November 7, 1881.

We the undersigned, late passengers on the unfortunate steamer "War Eagle," on her recent trip from St. Paul to St. Louis, and during her accident by colliding with the bridge at Keokuk, take great pleasure in expressing our appreciation of Capt. Wood, the gallant and noble commander of the ill-fated steamer; also to Mr. Gregg, chief clerk, Capt. Tibbles and Mr. Beadle, the pilots, and all the rest of the officers and crew, for the noble and manly manner in which they conducted the handling of the crippled steamer, and also for the kind treatment shown by them to all the passengers on board.

Mrs. J. R. Davis, Mrs. F. G. Townsend, Miss Mary Sadons, Miss Lydia Montville, Mr. E. H. Wood, Mrs. Dr. Cowdon, Miss Ollie Holcomb, Mrs. Anna White, Miss Mame White, Mrs. H. T. Brudish, Mr. W. Porterfield, Albert J. Smith, P. L. Kendall, and others too numerous to mention.

WAR EAGLE - 8

# KEOKUK CONSTITUTION

KEOKUK, MONDAY, NOVEMBER 14, 1881

## RAPID REPAIR.

**The Wooden Spans to Arrive From Toledo, Ohio, in a Few Days—A Ferry Boat Secured at St. Louis—Arrival Home of Superintendent Cole.**

Superintendent Cole, of the Keokuk and Hamilton bridge, arrived home last evening on the Gem City from St. Louis and the east. He stated to a reporter this morning that he had had a conference with Theo. Gillman, secretary and treasurer of the bridge company, at Pittsburg, Penn., and that he had been ordered to spare neither time nor money in the immediate repair of the bridge and putting it in a safe condition for the passage of trains and wagons as soon as possible. With these instructions Mr. Cole started for home, and while at Toledo, Ohio, made a contract with Thomas Hamilton, a contractor for the Lake Erie and Wheeling railway, for the furnishing of two wooden spans, one of which has already been shipped and will arrive on Saturday, and the other will be shipped the latter part of the present week. The only serious difficulty now which is imminent is the inability of the bridge company to secure the proper timbers for the immediate construction of the crib pier, which must necessarily precede the putting in of the wooden spans. Mr. Cole left the orders for this portion of the work before his departure, expecting to have it completed before his return, but the firm with which he left the orders has failed to fill them within the specified time.

At St. Louis Mr. Cole secured a ferry boat of the Wiggins ferry company that will carry 40 teams at one trip, called the S. P. Christy. She is a solid, substantial craft, and will satisfactorily answer the purposes for which she is designed. The ferry was immediately manned, coaled, and left St. Louis Saturday evening for this city, and can be expected to arrive at any time. On the Illinois shore, above the bridge, a dock has been built, and a similar one will be erected on this side of the river above the bridge. The boat will make at least twenty round trips daily, affording ample means of transportation to the Illinois farmers who desire to come to Keokuk to do their trading.

It has been rumored in railroad circles that since the recent disaster the Wabash railway would make renewed efforts to secure the control of the bridge, but the stock holders have received no intimation whatever of a desire on the part of the Wabash to make the purchase.

## THE WAR EAGLE.

**The Salvor Making Slow Work in Raising the Wrecked Steamer—She is Found in a Worse Condition than at First Supposed—The Boats.**

Strenuous efforts are being made on the part of Commodore Davidson to raise the War Eagle as soon as possible, but slow progress is being made. The Salvor was engaged all day yesterday in endeavoring to pump the water out of her, but it immediately re-enters through the many leakages in the hull, on the examination of which, by the divers yesterday, a hole six inches wide and eighteen feet long was found under the bunks in the upper end. There are two good sized holes under the cylinder, while the more she is examined the more holes the divers find, which are staunched as speedily as can be. Leakages are found all along down the scuttle. The boat is badly shattered and rent by striking the railroad embankment. The damage to her will be greater than was at first supposed. The Salvor has now three pumps working, and work went off to-day more smoothly than yesterday, considerable headway being made. Commodore Davidson has not yet decided whether he will take the War Eagle for repairs to St. Louis or La Crosse, Wisconsin.

—The ferry now makes regular trips between this city and Hamilton. The fare charged is just the same as the bridge toll: 5 cents for foot passengers, 20 cents for one-horse vehicles and 25 cents for two-horse vehicles. The landing on this of the river has been put in just below the Diamond Jo packet depot, and just below the bridge on the other side of the river. The boat is in charge of Superintendent Cole of the Keokuk and Hamilton bridge, with Capt. Hull, of Alexandria, as commander, and Mason, formerly of the Alex. Kendall, pilot. She is an elegant and commodious steamer and just the thing for Hancock county farmers. NOV. 16, 1881

# KEOKUK CONSTITUTION

KEOKUK, MONDAY, NOVEMBER 21, 1881

## THE WAR EAGLE.

**The Once Elegant Steamer Raised from Her Precarious Position.**

Yesterday morning with the combined efforts of the Salvor, Minneapolis and Dan Hine the War Eagle was raised and restored to her natural position on the water. The War Eagle resembles herself again and the prophecy she was not made to sink has proven true, unless a second disaster befall her which may accomplish her destruction. It is a subject of congratulation that this elegant steamer has been saved from a total wreck, as the inconvenience occasioned the traveling public by the loss of steamboat property makes it felt as a personal one. On examination of the hull to-day, it was found all the breakages are now above water, which can be easily repaired. She will be taken to the docks at La Crosse, Wisconsin, for permanent repair. In making the trip she will use one wheel while the Dan Hine will serve the purposes of the other swept away by her collision with the Keokuk bridge.

# KEOKUK CONSTITUTION

KEOKUK, WEDNESDAY, NOVEMBER 16, 1881

## RIVER RIPPLES.

**The Good Work the New Ferry Boat is Doing—The Boats.**

The long expected ferry boat arrived yesterday and is now plying regularly between this city and Hamilton. On one of her trips to-day she had twenty-five wagons and carriages and about fifty passengers. The teams were loaded with all kinds of produce for sale, for which our neighbors across the river found a ready market. A visit among the leading merchants developed the fact that a marked increase in business sales is visible since the ferry was put in yesterday. The Hancock county farmers have been waiting for weeks to reach Keokuk to do their fall trading, and since communication has been re-established they come over in perfect gangs. We are glad to note this condition of affairs as it is to the mutual advantage of both the farmer and merchant. Produce now brings very fair prices, of which disposition is very easy. The ferry lands below the bridge on the other side of the river and below the Diamond Jo packet depot on the levee. A large force of men are now engaged in finishing the structures. Superintendent Cole of the Keokuk and Hamilton bridge intends issuing a time card as soon as practicable and the ferry will then run on schedule time. NOV. 16, 1881

# KEOKUK CONSTITUTION

KEOKUK, THURSDAY, NOVEMBER 17, 1881

## RIVER RIPPLES.

**What the Mississippi Valley Lumberman has to Say About Bridges Across the Mississippi—The War Eagle—Notes—The Boats.**

A recent issue of the Mississippi Valley Lumberman, published at Minneapolis, Minnesota, contains a well written article on railroad bridges across the Mississippi river, which will amply repay perusal by all. It is as follows:

There are thirteen bridges from St. Paul to St. Louis, and only three of them are anything but death traps, apparently put there to suppress the river commerce, if not to deter all men from venturing into their jaws. The three are the Hastings, LaCrosse and Sabula bridges, all belong-

ing to the Chicago, Milwaukee and St. Paul line, with the addition of a half passable one at Winona. Several of the draws are placed at acute angles with the current of out in the river where it is like shooting at a mark at long range for a boat to go through. If she strikes it is fatal. We can produce the affidavit of one of the most responsible and reliable steamboat captains on the river, to the effect that the engineer of the Hannibal bridge, after its completion, stated that his "instructions were to make that bridge as much of an obstruction to river commerce as possible, and he had obeyed instructions." It is hard to imagine a better effort for the purpose than he made. It deserves only swift destruction as an unmitigated nuisance, and thus prevent a wholesale horror as it invites. The Louisiana, Mo., bridge is but little better. It is built on "a crossing," that is, where the channel makes across from one shore to the other, and the bridge is built at right angles with the shore. The numerous wrecks and murders at Davenport tell the story of the situation there. The only wonder is that the Clinton bridge cannot show up so bloody a history, while the one at Dubuque is bad enough to give a steamboat man the nightmare in his sleep. All this would be more excusable if there were no remedy which could be applied, but congress has been so stingy in the appropriations that the engineers could not make these bridges comparatively safe, and too much afraid of railroad power to compel them to provide safeguards at their bridges. All that is required is that proper sheers be placed to prevent boats or rafts from striking on the piers. Such works would cost but a trifle compared with the losses which they would prevent every year. This matter was made the subject of an investigation by a commission of engineers who reported the facts and recommended the remedy.

An appropriation of \$100,000 would make all the thirteen bridges comparatively safe, and prevent such accidents as we record this week. In passing we cannot but note that the plans of these several bridges were approved by the department at Washington before license was given to erect them, and the responsibility rests rather with the government than the railroads, and thus makes it the duty of congress to provide the necessary means.

### KEOKUK CONSTITUTION

KEOKUK, SATURDAY, NOVEMBER 10.

#### THE FERRY DISABLED.

**She Breaks a Tiller and Lands Below The Elevator—The War Eagle.**

About half-past one o'clock this afternoon the ferry boat while crossing the river broke a tiller, completely disabling her. The pilot lost control of the boat, but by skillful manipulation he succeeded in reaching the Iowa shore, landing just below the elevator, a little above the War Eagle. She had on board a number of teams and quite a lot of passengers, who are still on the boat unable to get off. The boatmen are engaged in repairing the tiller, but at this hour, 4 p. m., have not succeeded in completing the work.

#### The War Eagle.

This afternoon the steamers Alex. Kendall, Minneapolis, Dan Hine, and the Salvor, were all engaged in pumping out the War Eagle, and have made considerable headway. It is expected that by to-morrow she will be in a condition to raise.

### KEOKUK CONSTITUTION

KEOKUK, TUESDAY, NOVEMBER 21.

#### River Ripples.

The Gem City is due up to-morrow morning from St. Louis. She returns in the afternoon at 2 o'clock.

The Minneapolis will leave for the south this evening. Her cargo was transferred to the Dan Hine, who will take her freight north.

Commodore Davidson has decided to take the War Eagle to the docks at St. Louis and not to La Crosse, Wisconsin, as advices from there yesterday report heavy ice floating in the river, and it is feared the trip cannot be made safely and without danger. The War Eagle will work herself to St. Louis with one wheel, leaving to-night. We imagine this would be a dangerous undertaking, but we suppose Davidson understands his business.

Davenport Democrat: This morning Captain Wood received a telegram from Keokuk: "The War Eagle is raised." The captain says that in the hold of the steamer were 600 barrels of flour, 800 barrels of oat meal taken on at Camanche, Davenport and Muscatine, and several hundred bushels of potatoes—the head of the hold was full of potatoes. The steamer will steam directly to St. Louis, for she can make it with decent weather with one wheel well enough. If the freight in her hold sells as well as did the wet freight from her lower deck—for onions brought 90 cents to \$1 per sack on the St. Louis levee, and the potatoes at \$1.40 to \$1.90 per sack of 1½ bushels—our Davenport shippers will do pretty well on their produce on the steamer.

### KEOKUK CONSTITUTION

KEOKUK, WEDNESDAY, NOVEMBER 9.

—Libby, the photographer, has four different stereoscopic views of the steamer, War Eagle, as she lays in her present condition below the elevator. They are elegant and will meet with a large sale, for which he has quite a number on hand.

—Davenport Gasette: "Birds of ill-omen" are the Eagles on the river. The old "War Eagle" which was built for the old Galena & Minnesota packet company in 1856, lived to a good old age to be sure, burned after thirteen years of service. Her companion, the Gray Eagle, was wrecked

against the old railroad bridge at Davenport in 1861. Both were as handsome sidewheel packets as ever floated on the upper Mississippi. The Golden Eagle, worthy successor in appearance and size of the old Eagles, burned at Clarksville two years ago; and now the new War Eagle, twin of the Golden Eagle, wrecks herself against the Keokuk bridge. The War Eagle has had hard luck before. In the fall of 1878 she swung around against a rock in the harbor of Hannibal and sunk, but was afloat again in ten hours. Again, 1880, in the Memphis trade she ran over a snag and broke a number of timbers; everybody says she was not built to stay sunk.

—Here is a good one from the Davenport Democrat: It will be remembered that one day, week before last, a raft got away from the steamer Little Eagle as she was landing at Renwick, Shaw & Crossett's boom, and broke against the piers of the government bridge. Now comes the La Crosse Chronicle and says that after the Little Eagle's slip, the steamer C. J. Caffrey came down with a large raft of logs, half which she tied up seven miles above the bridge, taking the other half safely through to Weyerhauser & Denkmann's mill. On her return for the other part, the crew noticed, a little way above the bridge, part of a raft coming with no one in charge. There goes a McDonald or Davidson raft all to the devil," says one: "Watch her strike that pier and see the logs climb." She did "strike the pier" and the logs did "climb" in good shape, to the vast amusement of the Caffrey and all her crew. At this interesting juncture the captain of the Caffrey made a discovery, and he began to "climb" and prance around and in select nautical terms to curse the rolling river, the solid earth and the firmament overhead. He had discovered that the "climbing," tumbling and hopelessly demoralized logs were his own raft which he supposed to be safely tied up above. What made it funnier was that while the crew were enjoying the supposed misfortunes of others there was ample time to have saved the raft.

## The Valley Whig.

KEOKUK: MONDAY MORNING, OCTOBER 1, 1860.

**DEATH OF CAPT. BRADLEY.**—Captain Stephen N. Bradley, for many years connected with the St. L. & K. Packet Co., as clerk and commander, died on Saturday last of consumption. When we last saw him, he was a hale and hearty looking man, and we would never have suspected that he would be the victim of consumption.

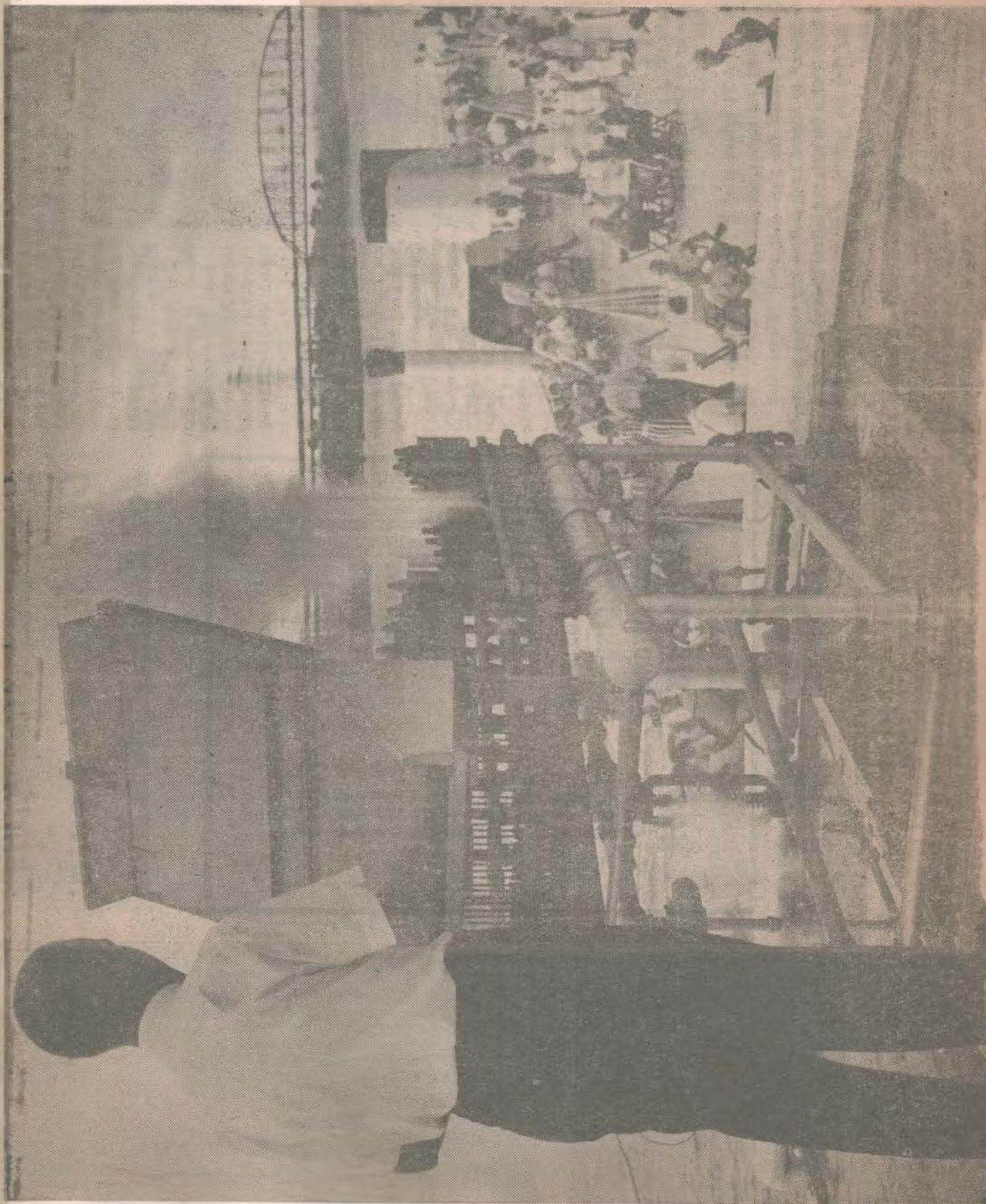
THE COURT MUST BE CALLED HISTORY  
 R. J. BUCKLE KEOKUK, IOWA

WAR EAGLE

# Big Boat Acomin?

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## --Hear That Calliope?



By a Post-Dispatch Photographer

Musician HAROLD NIENKEMPER playing the calliope on the Admiral.

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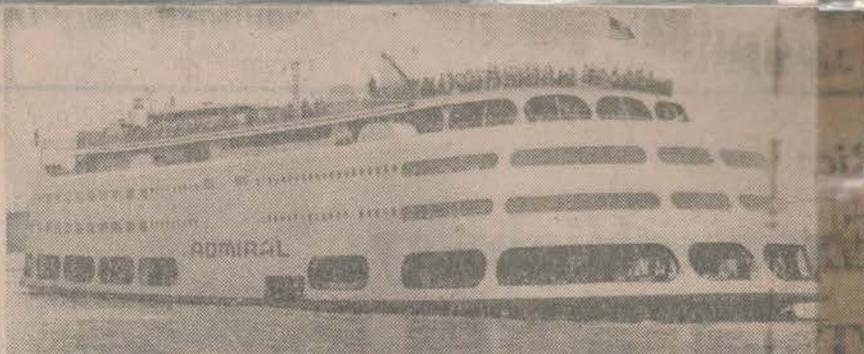


July 21 1963 - pg 2  
The Admiral

# Excursion Steamer Here Has One of Few Remaining Steam Voices Of Its Kind in Land — 'Happy Days Are Here Again'

By Jack Rice

Of the Post-Dispatch Staff



Cruising down the river on a summer afternoon.

**THE STEAM CALLIOPE** was the first of the screaming commercials, and an honest one. No engineer ever denied that the volume was turned up as high as it would go when the calliope began beating on the customer's ears, advertising that the circus had come to town or that a steamboat was putting in to the levee.

One of the few steam calliopes still in business is a 35-year-old assembly of steam pipes, steam valves, piano wire and one short piece of baling wire, all of it mounted like a plumber's display on top of the excursion steamer Admiral here. The calliope's function is to remind people that the boat is in business, and when the air is heavy and the wind is strong, the reminder can be heard five miles away from the vessel.

Once the steam calliope was a summer sound as familiar as the creaking of the front porch swing, but not as lulling. A calliope under a full head of

steam has the moist and throaty voice of a herd of locomotives in full debate, and it is the only instrument able to shout down a bagpipe. The Admiral's calliope is the darling of Capt. Roy Streckfus, 73-year-old head of the family operating the Admiral, and he is grateful that in this day of the vanishing calliope the family has produced another lover of the instrument, his son Bill.

Capt. Bill Streckfus is master of the Admiral and the keeper of its calliope. He asserts that he is the last calliope mechanic and tuner in the land, and he smiles when he says it, but his claim should not be put aside as a joking matter. The calliope operates on steam drawn from the boat's main boilers—steam that comes rushing up the pipes under 250 pounds pressure and is not to be dealt with lightly.

Such pressure is too much even for a calliope, and assuming that the valves and bells of the instrument could take it, ears

couldn't. Nobody, not even a Streckfus, loves a calliope that much, so the boiler room steam is passed through a reducer before it enters the instrument, and the calliope plays under a modest pressure of 30 pounds, or merely enough to make dogs howl at a distance of a mile.

Steam is a vanishing propellant, as archaic in the calliope field as it is in railroading. On the rare occasions when a man meets a new calliope these days, the instrument is certain to be reliant upon compressed air, and such dry air falls discordantly on a trained ear.

"It just doesn't have the music in it that steam-laden air does," Bill Streckfus said.

His father's opinions in the field of calliope music are authoritative. Capt. Roy Streckfus has been hearing calliope music all his life. The wagon-mounted steam calliopes used by circuses were impressive, but not nearly so grand to him as a calliope played from a river boat. To be

properly appreciated a calliope note must go rolling free and unobstructed across the mighty Mississippi. By the time the note reaches shore, amplified by the water, folks have to sit up and listen and that was the mission of calliopes.

"The calliope on the Admiral came off our old steamer, the Capitol," said Roy Streckfus. "The Capitol worked the excursion trade from St. Paul to New Orleans, and the calliope was the only way we had to advertise our trips, to announce that the boat was coming to town. We'd open the concert with 'Happy Days Are Here Again' to let the natives know the boat was there and pull 'em down out of the hills."

The company founder, John Streckfus, was a believer in the pulling power of calliopes. In 1901 he installed a calliope on the J. S., the first boat built exclusively for the excursion business on Western rivers, and he also installed one of his

ADMIRAL

daughters, Lily, as resident calliope artiste on the boat.

Lily Streckfus and the steamboat J. S. shared some of the finest hours the calliope ever was to know on the Mississippi. Roy Streckfus recalls that when the J. S. neared New Orleans with Lily at the controls of the calliope, everybody in town knew the steamboat was coming. Not everybody came running to see the J. S., as New Orleans is rather blasé about steamboats, but there was no way for the living to avoid hearing about it. Deafness is no defense against a calliope when it is in good repair and played by a dedicated woman.

Lily would begin to play at Nine Mile Point, above New Orleans, and she kept it up until the boat docked, a concert time of about 45 minutes. When Lily struck her last note every steamship, tug and steamboat in New Orleans gave her artistry an admiring salute of the whistle. The length of her concert was a tribute to the strength of her wrist and fingers, because the keys of a calliope are not easy to depress.

Present-day calliope players aboard the Admiral are piano players recruited from the boat's band. Bill Streckfus says that fingering the keyboard of the calliope is splendid exercise for sedentary piano players, and makes them the bottle cap and beer can bending champions of any party.

As good as Lily Streckfus was, her standing never equaled the reputation of Fate Marable as a rivergoing calliope artiste. Marable's name is revered in jazz. If he had done nothing else, he would have claim to fame as the band leader who hired and encouraged a young trumpet player named Louis Armstrong.

Marable's career as a calliope player is best remembered today by Capt. Roy Streckfus, because he was present when Marable started on it, against the jazz man's better judgment.

Roy Streckfus recalls that the J. S. docked at a small town on the lower Mississippi and his father, John Streckfus, broke the news to Marable that he was going to broaden his talents. He led Marable topside to the calliope. Marable struck a few notes, and said it never would replace a piano in his affections.

"Play on," said Capt. Streckfus.

"How long?" asked Marable.

"Until I get through taking a walk around town," said the captain. "Don't worry, I'll be listening to you."

The Streckfuses, father and son, walked the streets of the



CAPT. BILL STRECKFUS . . . "The last calliope mechanic in the land."

town. They stayed in easy ear range of the calliope, never more than a mile from the sound of the jazz man newly committed to calliope music, and at the end of two hours the father turned to the son and said triumphantly, "By golly, Fate's got it. I knew he could do it."

Marable played the calliope on Streckfus boats for 30 years. After his time, the music of the steam valves and bells grew less sweet, and less frequent. There wasn't anyone to love its keyboard as Lily Streckfus had, and Marable after her, and somehow there developed a feeling that keeping a calliope in repair was more trouble than it was worth.

The calliopes aboard the Admiral and the President, the Streckfus excursion boat based at New Orleans, aged more or less quietly, with nobody to listen and understand when they wheezily complained about what was ailing them. But in Bill Streckfus a calliope man appeared again in the third generation of the

family on the river.

He served a self-taught apprenticeship on the President's calliope, making its valves work smoothly and putting its bells in tune. Bill Streckfus says that tuning a calliope is a job that should be done during the off season, and at a point on the river that features a sparsely populated shoreline, lest the steamboat line make a bad name both for itself and for music.

When Streckfus came here four years ago to take over as master of the Admiral, he overhauled its calliope. He reground the valves, and then was faced by defeat. One bell on the calliope was beyond repair, and there is nowhere in this world today that a man can walk up to the counter and obtain a new bell for his steam calliope.

"The cost of getting one made would be prohibitive," Streckfus says, "but luck was with me. Just about the time I was reconciled to a 32-key calliope with only 31 bells, I went over to the

showboat to visit Capt. Menke, and he had a calliope bell lying on his desk. Been there for years. It was in perfect shape, and it was the note I needed. He let me have it."

Restored to full voice, the Admiral's calliope has been playing ever since, one concert going down the river on the excursion run and one coming back. The concerts last about 10 minutes, just a warm-up by the standards of Lily Streckfus and Fate Marable, but generous enough for the present market.

"Twenty minutes of calliope music is about all a modern music lover can take," Streckfus says.

On Saturdays, the calliope is played for half an hour before the boat leaves the dock, and its steam-baked song is a lovely thing to Capt. Roy Streckfus, head of the steamship line. He says he never fails to enjoy it as he sits in his apartment, 17 blocks away.

NATIONAL INTELLIGENCER.

WASHINGTON.

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

SATURDAY, FEBRUARY 25, 1854.

SICKNESS ON THE MISSISSIPPI.—Four steamboats have lately arrived at St. Louis from New Orleans, with about 750 emigrants, nearly all Germans. During the passage there was much sickness among them, mostly ship-fever and diarrhoea. Between sixty and seventy-five deaths occurred, of which number thirty-one died on one of the boats. A rigid quarantine had been established at St. Louis.

AWFUL STEAMBOAT EXPLOSION.

The St. Louis Democrat has the particulars of the explosion of the steamer Kate Kearny, whilst about to start from the wharf at St. Louis on the 16th instant on her trip to Alton. All the upper works forward of the wheel-house were torn away, some thirty-five of the passengers and crew were scalded, and several were killed or drowned. The number of passengers on board is estimated at fifty or sixty. There was a large party in the social hall, and a considerable number on the boiler-deck to witness the backing out of the boat. All this portion of the vessel was shattered, and fell in one tremendous crash to the lower deck. Very few of the unfortunate passengers in that locality escaped with slight wounds. Many were scalded, or lacerated and wounded by the flying objects, so as to become perfectly irrecoznizable. It was some time before the victims could be extricated from the mass of ruins in which they had fallen. Only two dead bodies were found on the deck of the steamer, and fifteen of the wounded were carried to the Sisters' Hospital, of whom probably not five will recover.

The sad end of the Rev. S. G. GASSAWAY, pastor of St. George's Church in St. Louis, will cast a gloom over his large circle of friends. He had taken passage on the Kate Kearny for the East. When taken out of the river he was irrecoznizable. His face was blackened with scalding, his skull fractured, one of his legs broken in two places, and his clothes torn, wet, and soiled. He was finally identified by the tie in his cravat. He died at 4 o'clock in the afternoon.

Bt. Major BULL, Adjutant General's Department, was also among the passengers, and received severe injuries. Besides his bruises, his physicians fear, from the description of his sufferings, that he was injured internally by the inhalation of steam. The result is looked for with painful apprehension. He was removed to the Planters' House.

Major GUTHRIE, seventh infantry, who was also a passenger on the Kate Kearny, escaped by the merest chance without injury. His son, however, a boy of four or five years of age, was severely injured. His condition is deemed somewhat critical.

A number of passengers are missing. Of some ten or twelve persons who had stopped at the Monroe House and taken passage thence on the Kate Kearny about one-half have returned.

WASHINGTON.

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

SATURDAY, MARCH 4, 1854.

The cause of the recent explosion of the boilers of the steamer Kate Kearny, at St. Louis, has been investigated by a Coroner's Jury, whose verdict makes a judicial investigation indispensably necessary.

The Jury found that the accident was the result of negligence, and it will be for juries and the law to say how far individuals and the company are liable for the destruction of life which followed from this cause. Application has been made for the issue of warrants for the arrest of J. A. Braner, captain of the steamer, and A. Har-

dy, first engineer, on a charge of manslaughter. The United States officers having charge of the inspection of boilers, &c., it is charged, have been derelict in their duty in failing to examine these boilers within the preceding twelve months.

NATIONAL INTELLIGENCER.

WASHINGTON.

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

SATURDAY MARCH 18, 1854.

SAD DISASTER.—STEAMER BURNT.

We several days ago had a telegraphic account of the burning of the steamer Caroline, on White River, and the loss of many lives. This painful news is confirmed by an extra of the Memphis "Appeal."

The Caroline was a stern-wheel boat, a regular packet from Memphis, in the White River (Arkansas) trade, and had ascended that river about twenty miles on last Sunday week, when, about two o'clock in the afternoon, the boat caught fire in the wood-pile near the boilers. John R. Price, the pilot at the wheel, ran the boat for the shore, which was overflowed by high water, when some fifteen persons attempted to escape, but, over-crowding the yawl, it sunk, and every one perished.

The flames rapidly overspread the boat, which was soon entirely consumed. The hull having burnt to the water's edge, broke in two and sunk out of sight. The loss of boat, cargo, and effects of passengers is estimated at \$150,000.

Among the lost of the officers and crew are John R. Price and James Creighton, pilots; Louis Pollock, assistant barkeeper; and eight deck hands and firemen out of ten.

There were many deck passengers on board, almost all of whom were lost. The principal sufferers were women and children, who, not being able to get about with the same alacrity as the men, perished either in the flames or in the water. The names of such known to be lost are, wife and child of J. Haskins, Marshall county, Miss.; four children of S. McMullen, Madison county, Tenn.; Mr. Smith, wife, and young lady with them; Mrs. Haley and three children, Tippah county, Miss.; John Horton, wife and two children, Madison county, Tenn.; Mr. Parrel, Madison county, Tenn.; M. Martin, Tenn.; Miss Susan E. Pool, Tenn.; son of Mr. Hinshaw, Tenn.; Mr. —, Shelby county, son-in-law to Mr. Wortham; Mrs. —, sister to above, (widow,) and thirteen children; Miss —, sister to above.

The cabin passengers forward on the forecabin were saved, except Mr. Harshaw, of Clarendon, Arkansas, and George Jones, of Jacksonport.

There was about \$5,000 of money in the safe belonging to passengers, not one dollar of which was saved.

NATIONAL INTELLIGENCER.

WASHINGTON.

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

TUESDAY, FEBRUARY 28, 1854.

STEAMBOAT CALAMITIES.—The St. Louis Republican states that from the 1st of January last to the evening of the 4th of February thirty-eight steamboats have been badly damaged or totally destroyed on Western rivers. Eleven were consumed by fire, thirteen sunk and entirely lost, and fourteen badly damaged by snagging and other accidents. And besides the steamboats there have been in the same length of time between one hundred and fifty and two hundred coal boats and barges sunk on the Ohio and Mississippi rivers. The number of lives lost in these calamities is large, but can never be definitely ascertained.

THE GREAT DUST NEW CALLED HISTORY  
S. S. GILSON, NEW YORK, 1854

THE KEOKUK, IA., GATE CITY AND CONSTITUTION.

# Only Woman Steamboat Pilot in Country To Visit Keokuk With Gordon C. Greene

SEPT. 13, 1944

One of the nation's most remarkable women, Mrs. Mary Greene of Cincinnati, O., is due to visit Keokuk today or tomorrow, depending upon the somewhat uncertain arrival of her boat, the tourist steamer, Gordon C. Greene, which is making its last trip on the river for the season.

Mrs. Greene is unique in that she is the only licensed woman steamboat pilot and captain in the country.

### Doesn't Conceal Her Age.

She also differs from most women that instead of concealing her age, she takes pride in her 77 years, although she could pass as many years younger.

Mrs. Greene is owner of the steamer which she has named for her husband, the late Gordon C. Greene, and is taking turns at the wheel on its trip from Cincinnati to St. Paul and return—the second such journey it has made this summer.

### 200 Passengers.

On board the boat are 200 passengers for whom Mrs. Greene has arranged sight-seeing tours through the various cities at which it touches. It is understood that the steamer will tie up on its ar-

rival here so that the passengers may debark for an automobile trip to various points of interest here, as they were scheduled to do in Hannibal and Quincy.

Incidentally, there are five boats in the Greene Lines, the Chris Greene and Tom Greene, named for Mrs. Greene's sons, the Gordon C. Greene, the Evergreen and the Greenland.

### Another Veteran Here.

Another veteran of the river, William J. (Steamboat Bill) Keith, is renewing his old acquaintances with the upper Mississippi on board the new tow boat, the Bou Arada, which is still in the government dry dock here awaiting a tow boat to complete its trip to St. Louis. It was brought to Keokuk by the Mark Twain, and was placed in dry dock for an inspection of its wheel, rudders, hull, etc., before it could be accepted by the Standard Oil Co., of Ohio for which it was built by the Defense Plant Corporation.

Keith, who was formerly with the Streckfus Lines, is now a traveling property clerk for the Defense Plant Corp. He has been on the river for 70 years but like most of those who follow the healthful life of the river, doesn't look anywhere near that age.

in 1904, carrying a group of tourists to the world fair. Three separate trips were made.

"Captin Mary has become quite a celebrity. Articles have been written about her in various magazines. She has been featured in Ripley's 'Believe It or Not' and in John Hix' 'Strange As It May Seem.' Also she has been on coast to coast network broadcasts."

### Captain Authority on Fog.

Capt. Tom Greene, master of the boat, claims to be an authority on fog and had ample opportunity to use his experience on the stretch between St. Louis and Keokuk. Says he, "anytime the atmosphere is ten degrees colder or warmer than the water, and no sun, you will have fog, providing there is no wind. Whenever you see the stars reflected in the river, watch out for fog. Also if you see at dusk a sort of purplish haze on the horizon, fog is in the offing. Fog is the finest cure for insomnia but at the same time the best 'stay awake' medicine you ever saw for rivermen."

Officers of the Gordon Greene on this long trip include 11 captains—Capt. Tom Greene, master; Capt. Mary B. Greene, hostess; Capt. Jesse P. Hughes, Ohio river pilot; Capt. Lawrence Allen, Ohio river pilot; Capt. Wilsie Miller, Ohio river pilot; Capt. Sam Felts and Capt. Nathan Smith, pilots between Cairo and St. Louis; Capt. Bert Lovett and Capt. Tom Posey, pilots between St. Louis and St. Paul; Capt. H. M. Carr, head mate, and Captain William Horn, mate.

THE KEOKUK, IA., GATE CITY AND CONSTITUTION.

# Steamer Gordon Greene Passes Keokuk at 3:30 A. M., But Gets Its Official Welcome

FRIDAY, SEPT. 15, 1944

Delayed a full day because of heavy fogs which obscured the river for the last few nights, the tourist steamer, Gordon C. Greene, slipped past Keokuk in the pre-dawn darkness at 3:30 o'clock this morning but received an official welcome from the city nevertheless.

Commissioner Harry L. Ayers happened to hear the steamer whistle for the bridge and got out of bed in time to rush to the government lock and extend official greetings to Capt. H. M. (Doc) Carr, head mate who was on duty for the locking through. The boat arrived at 3:30 and headed on north at 4 o'clock, with all of its 136 passengers sound asleep.

### Bouquet to Captain Mary.

Another gesture of Keokuk friendliness was made by the Schlotter greenhouse which had provided a huge bouquet of gladiolas for presentation to the captain and owner, Mary Greene. It was presented by the lock crew on duty at the time, Paul Mitchell, Louis E. McKenzie and Roy Atkins, and accepted on behalf of Mrs. Greene by the mate.

Enroute from Pittsburgh to St. Paul and return, the Greene is like ocean steamers in that it publishes a mimeographed newspaper each day and in it Editor H. P. Lyle prints items of interest to the passengers about the various cities which it passes along the river as

well as information about ship's activities.

One of these "papers" carries the following account about Captain Mary B. Greene, the only licensed woman navigator in the country:

### A Hostess Now.

"At present Mrs. Greene does not actively engage in navigating the steamer, her inclinations lying more in a social direction. Her primary aim is to see the the folk aboard have a good time and she actively engages in the dancing and social affairs.

"There was a day, however, when Capt. Mary B. Greene stood her 'watch' at the wheel and this was back in the days before the locks and dams had made navigation as simple as it is today. Back in those days boats were built as Mark Twain said, 'to run in a heavy dew.'

"One of the highlights of river history is Captain Mary Greene's feat of taking the Steamer Greenland from Pittsburgh to St. Louis

DAILY GATE CITY

Come! Come! Come!

Unitarian

Afternoon Excursion To Ft. Madison

Dance and Play

on the

Finest Pleasure Steamer

Leave Keokuk 1.30 P.M. Return Keokuk 7 P. M. J.S.

Monday, July 31

Adults 50c; Children 25c

Tickets on Sale at

Keasling's, Wilkinson's

By Members and at the Boat

# UNITARIANS TO TAKE EXCURSION ON STEAMER J. S. FRIDAY, JULY 28, 1933

The steamer J. S. is taking an excursion to Ft. Madison and return Monday afternoon, July 31, sponsored by the Women's Alliance of the First Unitarian church. This is the first Unitarian excursion for three years, although Unitarian excursions have been an annual occasion in the past. This excursion is conveniently timed, leaving Keokuk at 1:30 p. m. and returning at 7:00 p. m.

# STEAMER "J. S." IN EXCURSION FROM HERE SUN.

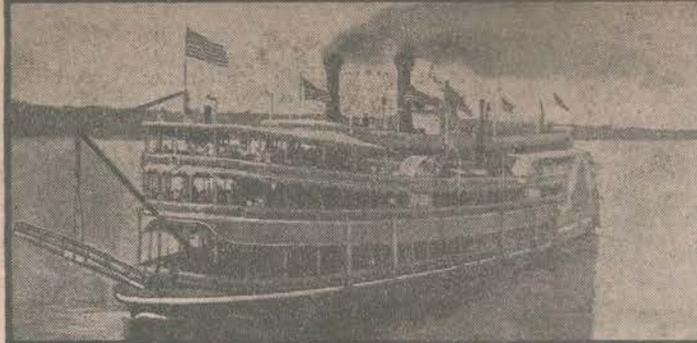
FRIDAY, AUG. 14, 1936

The "garden" steamer "J. S.," commanded by Capt. Verne Streckfus, again is featuring the famous New Orleans "darky" dance band, Piron's Cotton Pickers, for the excursion outing to be held here Sunday, Aug. 16, to Burlington, an all day and evening excursion, allowing a two-hour stop in Burlington.

Dance devotees will remember the "Cotton Pickers" from the two previous visits of the "J. S." this spring, when their unique type of rhythm made a big hit. The "Cotton Pickers" have traveled the Mississippi from one end to the other aboard the "J. S." and also are well-known in Ohio river ports.

Leaving Keokuk at 9 a. m. and Fort Madison at 11:30 a. m., and Dallas City at 12:30 p. m., the "J. S." returns to Keokuk at 10 p. m.

## THE KEOKUK DAILY GATE CITY



Last "J. S. Excursions This Season

**SUN. 16  
AUG. 16**

**ALL DAY EXCURSION  
TO BURLINGTON**

Lv. Keokuk ..... 9:00 am - Rt. 10 pm  
Lv. Fort Madison ..... 11:30 am  
Lv. Dallas City ..... 12:30 pm

**2 HOURS IN BURLINGTON**  
Adults 75c - Children 35c

Huge Side-Wheelers  
300 ft. long - 80 ft. wide

5 Open Air Decks  
Capacity 2200

**STEAMER J. S. DE LUXE**



# Delta Queen easy winner in Ohio River speed duel

MAY 1, 1963

LOUISVILLE, Ky. (AP)—Old Man River must feel like a youngster today—he's borne two racing steamboats again in a duel that surely brought as much shouting as that of the Natchez and the Robert E. Lee.

### More than mile

The Delta Queen won the Ohio River dash by a margin of more than a mile over the Belle of Louisville Tuesday night. And if the finish wasn't so exciting the sheer novelty made up for it, as thousands along the Kentucky and Indiana shores waved and cheered.

More than 1,000 passengers on the boats appeared to have the time of their lives, despite gray skies and chilly weather.

The Belle, a 49-year-old stern-wheeler fresh from a year's layup for reconditioning, was decked out in red, white and blue bunting. The Queen, last passenger vessel on the river, carried a large banner on its bow, saying "Best Wishes."

The race started before dark but the lights of the Louisville skyline were twinkling when the Belle made it to the dock, about 20 minutes behind the Queen.

The 37-year-old Delta Queen, built in Scotland, is well

known to Keokuk river buffs as a result of her annual fall trips to St. Paul, and so is the 49-year-old Belle of Louisville, but not under that name.

### Once Avalon

Originally she was the excursion steamer Idlewild which plied the rivers until after World War II when she was sold to Captain Ben Winters of St. Louis. Her name then was changed to the Avalon but she fell into hard times and was sold at auction last year for \$34,000 to the Jefferson County City-County Recreation board at Louisville and reconditioned as a recreation facility.

THE KEOKUK GATE CITY

## DIAMOND JO LINE STEAMERS.

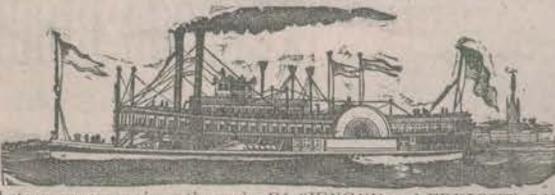
QUICK TIME,

Low Rates,

—AND—

Royal

ACCOMMODATIONS



Special Inducements for Tourists and Excursionists!

—IN—

Large or Small Parties.

Six splendid steamers comprise a through PASSENGER and FREIGHT LINE between

## ST. LOUIS AND ST. PAUL

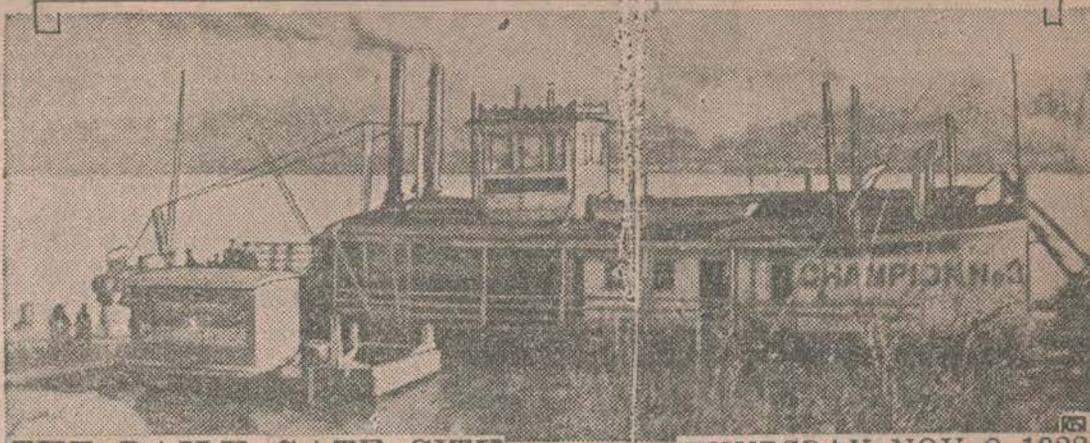
Which make close connections with all Railroads at the principal river points. Through tickets on sale to all cities North, East, South and West. For information, apply to or address

C. A. HUTCHINSON, Agent, - - KEOKUK, IOWA.

Daily Constitution.

THE GREAT DIPT HEAD CALLED HISTORY  
A BICENTENARY KEOKUK, IOWA

BRIDGE REPLACES ANCIENT FERRY ON OHIO RIVER



THE DAILY GATE CITY THURSDAY, NOV. 8, 1928

A ferry, in operation more than 125 years, between Pomeroy, O., and Mason, W. Va., ever since the first settlers arrived, is to pass out of existence with the dedication, Nov. 12, of a \$1,000,000 bridge, spanning the Ohio river a few miles distance from Point Pleasant, W. Va., to Gallipolis, O. The first ferry was a crude canoe, followed by a dugout, flat, horse ferry and steam boat. The last of these, above, has been relieved of its franchise by the bridge firm.

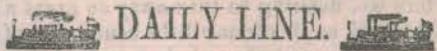
THE GATE CITY.

KEOKUK: 1963  
THURSDAY, APRIL 30.

New Advertisements.

RAPIDS PACKET CO.

Burlington, Keithsburg, Muscatine, Davenport and Keokuk Island



THE STEAMER

Kate Cassel,

Capt. E. W. DAVIS,

Will leave Fort Madison every MONDAY, WEDNESDAY 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., B. & Q. R. for the East, and arriving at Davenport at 5 A. M., for trains leaving for Iowa City and Chicago.

For freight or passage apply at the company's office at the Depot of the Keokuk and Fort Madison R. R. GEO. W. GIRDON, General Agent.

The Gate City.

KEOKUK: 1860

THURSDAY MORNING, MAR. 15

The steamer Fannie is doing a good business upon her short route between Burlington and Madison, carrying full loads of passengers and freight. She is just now about the best and only Eastern Railroad connection our Keokuk friends have. She

makes a trip every day—distance twenty miles.

We copy the above from the *Hawkeye*, and may be permitted to add one or two remarks. We are very much pleased to hear that the Fannie "is doing a good business and carrying full loads of passengers and freight." Such being the fact, it is a matter of wonder that the rich and powerful Keokuk and St. Louis packet Company cannot furnish a boat for this "daily trip," just a little superior to the Fannie. A boat with a cabin on it would be rather more comfortable for passengers, if not more creditable to the Packet Company. And a boat that could fetch the Burlington and Eastern mails a little sooner than an ox team could do it, without hard driving, would be more satisfactory. "She makes a trip every day—distance twenty miles"—Wonderful!

The *Hawkeye* is slightly mistaken in saying that this is about our "best and only eastern railroad connection." We can make just as quick time by Carthage, or by packet to Quincy. Facts are facts.

THE STEAMER FANNIE IS MAKING DAILY TRIPS BETWEEN



FT. MADISON & BURLINGTON

Making Sure Connections EAST AND WEST.

PASSENGERS LEAVING KEOKUK AT 6:00 P. A. M. reach Burlington at noon, Chicago next morning, Ottumwa same evening.

Through Tickets to all points East, West and North can be procured at the Railroad Ticket Office, Main-st., opposite the Billings House, Keokuk. J. R. TRWKSURY, Ticket Agent.

The Gate City.

KEOKUK: 1860

TUESDAY MORNING, JUNE 26

NEW ADVERTISEMENTS.

GRAND EXCURSION TO QUINCY.

THE Firemen of Keokuk and their friends, with their Engines, will make an

EXCURSION TO QUINCY,

On board the Steamer

HAMILTON BELLE,

To attend and compete for the prize at the Firemen's Celebration and Grand Parade, in Quincy, on the Fourth of July.

The Hamilton Belle, with the companies in uniform, &c., accompanied by their friends, and a fine Band of Martial and Cotillion Music on board, will leave Keokuk on the morning of the Fourth, at 5 o'clock, landing at Warsaw and Canton, and arriving at Quincy at 8 1/2 o'clock A. M.; returning in the evening after the parade and exercise of the day.

The fare for the round trip is only \$1.00 for single passage, or \$1.50 for gentleman and lady. Refreshments, with good order, will be found on board.

Keokuk, June 26-d

The Gate City.

FRIDAY MORNING, MAY 4

STEAMER SUNK.—The Cincinnati and St. Louis Express Line Packet, Prairie Rose, Capt. Fenton, bound from Cincinnati for St. Louis, with a full cargo of furniture, iron, and assorted merchandise, was sunk at the foot of Ste. Genevieve Bend, in the Mississippi river, on Sunday morning, the 29th ult. The disaster was caused by the Prairie Rose coming into collision with a ferry-boat. It is said that the ferry-boat ran into the Prairie Rose, and the latter boat sunk in five minutes. No lives lost.

The Valley Whig.

KEOKUK:

MONDAY MORNING, APRIL 29, 1861.

FERRY NOTICE.

THE FERRY at St. Francisville, Mo., is now run by a rope stretched across the river, whereby crossings are made in three minutes. This manner of ferrying is the safest, and by far the quickest of any other.

ORVIL GRIFFITH, Proprietor.

April 8, 1861-w3t

# The Gate City.

KEOKUK, IOWA: 1866

TUESDAY MORNING, AUGUST 14.

FROM CAIRO.

**Cholera Aboard of Steamboats—Reports of a Riot at Helena Pronounced False.**

CAIRO, Aug. 13.

The steamer Continental which passed here last night with detachment of 56th colored infantry, had 60 cases of cholera, induced by eating raw Cuba sugar. Six deaths had occurred. Only those who ate sugar were sick. The steamers Henry Ames and Platte Valley also had sickness on board.

Reports from Memphis of the riotous proceedings of the 56th colored infantry, at Helena, are reported false by officers of the regiment.

# The Gate City.

KEOKUK, IOWA: 1866

WEDNESDAY MORNING, AUGUST 15.

FROM ST. LOUIS.

**The Cholera Rapidly Increasing—87 Cases and 26 Deaths Yesterday, and 51 Deaths Aboard the Steamer Continental—Strict Sanitary Measures Adopted—Quarantine Established.**

St. Louis, Aug. 14.

A strict quarantine is to be established below the city. 87 cases of cholera were reported to the Board of Health to-day, for the 24 hours ending at noon, 36 of which were fatal. The Board of Health has prohibited the sale of melons, cucumbers, and all stale vegetables, in any part of the city.

The steamer Continental, with a detachment of colored troops, arrived from the South at noon and anchored in the middle of the stream. The captain reports 51 deaths by cholera on the steamer since leaving Cairo, and 26 cases now on board. The steamer Henry Ames, also from the South, had 7 cases and 2 deaths.

Ex-Governor Hahn and Judge Warmouth, of Louisiana arrived here yesterday, and will spend several days. Gov. Hahn is still suffering severely from his wounds.

# The Gate City.

A. W. SHELDON, } EDITORS.  
S. M. CLARK, }

KEOKUK, IOWA: 1866

TUESDAY MORNING, AUGUST 21.

FROM OMAHA.

**Arrival of a Large Amount of Treasure—Steamboat Sunk.**

OMAHA, Nebraska, Aug. 20.

The steamer Galatin, from Fort Benton, with 250 passengers and a large amount of treasure arrived to-day. She met the steamer Antelope below Fort Sully. The steamer Pocahontas, with Government freight, sunk near Fort Race. The boat and cargo are a total loss.

## KEOKUK CONSTITUTION.

KEOKUK, MONDAY, SEPTEMBER 15.

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

SMITH, OLENDENIN & REES,  
PUBLISHERS AND PROPRIETORS.

Sunken Steamer.

St. Louis, Sept. 15.—A Post special dispatch says the steamer Josie Harry which left here Saturday last for White and Arkansas rivers sank near Chester, Ills., about sixty miles below here. She was bulk headed at once and the boat and cargo will be saved, but the cargo in the hold will be damaged. The steamer is owned in Memphis and valued at \$20,000; insured two-thirds.

## 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 132 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 badly that it is thought they will die. No doubt how long is this outrage to be tolerated. The boat had been in port but a short time, but the boilers must be tested to the limit, or the owners are liable to a heavy fine. The Inspectors are not to blame for the fatalities are plainly made out. But the Congress man who voted for this murderous law ought to be —, we seldom saw a culprit 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.

## THE CONSTITUTION.

THOS. W. CLAGETT, } EDITORS.  
GEO. SMITH, }

CITY OF KEOKUK:

TUESDAY MORNING, : : : : NOV. 11.

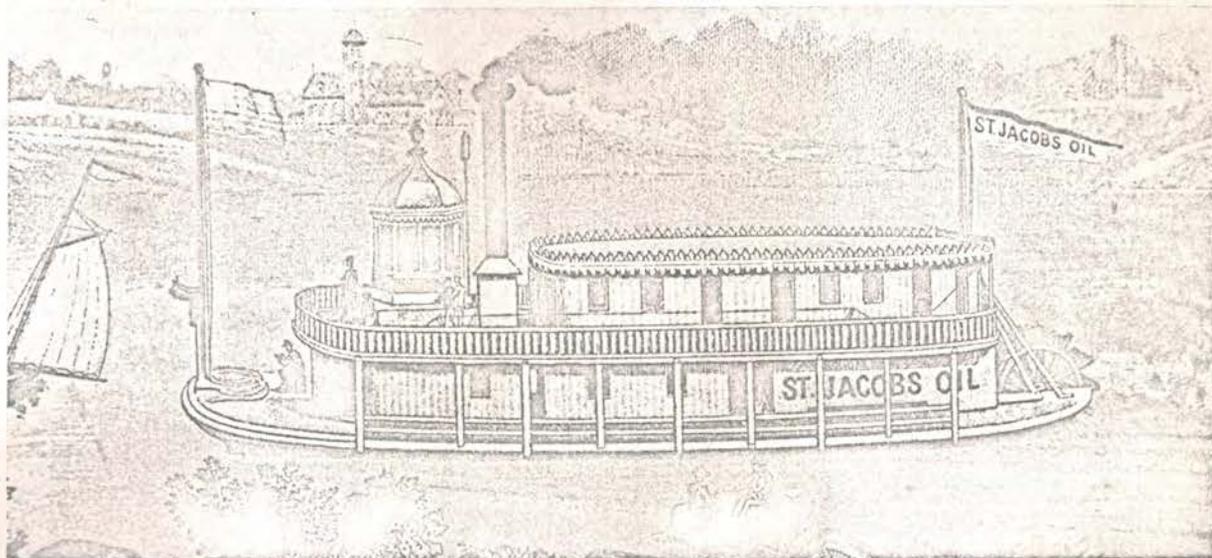
**EXPLOSION AND BURNING OF THE STEAMER J. H. DICKEY.**

**Passengers Scalded and Burned to Death.**

St. Louis Nov. 7.—About 1 o'clock yesterday morning, when ten miles above St. Genevieve, the steamer J. H. Dickey exploded one of her boilers, killing several and wounding others. The passengers were awakened by a violent shock, and rushing from their state rooms, found the boat had run against the Illinois bank and lay fastened in the mud. In about fifteen minutes, while passengers were wandering about; not yet recovered from the alarm, another terrible shock shook the boat and the forward cabin was instantly filled with scalding steam.—Numbers inhaled it and fell dying upon the floor. While the passengers rushed in panic to the scene, other horrors were added by fire breaking out in the cabins, and through the floor above. Great praise is due Capt. Musselman for his bravery and judgement.—Among the killed were Captain L. F. Dodge of the 6th United States cavalry, of Philadelphia, and Henry E. Totten, clerk, was dangerously scalded, and several persons are known to have been blown overboard, and others jumped into the river in a panic and were drowned. At 8 o'clock next morning the steamer Warner came along, and brought the Dickey's passengers and crew to this city.

THE GREAT DUST HEAP CALLED HISTORY  
N. L. BICKEL KEOKUK, IOWA

## The St. Jacobs Oil Came Out in 1880 at Middleport and Peddled Patent Medicine



The St. Jacobs Oil Engines Are Believed to Be Those of a 1959 Greenfield Village Boat

By Frederick Way, Jr.

St. Jacobs Oil was a patent medicine remedy for rheumatism, marketed by a Baltimore firm, A. Vogeler and Company, back in great-grandpa's time. In 1880 this medicine firm decided to build a small steamboat on the Ohio River for the express purpose of distributing literature, testimonials and advertising. The bottled pain-killer was enormously popular, and profitable to its owners; popular because people had faith in it, bought it, talked about it and used it; profitable as a direct result of this acceptance.

I am not sure where the little steamboat St. Jacobs Oil was built, but records indicate at Wheeling—which seems likely—with completion at Middleport, Ohio. Her white oak hull was 62 feet long, Custom measure, or 65 feet from stem to aft transom. She was 14 feet wide and the hull was 2½ feet deep. She drew 20 inches of water. There was one tubular boiler, probably upright, 20 inches in diameter and 11 feet long, containing 45 two and a quarter-inch flues, and hence but one smokestack. Boiler water was supplied with a standard feed pump, and for emergencies she also had what was known as a Hancock inspirator, a gadget I don't know anything about.

An article describing the boat supplies these facts, and also is authority for the statement that the engines, "two beautiful little engines made expressly for her from new patterns," were the product of the Ohio Machine Company of Middlesport, Ohio. They had seven-inch bore and two foot stroke, turning a stern paddlewheel nine feet in diameter, working 12-foot buckets with 12-inch dip. No statement is made of how many buckets (i.e. paddles) were in the wheel, but probably 12.

**Could Be Same Engines**

Since you have waded through these statistics, I hasten to explain why all this detail about a patent medicine

promoter steamboat. The pedigree of the St. Jacobs Oil carries down to 1959. Those who have visited the Ford Motor Company exhibits at Greenfield Village, Mich., know about the little steamboat there which operates in summer, on a tributary bayou or lagoon, dredged from the River Rouge. The Ford steamboat is named Suwanee. Well, this Suwanee originally was the St. Jacobs Oil. I don't imagine there is a splinter of wood on the Suwanee which started off in 1880, but my curiosity is whetted to know if these same little engines, built at Middleport, are still doing business on the Suwanee. Next time a steamboat engineer visits there, please find out, will you?

Henry Ford placed the Suwanee in commission at Greenfield Village sometime after 1920, which leaves a blank spot of 40 years from the date in 1880 when the St. Jacobs Oil was launched "to carry neither freight nor passengers," but to be used "exclusively for distributing printed matter in the river towns," promoting this "remedy" for rheumatism. A brief run-down of the adventures of the little steamboat is interesting to read about.

The first annual inspection was conducted on September 18, 1880, at Mason City, W. Va., and the second on October 11, 1881, in St. Louis. In 1882 this little boat was inspected in the Memphis District, but whether she then was peddling the virtues of A. Vogeler and Company's medicine is not known to me. In any case, not long thereafter she was bought by the "Times-Democrat," a leading New Orleans newspaper, and renamed Susie B. The job of the Susie B. was to go down the Mississippi, to the Jetties, with newspaper reporters on board, and interview incoming passengers before steamships and sailing vessels docked in the New Orleans harbor. In this way the "Times-Democrat" got the beat on its competitors. Also while owned by the newspaper this boat went up the Ouachita River,

for reasons undisclosed, and is said once to have run from Camden to Arkadelphia in the brief time (for steamboats) of 5½ hours, considered a record.

In 1888, over at Branford, Fla., there was built a sternwheeler called the Suwanee, whose Custom measurements were 70 feet long, 16.5 feet wide and 4.4 feet deep. She had the engines from the Susie B., and hence from the St. Jacobs Oil. Branford is an inland town, adjoining the Suwanee (modern spelling) River, about on the same parallel as St. Augustine. The Suwanee operated between Branford and somewhere, probably the Gulf coast, and changed ownership several times until Menge Brothers, out of Fort Myers, Fla., bought her, and put her in passenger and package freight service on the Caloosahatchee River between the Gulf and Lake Okachobee, Fla. This was about 1900, and she continued in this service for about 20 years.

During this period, the boat became a favorite of Thomas A. Edison, who spent a great deal of time at Fort Myers, and who frequently was a passenger. She left Fort Myers every other day, going up 45 miles, and handled U. S. mail. The round trip fare was \$5. Apparently the venture became unprofitable, or else the boat became too old, but the Suwanee was laid up and, once at least, sank, was raised again, and some people say she sank the second time.

Now we get to Greenfield Village. Henry Ford wanted a steamboat, and because his friend Thomas A. Edison had such admiration for the old Suwanee, she was imitated. A replica was built, new, for the service on the estuary of the River Rouge in Michigan. But, the same old engines which served in Florida were recovered and placed on Mr. Ford's steamboat.

So, if all of this is true, and we hope it is true, there is a set of seven-inch bore by two-foot stroke sternwheel engines on that Greenfield Village

steamer today which started in business at Middleport, Ohio, in 1880, aboard the St. Jacobs Oil. The accompanying picture of the sternwheeler recently was sent to the writer by Courtney M. Ellis, of Nashville, Tenn., together with the "card" from the Cincinnati "Enquirer," undated, providing the description.

One final item: this "card" describes the cabin arrangements of the St. Jacobs Oil in glowing terms. The dining room was placed on the main deck, between the boiler and the engine-room, "artistically grained with frescoed ceiling, the floor covered with oil cloth, the room furnished in Queen Anne style, with an extension dining table which accommodates 20." Moreover, the "silver, china and table linen are of the finest and of the most inviting character."

The upstairs cabin contained the main salon and the captain's office. The main salon "is frescoed and gilded in Eastlake style, and the flooring covered with Turkish carpet." The furniture "in raw silk and walnut, is of the Queen Anne pattern like that of the dining hall, and rich curtains of damask complete the impression of a veritable floating palace." There were four state-rooms, two berths in each, carpeted with Brussels carpeting.

The steamer St. Jacobs Oil was run by a "picked crew of officers" who doubtlessly proclaimed the excellence of their product, and who were not plagued by rheumatism, and who informed visitors who came on board that "the virtue of the wonderful enterprise, when you try St. Jacobs Oil, will be fully explained to your mind."

Cleveland, Ohio.

Feb. 2 1853

WEEKLY PLAIN DEALER.

The Martha Washington Case.

STARTLING DISCLOSURES!!

Filley's Dying Statement!

By the assistance of the Wade Telegraph Line, we are enabled to lay before our readers one of the most extraordinary disclosures ever made. It will be remembered that for the preceding two days a question of the admissibility of the dying declaration of Mr. Filley was argued by the best legal talents of the State, before the United States Commissioner—which was yesterday decided by him as admissible, and read by Mr. Stansberry.—*Cin. Nonpareil.*

COLUMBUS, Jan. 5.

The Commissioner, on the authority of the Burr case, decided, this morning, that in this examination the testimony of young Filley was admissible, when the examination of Mr. Filley was resumed.

My son told me the history of the Martha Washington case in July last. He came to my house the February previous to make disclosures, but did not have an opportunity. I wrote his statement out, and he signed it, in which he made a full disclosure.

The defendant's counsel here objected to the reading and publication of this statement, but desired that the Commissioner should retain it. The Commissioner declined to assume the responsibility of suppressing the document and it was accordingly read; it covers four pages of foolscap.

The following is young Filley's statement:

On the 22d day of July, 1852, I, Lucius L. Filley, of the city of Cincinnati, State of Ohio, do hereby certify that I am one of the firm of Filley & Chapin, in said city; that the said firm consisted of L. L. Filley and Rufus Chapin, who were known as the actual active partners in the concern, but that Amasa Chapin and Lorenzo Chapin were secret partners, and had an interest in the concern jointly. Said firm were connected in the business of manufacturing and selling boots and shoes, buying and selling leather, hats and caps, that the said co-partnership was commenced and in existence in 1850 and 1851 and was closed in December, 1851. At the time of closing we sold to Lyman Cole.

The Chapins made the inventory, and copied the same. It amounted or was called eighteen thousand dollars, and I have no doubt but there was that amount inventoried and sold to Cole, which I supposed included about all the stock of boots and shoes we had on hand. I know nothing of Cole only by way of Chapin, and had barely seen him until the Chapins sold out to him.

They recommended him very highly to me as a man of worth and high standing, and I learned nothing to the contrary until told by Carpenter there was leather on hand at the time of the sale to Cole, which might amount to three or four hundred sides of red sole leather. Can't say whether or not that was included in the bill of sale to Cole. I know of no white leather on hand.

There were two or three hundred dozen sheep-skins; can't say whether they were sold to Cole or not; I only gave my consent to the trade of Chapins with Cole. The firm was vastly in debt and I consented to any disposition of the property they thought advisable; I do not know how much money the firm owed Cole; that was generally managed by the Chapins.

The Chapins had Cole's notes for the property amounting; I should think, to some six thousand or eight thousand dollars. I was taken sick, and know nothing how the matter was settled at all. I know of no arrangements, and never heard anything of shipping goods or leather on the Martha Washington, until I reached home on Wednesday night, the 7th of January, 1852. On the 4th of January, I went to Ripley and Maysville, collecting, and returned on the night of the 7th to my house on Sixth street, in Cincinnati.

About nine o'clock that night, Lorenzo Chapin came to my house, and said they wanted me at the store. Going down, he told me they had shipped a lot of goods on the Martha Washington.

At the store I found the Chapins, Cole and Cummings. They showed me bills of lading that had been receipted on the boat. I said nothing, but mistrusted something wrong.—They said they had been buying leather. I left the store, and Adams Chapin came out and said he was going to Louisville.

He hinted what was going on, but seemed afraid to tell me. Two or three days after the Martha Washington left, I was in the office, standing by the desk, and the Chapins handed me a book, to copy of the weights of the leathers, which I did, as they called them off to me. I knew nothing about the leather or weights, only as they read them off from a paper purporting to have the weights on it.

Three of the Chapins were then standing at the desk. Earl was not there, nor did he call off any leather to me during that week. After I had copied the bills they then told me for the first time what was going on, and then said the man that exposed them would be shot down in less than four hours. I made no reply, but have ever stood in fear. The thoughts of what I was implicated in, so affected me that the trouble threw me into a state of wretchedness and used me up.

Just before the boat was burned Rufus told me and so did Lorenzo, that the calculation was to burn the Martha Washington and no one that exposed them could live long, and that if they were arrested others that were not known would shoot them down. Said Cole was the first that got it up and Kissane was as

much in it as any one for he had the largest insurance of any one. After the boat was burned Adam Chapin told me that a man by the name of Holland set the boat on fire.

I saw Holland for the first time some weeks after the boat was burned. He came to the store to see Cummings, who spent most of his time in the store. One of the Chapins told me that Kissane's insurance was for a shipment over the left; said that Kissane shipped more fictitious than any one else.

I heard Nicholson who was clerk of the boat, tell Cummins in my presence, that he would shoot down any man who exposed them. This was said so that I might hear it. The leather after the first of December, was mostly worked in the manufactory. Filley & Chapin had some boots and shoes in Louisville at the time they sold to Cole, say eight to ten thousand dollars in the hands of Thomas Anderson & Co.

Yorke & Hewson were in possession of some that was made over to Cole by Amasa Chapin. I don't know the amount shipped on the Martha Washington from the store.

Not being there since or during the past week, Adams and Lorenzo Chapin told me they got Albert Helman drunk before he made his deposition; also, that they made Earl a present of one hundred dollars, and he had made a strong deposition.

They agreed with McCabe that if he would give a strong deposition, they would pay him what Filley & Chapin owed him when they got the insurance.

(Signed,) LUCIUS L. FILLEY.

H. R. FILLEY, Witness.

Profound sensation was created by reading these disclosures.

DAILY GATE CITY.

TUESDAY MORNING, AUGUST 17, 1875

ANOTHER DESPERATE ENCOUNTER BETWEEN ROUSTABOUTS.

This Time it was on the Alex, Mitchell.

About 12 o'clock Saturday night, when the steamer Alex. Mitchell was in the vicinity of Fort Madison, on her way down the river, two of the roustabouts quarrelled about something. One of them seized a sledge hammer and the other an axe. They did not come to blows, however, and after indulging in a little violent abuse of one another, laid the weapons aside.

It was supposed that the trouble was ended.

Presently the one who had the sledge hammer got hold of the axe, slipped up behind the other, whose name is Tom. Williams, and struck at him. Williams received warning of the assault in time to turn partially around and dodge the blow, else the weapon would have descended upon his head and no doubt produced a serious if not fatal wound. As it was, the ax struck him between the shoulders, producing an ugly flesh wound three or four inches in length. The fellow who committed the assault was arrested at Montrose, on the arrival of the boat there, but was subsequently released on paying the doctor's bill and the costs of the prosecution. Both parties were in the city yesterday.

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

## HE IS SLEEPING IN DEATH.

## THE UNEXPECTED DEMISE OF AN OLD RESIDENT.

Capt. A. M. Hutchinson Breathes His Last at his Residence at 9 O'clock Last Night.

Another of Keokuk's old and honored citizens has joined "the silent majority." Capt. A. M. Hutchinson is dead. The unexpected event of his death occurred at 9 o'clock last night after a protracted illness which was not generally considered dangerous until a few days before the end, although the physicians warned the family six months ago that it was necessarily fatal and beyond their power to cure. Captain Hutchinson was a man to whom the people of this city have ever extended the kindest friendship and esteem, and who was held in the highest regard by those who knew him best. He was popular with everyone with whom he was thrown into contact. Possessing much will power, acute observation, and fine judgment, his measure of success in life has been above that of the ordinary man. His acquaintances were not more numerous than his friends and they are countless. At almost every point where the steamboat has plowed her way along the course of the great father of waters, the announcement of Captain Hutchinson's death will be received with surprise and more than ordinary sorrow. He was courteous at all times, but blunt of speech, and there was generally no mistaking what he meant after his words were spoken. He had a natural respect for every man who addressed him properly. The laborer with soiled clothing and roughened hands had the same cordial response or greeting which he gave to the more favored child of fortune. There was no concealment in his nature, but he was always the same open, frank, genial, and, therefore, companionable Captain Hutchinson. These prominent characteristics gave him a marked personality and a lasting popularity. He could not commit an uncourteous act without regretting it. Whatever of success he may have attained in life was won by his own exertions. He was favored with no early advantages, and yet by his natural ability, excellent business capacity, and other qualities of head and heart, he rose from the humbler walks of life to a recognized leader among river men, achieving unusual business success, and dies regretted by this entire community, and by others who have witnessed his useful career and many manly qualities.

## BIOGRAPHICAL.

Beaver county, Pennsylvania, was the birthplace of Captain Abraham Martin Hutchinson. He was the son of John Hutchinson and was born on the 19th day of October, 1833, making him fifty-three years, one month and about four days old at the time of his death. He came west at an early age, and on the 11th of October, 1856, was married to Miss S. J. Baldwin, at St. Paul, Minn., who survives him with three children, C. A., J. B., and Miss Effie Hutchinson. From 1857 to 1866 the family resided in St. Paul when Captain Hutchinson removed to St. Louis, and nine years afterwards, in 1875, he came to Keokuk where he has since resided. He attended with his family the Westminster Presbyterian church. The Masonic fraternity was the only organization to which he belonged and he was a prominent and useful member of Damascus Commandery of the Knights Templar.

His career as a steamboat man was long and eventful and began on the Ohio river, when he was but eighteen years of age. In this service, however, he continued but a few years when he began on the Missouri and Mississippi rivers, and was the first man to navigate the Yellowstone. The Chippewa Falls and the Favorite, two steamers in the government service, were commanded by him and were the first to reach Fort Benton. He was mate on the steamer Conewago which ran on the upper river in 1855. The steamer John Kyle, which burned at New Orleans was commanded by Captain Hutchinson. The famous steamer, Phil. Sheridan, which was the first to make tri-weekly trips between Keokuk and St. Louis, was brought out by him in 1865. He also commanded the S. S. Merrill, which burned at Warsaw. He served as captain on the initial trips of the Alex. Mitchell, the old Gem City and the St. Paul. He supervised the construction of the Alex. Mitchell and the S. S. Merrill. At the consolidation of the old Northwestern Union and the Northern Line Packet companies, Capt. Hutchinson went south to navigate the lower river. In 1875 he became superintendent of the Keokuk Northern Line Packet company, and in 1880, at the time of the consolidation he was made superintendent of the St. Louis and St. Paul packet company but resigned the position two years afterwards, in 1882, that he might spend more of his time at home, and to attend to his growing local interests in Keokuk.

From long continued association Com-

odore Davidson discovered the worth of Captain Hutchinson and soon made him second in command of his great river interest. The trust was well confided as the captain, guided by his wide experience, fine executive ability and faithfulness to every trust, proved a worthy lieutenant with the veteran commodore. Captain Hutchinson has a number of years been extensively engaged in the coal and ice business here which he has conducted very successfully.

On the 15th of last September he was taken so seriously ill that he was confined to his home, where he had been ever since except on perhaps three or four brief occasions. He was able to attend the political meeting held at Rand park, on the 21st of October, addressed by General Logan, and it is thought that the exposure of that day caused a relapse. Since that event, twice he ventured upon the streets, visiting the St. Louis and St. Paul packet depot. He was very perceptibly worse Monday and Dr. Geo. F. Jenkins was summoned, and soon after Dr. Payne was called for consultation. It was too late. His affliction, valvular disease of the heart, had made its fatal inroads upon him, yet there was hope. Every effort was made but he continued to sink, until last night he became so much worse that at 8 o'clock the physicians threw hope aside. Gradually his life ebbed away, as he lay half-unconscious, before his sorrowing family and friends, and the striking of the clock at 9 proved his death-knell, for just at that hour he quietly passed away to the Great Beyond.

Captain Hutchinson probably held the most extended license as a pilot and master in this district, covering the Minnesota, the St. Croix, the Mississippi, from St. Paul to New Orleans, the Ohio, the Cumberland and Tennessee rivers, the Missouri from the mouth of the Yellowstone to St. Louis, the Yellowstone river as high as Fort Benton, and the Lake St. Croix, and it is probable that no man had as wide an acquaintance among steamboat men as the deceased, besides a very extended acquaintance among business men, within the river country.

His busy life is ended, and the people of Keokuk feel that they have lost another useful citizen, while the heartfelt sympathy of the entire community goes out to the stricken family in their irreparable affliction.

## THE FUNERAL.

The funeral will take place at the residence, 126 Concert street, at 2:30 Thurs-

1887

# THE GATE CITY:

FRIDAY MORNING, SEPT. 21.

## OVERBOARD.

1877

A Man Jumps From the War Eagle Into the River and Swims Ashore.

When the War Eagle landed here between 5 and 6 o'clock last evening, a man named Kearny, a steamboat hand who has been at work on one of the up river boats, went on board and engaged in conversation with a friend. He was so much occupied when the War Eagle backed out that he did not hear the bells, and the boat had got some distance from shore before he discovered that he was being taken away very much against his wishes. His friends tried to prevail on him to go on down to Warsaw and get off there, but he refused to listen to them, and just as the boat was rounding out into the channel he jumped overboard.

When he came to the surface he found that the current was drawing him in toward the wheel. So he dropped down under water again, came up aft of the wheel-house and struck out for shore. Several skiffs put out to his assistance, but he declined the proffered aid and paddled away until he reached shore. He seemed as much at home in the water as he did on dry land. After talking a short time to the crowds of spectators that were attracted to the spot, he came on up to the Gillespie House, where he is boarding.

# THE GATE CITY:

TUESDAY MORNING, JAN. 16, 1877.

## Eagle Packet Company.

The annual meeting of the Eagle Packet Company took place at Quincy yesterday afternoon, when officers for the ensuing year were elected as follows, they being the same as last year:

President—Capt. J. R. Williams, of Warsaw.  
 Superintendent—Capt. Henry Leyhe, of Alton.

Secretary and Treasurer—G. W. Hill.  
 Capt. H. Leyhe and J. R. Williams were also re-elected directors, and the directors holding over are J. M. Earel, Capt. William Leyhe and G. W. Hill.

The *Whig* says: "The appointment of officers of the different boats of the line was only partially completed at a late hour in the afternoon. The Company perfected arrangements for building a new tow boat and a barge in the Spring, and for commencing business as early in the season as possible."

day afternoon. The religious services will be conducted by Rev. Dr. Cleland, pastor of Westminster Presbyterian church, and will be followed by the Knights Templar burial service, Rev. R. C. McIlwain, the prelate, officiating. The members of Damascus commandery, No. 5, Knights Templar, from Fort Madison and Montrose, have signified their intention to be present and assist their brethren in Keokuk to pay this last honor to their loved comrade. Among others who will be here from elsewhere are F. L. Johnson and Capt. J. F. Baker, of St. Louis, the former the secretary and the latter the general freight agent of the St. Louis & St. Paul Packet line; also Capt. William Burke, of St. Louis, who has been a life-long friend of Captain Hutchinson.

The pallbearers will be Sir Knights Howard Tucker, Joseph C. Hughes, James H. Anderson, Hugh Robertson, Luke Huiskamp.

## Attention, Sir Knights!

To the Sir Knights of Damascus Commandery, Knights Templar, No. 5: You are hereby summoned to attend a special conclave at the asylum Thursday at 1:30 o'clock (sharp) to attend the funeral of Sir Knight Hutchinson. By order

Attest: HENRY R. MILLER, E. C.  
 DAVID G. LOWRY, Recorder.

## DIED.

HUTCHINSON.—In this city, Tuesday, November 23, 1886, Capt. Abraham Martin Hutchinson, aged 53 years, 1 month and 5 days.

\*Funeral Thursday afternoon, Nov. 25th, at 2:30 o'clock, from the residence, 126 Concert street. St. Louis, St. Paul and Sioux City papers please copy.

# THE GATE CITY:

TUESDAY MORNING, AUGUST 14, 1877

## THE KEOKUK NORTHERN LINE PACKET COMPANY.

ST. LOUIS & ST. PAUL.

Daily fast line for St. Louis at 2 p. m. except Sunday.

## EXPRESS PACKETS

## War Eagle and Golden Eagle

War Eagle—Tuesday, Thursday and Saturday.  
 Golden Eagle—Monday, Wednesday and Friday.  
 A through Packet for St. Paul leaves Keokuk every other day.

A discount in round trip tickets.  
 Tickets for sale to New Orleans and all points South and Southwest via Iron Mountain Railroad.  
 Through tickets to Bismarck, Deadwood, Custer City and all points in the Black Hills.

For freight or passage apply at Company's office foot of Johnson street.  
 A. M. HUTCHINSON, Agent.

—A colored man who was one of the first to reach the bank the night of the War Eagle disaster, said in telling how he got out so quick: "Do you know, chillum, dat wen I see dem Wizard Oil chaps bring a white mule on de deck, I sez to myself, 'look out ole man, dere's trubble in store.' Fer I knowed jest as well as I knows a watermelon when I sees it, dat when de white mule come on board sumfun was goin' fur to happen. I slep' with a life-preserver on and wen I heerd de boat crackin' agin' dat bridge I jes jumped and here I is. White mules allus was unlucky and de ole man nebber sees one widout quiverin'."

—Hiram Beadle, the pilot of the War Eagle, who was at the wheel when the disaster of Friday night occurred, was not on the Golden Eagle when she burned, and the War Eagle accident is the first serious one he was ever in. Doc Lane was the pilot of the Golden Eagle when that boat was destroyed by fire and "Doc" "held her nozzle agin the bank," etc., with commendable grit. Captain Hutchinson regards Mr. Beadle as one of the very best pilots running on the Mississippi river between St. Louis and St. Paul. "The accident of Friday night," says the Captain, "was not caused by lack of ability to manage the boat, but was one of those unavoidable disasters that no one could avert."

# THE GATE CITY:

TUESDAY MORNING, FEB. 20, 1877.

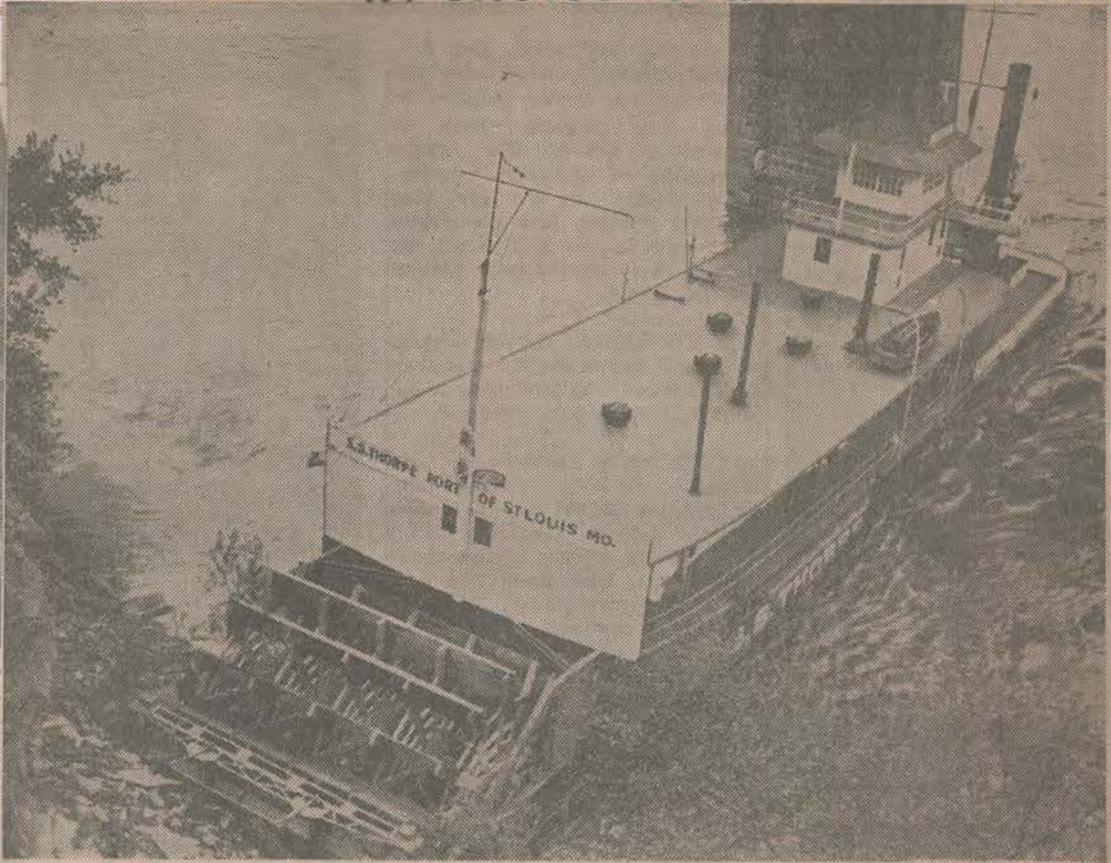
THE NIOTA BELLE.—Commodore Doerr, owner of the Fort Madison ferry boat Niota Belle, was in the city yesterday, trying to secure assistance to raise the boat. He says the extent of the damage cannot be ascertained as yet, but it is believed that the boat is not injured to any great extent and that the loss will consist principally of the expense of raising her. She was moored in the bay between the two islands opposite Fort Madison, which has always been considered a safe harbor for boats. After the ice had broken up and moved out a gorge was formed below Fort Madison, causing a rapid rise in the river and forcing the ice up into the bay from the lower end of the island. This threw the boat over on her side until the water ran in and filled her. The water where she is lying is about seven or eight feet deep, but as the ice is all away from her it is thought she can be raised without much trouble.

THE GREAT EAST RIVER CALLED HISTORY R. J. BICKEL KEOKUK, IOWA

# 'Shipwrecked in Minneapolis' to Play Another Day; Choice 'Seats' Available



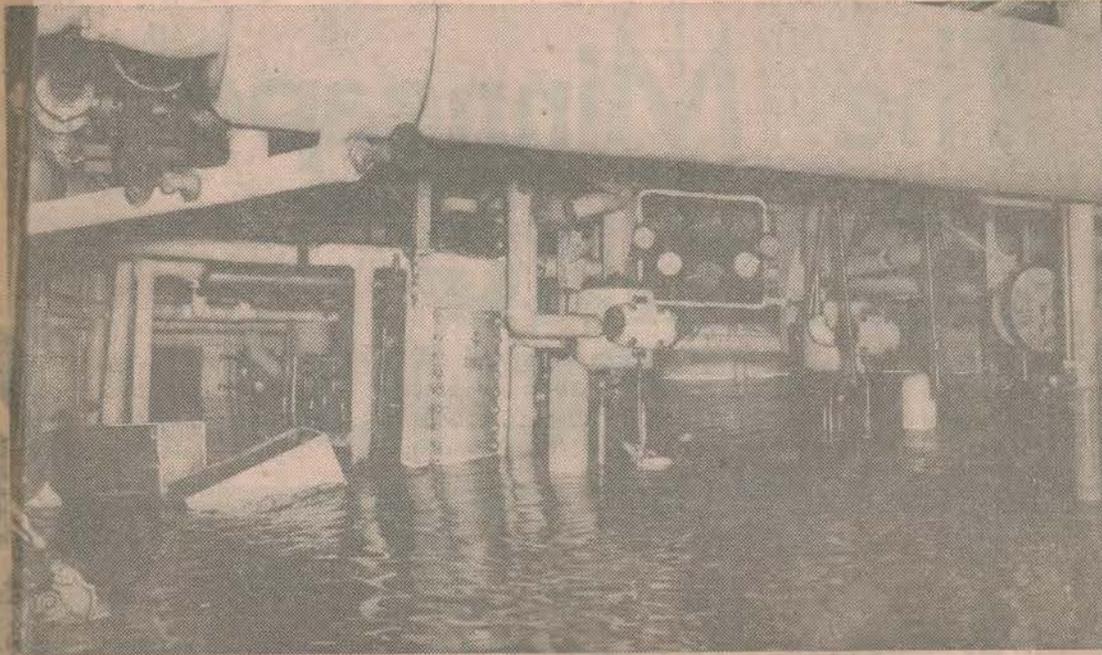
Deck hands Francis Myer (left) and Roy Lutzinger rode two freed barges and tied them up at the Franklin avenue bridge which they hit.



—Tribune Staff photo.

According to schedules, the S. S. Thorpe should have been on its way to St. Louis Monday, but actually it was jammed against the Washington avenue bridge in a convenient position for the hundreds who came to see the "shipwreck."

## With Her Hold Full of Water, Wrecked Towboat Awaits Help

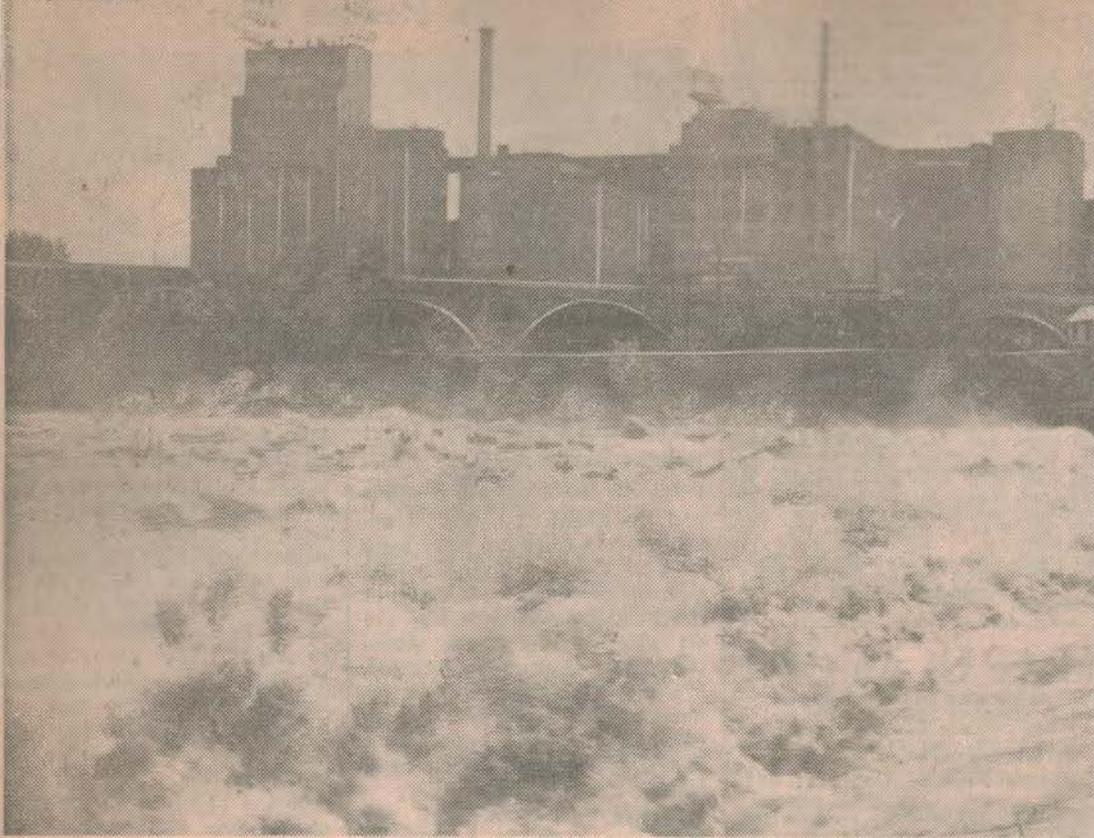


Dale Brown shows where sailors broke through a door of the Thorpe in their efforts to escape after the towboat went aground Monday.

Before the S.S. Thorpe can be moved, water must be pumped out of its hold and boiler room (above). To do so a bulkhead will be built around the Thorpe. The bow of the boat is now fast on a bridge pier foundation.

# THE 'OLD MAN' IS ACTING UP

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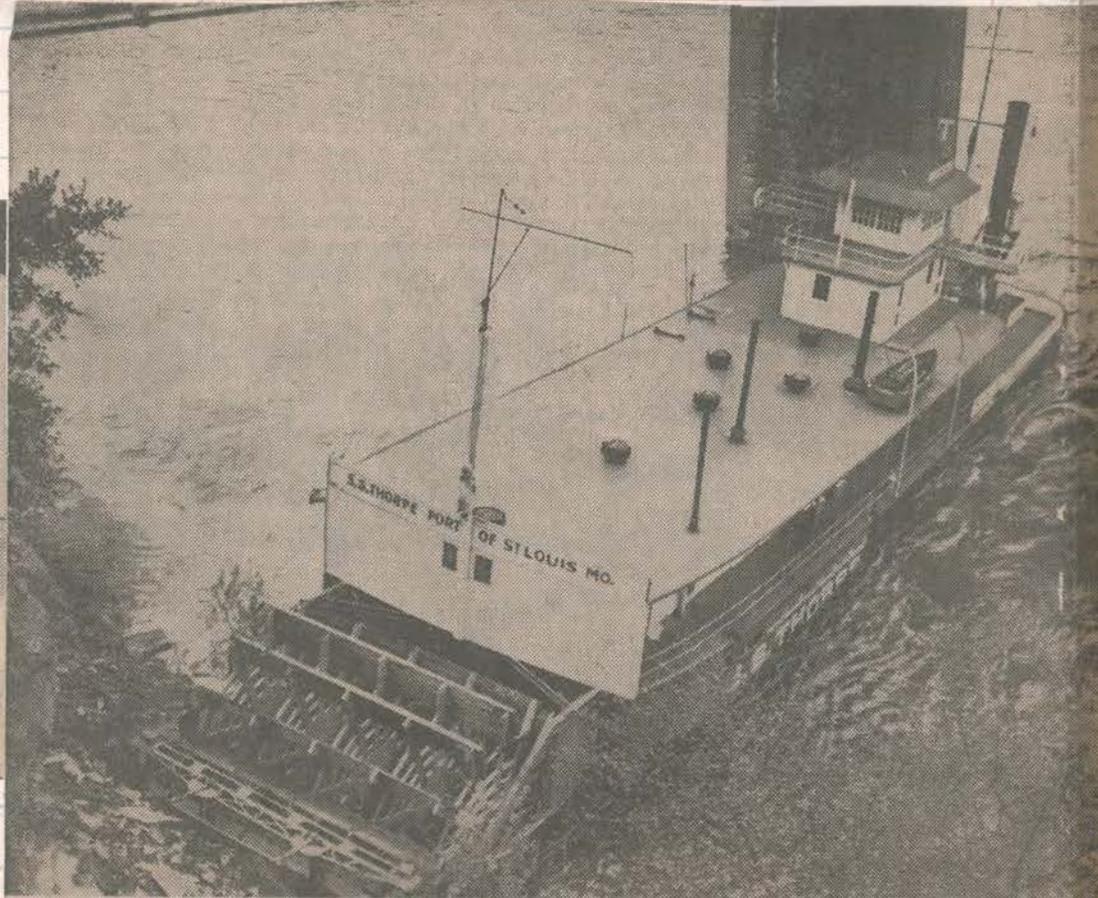


With the Mississippi river still rising, this was the scene below St. Anthony falls today as turbulent waters rushed by. This picture was taken below Pillsbury "A" mill. St. Paul houseboat and shanty residents were warned of the river rise and several families on McBoal's island, below the Wabasha street bridge, and south of the Holman municipal airport, were driven from their homes.

55 Thorpe #1



After a hard night, John Oath, the Thorpe's oiler, like other crew members, Monday was recovering a few hours of his lost sleep.



The down-river trip of the S. S. Thorpe was abruptly halted early Monday when the barge tow was caught against a pier of the Washington avenue bridge. The stern paddles were swept around by a fast current and lodged fast against the shore.

-Tribune Staff photo.

# Steamboat on a Bender!

## Ship Sinks in River Crash; 23 Escape

### S. S. Thorpe, Caught in Current, Wrecked at Washington Av. Bridge

Minneapolis had a shipwreck today with all the trimmings, including a rescue of 22 men and a woman, as the S. S. Thorpe was smashed by the rain-swollen Mississippi against the Washington avenue bridge, shipped water and sank.

It was a wild night on the Mississippi. Besides the shipwreck, two barges broke loose and jammed against the Franklin avenue bridge.

All but a few of the men on the Thorpe were sleeping at the time of the wreck, shortly after 2 a.m. Members of the crew dressed hastily at the cry "Abandon ship," many donned lifebelts and clambered off the vessel over the paddlewheel, which was crumpled against the east shore.

#### Climb Up Ladders

They then climbed ladders lowered by firemen down the rock cliffs.

The wreck occurred when the Thorpe, with Pilot W. F. Thoreen of Minneapolis at the helm, was swinging around just above the Washington avenue bridge, with two empty barges it had just taken from the municipal docks.

Captain C. H. White, 38, Dubuque, Iowa, and most of the others in the crew were in their hammocks.

#### Current Catches Vessel

But the river current was whipping along at many times its normal speed. It caught the Thorpe and its tow broadside and carried it against the port bank despite Thoreen's efforts to head to mid-channel.

With a resounding crunch, the stern paddlewheel splintered against the port bank.

The two barges tore loose and were carried down the turgid waters by the swirling current.

"I knew nothing about it until a deckhand roused me," said Captain White. "I dressed, thinking we'd drifted downstream. I ran outside. I found the boat was listing badly to port. The lower decks were filling with water. The stokehold filled first.

"The bow was held against the first pier (from the east shore) of the (Washington avenue) bridge.

"The boat kept listing. Finally all lower compartments started to take water.



The bell of the S.S. Thorpe is silent today. When it will ring again depends on arrival of the next river steamer, due in Minneapolis Wednesday.

## THEY SCRAMBLED FOR SHORE

—Three Members of Crew of S. S. Thorpe—



They are three of the crew members who scrambled for shore and safety when the towboat S. S. Thorpe lodged broadside against the Washington avenue bridge early Monday. Left to right: Ray Bigelow, Dale Brown and Charles Wing, all of Dubuque, Iowa.



But all is not glum aboard the Thorpe. These crew members got a big bang out of fishing in the boat's hold. They finally caught a catfish.

SS Thorpe 23

"But the boat held. The swift current was pinning it broadside and it wouldn't shake loose from the bridge.

"I sent a deckhand to call police. They called firemen.

Meanwhile, the barges were drifting downriver.

On the heaving decks clung Ray Lutzinger of Dubuque, Iowa, and Francis Meyers, Guttenberg, Iowa.

#### Calls Pour Into Police

Nearby residents, including Miss Carrie Finstrom, 224 Twenty-second avenue S., heard cries for help out of the darkness.

Calls started to choke the police switchboards.

Police scurried along river roads in their sea-going squad cars hunting runaway barges.

The deckhand dispatched for police had to add mountain climbing to his nautical experience.

He had to scale the almost perpendicular cliff to gain the top.

When firemen arrived, they hooked lights to bridge railings and approaches and let down their rat lines.

#### Woman Rescued First

The tradition, "women and children first," prevailed.

Mrs. Lulu B. Sands of St. Louis, laundress, was guided up the ladder in the van.

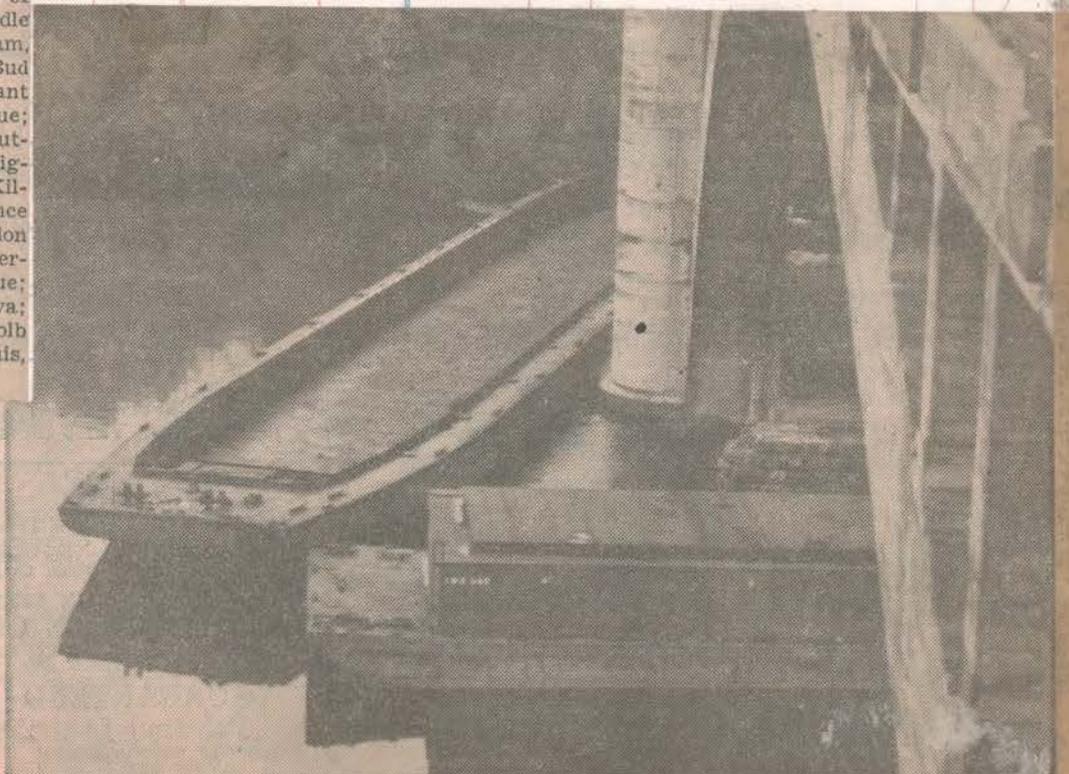
Below, the rising water was putting out the oil-burning furnaces. Downriver, the two runaway barges were banging against the Franklin avenue bridge.

Cries of two men aboard guided police to the scene. Police, despite their lack of breeches buoys, aided the pair to safety.

Back at the Thorpe, the rest of the crew struggled over the paddle wheel. They included W. D. Stram, 52, Dubuque; Chief Engineer Bud Montgomery, St. Paul; Assistant Engineer Clarence Meil, Dubuque; First Mate Eldon Vorwald, Guttenberg; Donald Malady, Ray Bigelow, Dale Brown, Michael Killcoine, Charles Wing, Clarence Bach, Ralph Smeaerbach, Eldon Newt, John Oeth and Radio Operator V. N. Worthy, all of Dubuque; Samuel Hail, Burlington, Iowa; Lester Hofer, Aledo, Ill.; Roy Kolb and Russell Sherrick, St. Louis, and Ralph Tasker.



Hundreds viewed the "shipwreck" of the S.S. Thorpe from the Washington avenue bridge. More than casual spectators (arrow) were Keith Montgomery, chief engineer of the Thorpe; Morgan Gladys, inspector, and Ira Davenport, president of the Dubuque Boat and Boiler Co.



These two barges, which were being towed by the S.S. Thorpe, were cut loose when they got out of control in the swift current. They crashed into the Franklin avenue bridge downstream and were tied up there by firemen, as shown above.

S.S. Thorpe 1914

# Shipwreck in Minneapolis

Flooded  
S. S.  
Washi

MONDAY EVENING, MAY 9, 1938.

S.S. Thorpe - 1938



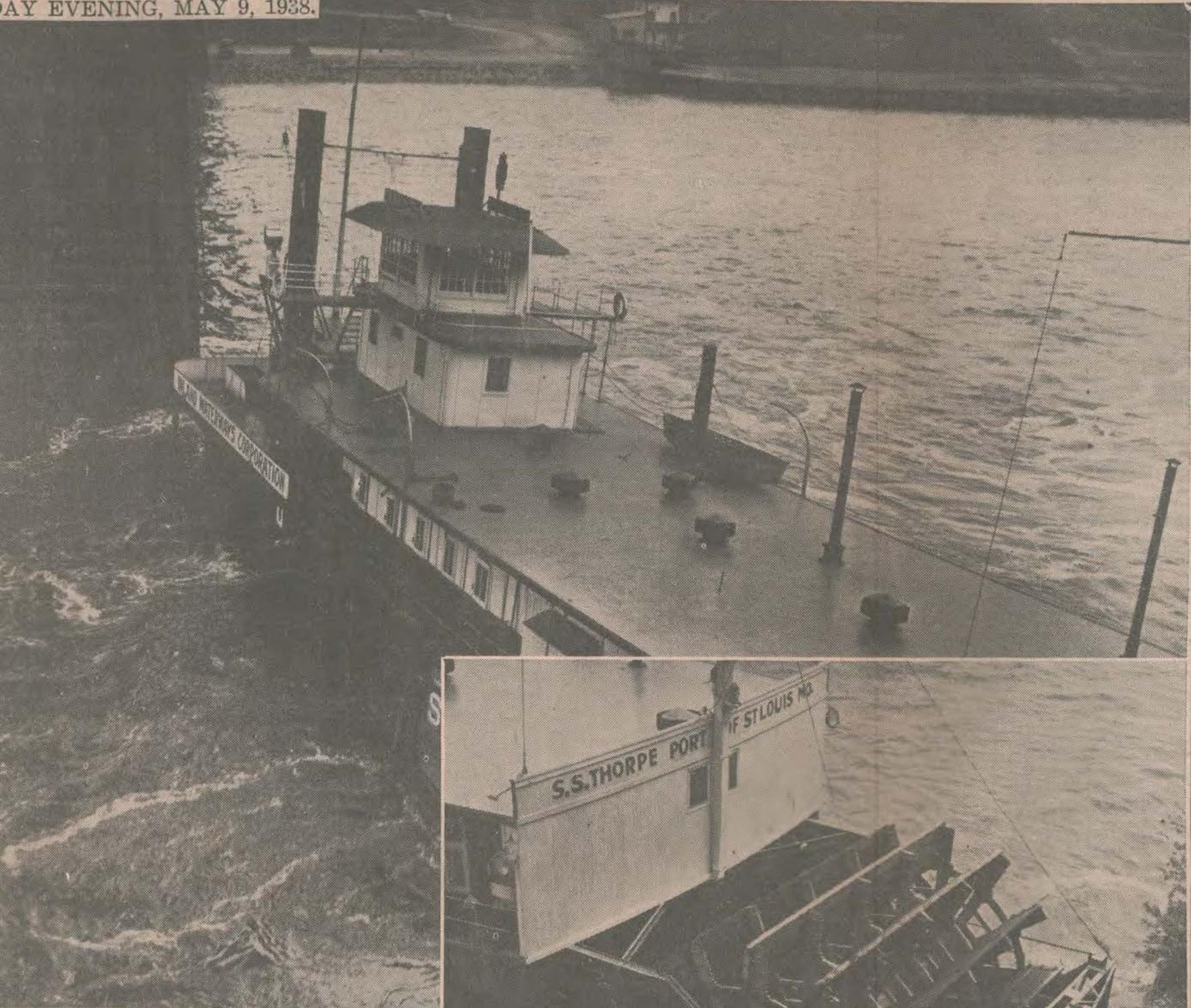
Old Man River just kept rolling along today, but the S. S. Thorpe didn't. The tug and its tow were scattered up and down river—the tug under the Washington avenue bridge (above) and two barges swept a mile downriver to jam against the Franklin avenue bridge. Twenty-two men and a woman clambered over the paddle wheel smashed against the east shore of the river just above the Washington avenue bridge (inset below) and then climbed a ladder lowered by firemen down the rock cliffs from the university campus. Pictures by Harry Poague, chief photographer for The Journal. Story on Page 4.

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# Shipwreck in Minneapolis

Flooded Mississippi Sinks  
S. S. Thorpe Under the  
Washington Ave. Bridge

DAY EVENING, MAY 9, 1938.



...an River just kept rolling along today, but the  
 ...rpe didn't. The tug and its tow were scattered  
 ...own river—the tug under the Washington ave-  
 ...e (above) and two barges swept a mile down-  
 ...m against the Franklin avenue bridge. Twenty-  
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 ...against the east shore of the river just above  
 ...ington avenue bridge (inset below) and then  
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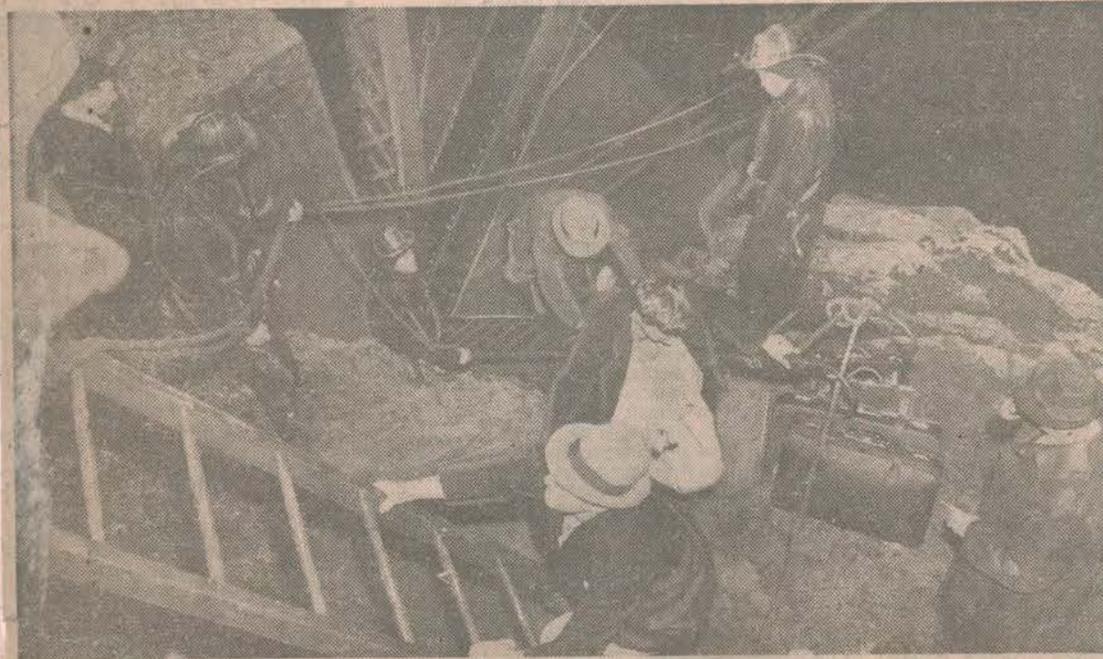


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# Goes Aground in Mississippi Here



The stern-wheeler S.S. Thorpe, 165-foot tow barge of St. Louis, is shown shortly after she ran aground early this morning, her paddle wheel on the east bank of the Mississippi near the Washington avenue bridge. The tow barge was caught in swift current as she attempted to turn around with two empty barges in the turning basis preparatory to returning to St. Louis. Her bow submerged.



Firemen helped the 26 members of the crew get ashore from the Thorpe after she grounded early this morning. The crew members are seen ascending ladders. Some of their luggage is on the ground.

147 30

THE GREAT WESTERN & CALIFORNIA INSURANCE CO. BUCKLEY, GEORGE J. JONES

622 50

622 50

By Note

# NILES' WEEKLY REGISTER.

NEW SERIES, No. 19—Vol. IV.] BALTIMORE, JULY 3, 1819. [No. 19—Vol. XVI. WHOLE No. 409

THE PAST—THE PRESENT—FOR THE FUTURE.

PRINTED AND PUBLISHED BY H. NILES, AT \$5 PER ANNUM, PAYABLE IN ADVANCE.

## Steam Power.

The following has been transmitted from Greensburg, Penn. for publication in the REGISTER. We are told by a disinterested gentleman, that the discovery has been pronounced by scientific men, to have been a desideratum in mechanics for more than two centuries. We are happy to give the inventors an opportunity of making their discovery known; frankly confessing however, that for ourselves we are too little acquainted with mechanics to judge of its merits. The article contains only an account of the principle and power of the invention, which has the appearance of being very important; and it is said, that the effect of steam gained by it, is fully one-half. This verifies what we have often heard a great mechanic declare, who always insisted that the knowledge of steam power was yet in its infancy.

The object of the experiment made, was merely to show, that a regular and uniform rotary motion could be produced from rectilinear motion, without loss of power in the application—

The gudgeons being of wood, and working in wooden beams, and the slider passing over a wooden surface on a plane without friction rollers, and the whole machinery being erected in haste, and merely for a temporary purpose, and the cogs of the wheels and teeth of the slider being made without any particular attention either in the workmanship or design to avoid friction—the whole machinery was of course in a great state of imperfection; and the boilers used on this occasion had been originally constructed on a scale to suit for a cylinder of less than one fourth the capacity of the present; under all these disadvantages, more than one hundred regular revolutions were performed in half a minute. The mode by which the power is communicated, is by a toothed rack or slider, attached to the end of the piston rod—this passes in a horizontal direction and in a right line from the piston rod, between the periphery or rims of two wheels placed vertically or perpendicularly, one above the other, on segments or parts of the circle on which cogs are placed; on the shafts of these wheels at some small distance from the segment wheels, pinions, or small wheels, are placed, the cogs of which work into and are alternately worked by a sun or centre wheel placed between them; as the steam moves the piston rod and slider forward, the teeth of one edge of the slider plays into the cogs of one of the segment wheels and moves it one half of a revolution by the time the piston rod has completed its forward stroke, at which time the last cog on that segment wheel is put out of play—at that instant, the steam being applied to other end of the cylinder, and of course operating at the other side of the piston head, the return stroke commences and the first tooth on the other edge of the slider comes into play with the first cog of the other segment wheel, which has been brought to that position by the pinion wheel of the first segment wheel turning the centre wheel, and the centre wheel at the same time turning the pinion wheel of the second segment wheel. The backward stroke completes one entire revolution of the wheels. The forward stroke then commences as first mentioned and the operation continues at pleasure. The discovery consists in the invention of the rotary segment wheels; and also in the connecting centre or sun wheel, and any person acquainted with mechanics by describing those wheels on paper and observing their line of motion, will readily discover the principle. The inventors of this machinery have also made a model of a single segment wheel, which, when placed in an open toothed rack, or slider, performs a similar revolution, and which may be applied to many valuable purposes, and which also forms a part of the specification in their patent.

The principle of this invention is in the uniform and continued application of rectilinear motion to

the periphery of the wheel, at a right angle with the radius (or the line extending from the axis to the circumference) always acting at the point where power acts with the greatest possible effect.

The advantages are in the saving of expense in the fly or balance wheel, and other parts of the machinery—a comparatively small balance wheel being only required, and for the purpose merely of continuing the motion while the valves are closing and opening.

In many cases the balance wheel may probably be entirely dispensed with, as in the experiment made the balance wheel was not in operation, and perhaps will only be necessary in large rolling mills, where an accumulation of power is required at particular times when the bar is passing between the rollers. The velocity of the slider and the other machinery, will perhaps be found sufficient to continue the motion while the small space is passing, that is necessary to shut and open the valves—and no action of the balance wheel is necessary at the commencement of the return stroke, for as soon as the valves are shut and the piston head continues moving forward, the low steam and atmospheric air in that end of the cylinder, is compressing. This alone would afford an elastic spring to commence the return stroke—but in addition to this, as the valve at that end gradually opens, the steam is gradually issuing into that end of the cylinder, and as soon as the valve is completely open there is such a body of compressed air and steam at the end of the cylinder operating against the piston head as to drive it backwards, instantly, as soon as the slider is disengaged from the last cog of the segment wheel—at which time the first tooth of the other edge of the slider plays into the first cog of the other segment wheel and continues it in motion in the same direction it was turning. It will be evident there can be no danger of the piston head driving against the head of the cylinder, as the only difficulty is in bringing the piston head in that direction to the end of the stroke while the valves are shutting and opening. Another advantage is gained by dispensing with the use of the large beam, which causes a great loss of power in changing its motion at every return stroke, and also by keeping such a body in motion. The loss of power by the use of the pitmen and crank is also removed, the pitmen never acting in a right line with the piston rod, except at what are emphatically called "the dead points," and at which time it is acting directly against the gudgeon, and of course increasing friction. To overcome this injurious action, it is necessary to keep in motion a large balance wheel, which also causes a great expenditure of power. Thus in the present steam mills, it is necessary to create one power to destroy another, which is acting injuriously.

There are in the model several side cogs and side clicks, serving to put one wheel out of play and bring the other into play, with more perfect certainty and accuracy. These were the invention of Mr. Jacob Hugus. The principle of the rotary segment wheels and sun wheels, was invented by A. W. Foster, esq. of this place. The model exhibits the mode of applying this machinery to steam boats, by means of the slider being hollow, so as to admit a shaft to pass thro' it, for the boat wheels to be attached to. By lessening the centre wheel, two revolutions, or more, may be effected during a single revolution of the segment wheels. The specification in the patent exhibits an easy mode of effecting a retrograde motion where necessary.

## NILES' REGISTER—JULY 3, 1819—

*Yellow Stone expedition.* The steam boats Jefferson, Johnson, Calhoun and Expedition, engaged in a voyage up the Missouri to the mouth of the Yellow

Stone, are proceeding onwards. The Expedition was off Belle Fontaine on the 20th of May, having encountered several difficulties, from sand bars and snags or planters, in navigating the Missouri. The rest of the boats were below. The U. S. boat Western Engineer, was expected every day.

*The Western Expedition.*—The St. Louis Gazette, of the 26th of May, states that the steam boat Johnson passed that place on the 19th ult. with troops, &c. for the Yellow Stone.

A gentlemen at fort Osage, on the Missouri, in a letter to us, under date of the 17th of May, on the subject of this interesting enterprise, observes, that "col. James Johnson is expected to be at St. Louis, with his steam boats, by the 15th of this month. If he succeeds in his enterprise, (of which I have no doubts) he will have done more for the benefit of the western country, indeed I may say for the whole union, than any other man (except Jackson) ever did. He will have opened a safe and easy communication to China; which will give such a spur to commercial enterprise that ten years will not pass away before we shall have the rich productions of that country transported from Canton to the Columbia, up that river to the mountains, over the mountains and down the Missouri and Mississippi, all the way (mountains and all) by the potent power of steam. These are not idle dreams, rely upon it: to me it seems much less difficult than it was universally considered, when I first came here, to navigate the Missouri with sail boats.

—APRIL 28, 1838—

## NILES' NATIONAL REGISTER—

*Loss of steambot Black Hawk.* The steamer Black Hawk, in descending the Red river a few days ago, struck a snag, bilged and sunk. She was laden with cotton, a good portion of which was saved. The vessel is a wreck, being buried in three fathoms water; there is no expectation even of recovering the engine and machinery.

—APRIL 28, 1838—

## NILES' NATIONAL REGISTER—

*Red river raft.* New Orleans, April 1st. We have been favored with the perusal of a letter from captain Shreve, dated March the 29th at Doby's Bayou. He states that the raft is now cleared away, and the navigation easy and uninterrupted. He ascended the stream through the whole extent of the raft, a distance of 52 miles, in nine hours. There is sufficient depth of water for any steamer that can navigate Red-river. Ten feet is found in the shallowest places.

## NILES' NATIONAL REGISTER—

WASHINGTON CITY, APRIL 28, 1838.

*From Fort Towson. Little Rock, (Arkansas.)* April 11. We learn, by a letter from an officer of the United States army, at fort Towson, that captain De Hart reached that post on the morning of the 31st ultimo, with one hundred and eighty recruits for the companies of the 3d U. S. infantry, stationed at that post. They left New York on the 9th February, and came around by New Orleans, thence up the Mississippi to the mouth of Red river, and up the latter river, through the great raft, (which has just been opened under the superintendence of captain Shreve,) to their place of destination; having performed the distance, no doubt, in less than half the time that it ever was performed before, by a similar body of men.

The same letter adds, that captain Bonneville would leave, in a day or two, with his company, for Fort Gibson. [Arkansas Gazette.]

## NEW-YORK AMERICAN.

WEDNESDAY EVENING, JUNE 20, 1838.

Office, 74 Cedar street, two doors from Broadway.

[From the Army and Navy Chronicle.]

OFFICIAL.

Louisville, June 4, 1838.

Gen. C. GRATIOT,  
Chief Engineer, Washington:  
Sir, I have the honor to state to the Depart-

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ment, that on the 9th of December last, the steam snag boat "Eradicator," with a keel boat in tow, left this place for the great Raft in Red River, for the purpose of completing its removal. The steamer "Pearl," with a keel boat in tow, left on the 27th of January last, destined to the same service. The "Eradicator" arrived at the raft on the 23d of December, the "Pearl" on the 1st of January, and the "Laurel" on the 8th of February. The work of removing the raft was resumed by the respective boats on their arrival, and was continued by the "Laurel" to the 21st of April, by the "Eradicator" and "Pearl" to the 1st of May, the period for which the laborers were engaged. On the 7th of March last the first steamboat was enabled to force her way through the upper section of the raft, and up to the 29th five merchant boats had passed up, quite through the raft. On that day the entire remainder of the raft was cut, so as to leave a clear passage for boats. Still there remained in the channel a great number of snags, logs, &c., which have since been taken out by the "Eradicator." On the 1st of May the navigation through the whole extent of the raft was considered safe, and was navigated by the largest class of boats, trading in that river, with full cargoes, at the rate of seven miles an hour up stream, and twelve down, without damage to the boats. There were two boats lost near the head of the raft by striking snags: The "Black Hawk" on the 2d, and the "Revenue" on the 7th April. These accidents happened before the "Eradicator" had worked her way through that part of the river, and earlier than it was safe to risk a heavy laden steamer down the stream, by navigators that could not by any means know the river in so short a time after its channel had been opened; consequently were exposed to great danger.

The snag on which the "Black Hawk" struck was removed two days after the loss of that boat; it was found to be firmly fixed in a perpendicular position, with its roots twenty-three feet below the bottom of the river. The three was about four feet in diameter, broken off about three feet below the surface of the water, and situated in a current of about five miles an hour. The steamer "Revenue" had broken a wheel shaft on the passage down the river, some fifty miles above the head of the raft, and was stove by running on shore, in consequence of her unmanageable condition, having but one wheel at work. However, there is now no obstruction of a dangerous character in the raft, that is known. I consider the navigation as safe through that part of the river, where the raft was formerly located, as at any other part of it, from forty-five miles above its mouth to the head of steamboat navigation, a distance estimated at 1150 miles. The former location of the raft occupied 165 miles of that distance. Its removal has extended the navigation by steamboats, about 750 miles on the Red River proper. Its tributaries, from the best information I am in possession of, will afford about six hundred miles, with but partial improvements in their channels, and may be extended by improvements on the main river and its tributaries some nine hundred miles farther, extending the whole line of navigation by the improvement 3,250 miles, passing through as fertile a soil as any on this continent, with a less proportion of land which is unfit for cultivation than any tract of the same extent in our country. The climate is well adapted for the cultivation of cotton; the lat. ranging from 32° to 35° N., between the original foot of the raft and the head of navigation. The lands on the river bottom, from the foot of the raft to one hundred miles above its head, have been nearly all redeemed from inundation by the removal of the timber from its bed, all of which is now settling with unprecedented rapidity. In that part of the river where the raft was located, there was not the trace of a man to be seen from its foot up to Rush island, near the Caddo agency, when the work was commenced in 1833, and which is now a continued line of cotton plantations, extending to the town of Shreveport, a distance of 115 miles. From that place to the head of the raft, there are many large improvements, and preparations now in progress to put in cultivation a large portion of the land on that part of the river. The land lying between the Red and the Sabine rivers, has also been thickly settled. There is, perhaps, a settler on every section of land in that whole district of country, covering a tract of ninety miles north and south; and 40 east and west, lying within the State of Louisiana, which includes the Caddo purchase of the 1st July, 1835. The land lying between the Red river and

the Washita, also of about equal extent, and equal in quality, is settling with almost as great rapidity.

The State of Arkansas has its southern boundary at 33 degrees north latitude, which crosses the Red River about 15 miles due north, above the head of the great raft, and by the meanders of the river about 45 miles; and has a boundary on the river, on the southwest bank, of about 200 miles, on the northeast bank to its northern boundary some 600 miles; all of which is settling with a population that must in a few years produce some two hundred thousand bales of cotton per annum, and an immense amount of surplus provisions, being a good grain-growing country, and equal to any in the United States for raising stock of any kind. Texas has a boundary on the southeast bank of the river of about 400 miles, which is also as valuable a tract of country as any within the limits of that Government, a great portion of which is settled by an industrious and enterprising population.

The advantages to be derived from the removal of the Great Raft, cannot now be calculated. The Government land on that river has been enhanced in value to an immense amount, not less, I should judge, than 15,000,000 of dollars. The settlers will reap inestimable advantages from the same work. The expenditure for its removal under my superintendence, including the building of the steam snag boat "Eradicator," designed to keep clear new accumulations of obstructions in that part of the river, called the Raft, has been \$311,129 50. It will be necessary to expend some \$15,000 a year in that river, to work the snag boat "Eradicator;" a part of each year, for which service she is constructed and is admirably well adapted, to remove such snags and logs as will from time to time rise from the bed of the river, and cave in from its banks; and to widen the stream at those points where it has been contracted to so narrow a channel as not to afford sufficient room for the drifting trees that float down during the high freshets in that river. For that service I hope Congress will make provision from time to time, and in time to admit of the work being prosecuted at the most advantageous season of the year, which is from the 1st of December to the 31st of May. During the summer and fall months the water is frequently too low to operate a boat to advantage, and the work of too unhealthy a character to labor in that climate during that part of the year, when men will be subject to the prevailing diseases of the country, and the annoyance from the immense swarms of mosquitoes that abound in the valley of that river. Four years will, in my opinion, be as long as it will be necessary to keep up the improvement.

In that time the channel of the river will probably have returned to its former width, by the operation of the current on its bottom and shores, which are both wearing away continually; and by the assistance of the snag-boat to remove the logs and trees that accumulate in its bed, and clearing away the narrowest points, the navigation will be kept open without interruption. There is also some work necessary to be done on several of the bayous in the upper section of the raft, to secure the water in its original channel and prevent the enlargement to such an extent as to endanger the navigation of the river, by drawing more water from it, than could be spared from its volume in a low stage. I beg leave respectfully to recommend that provision be also made for removing the snags from the bed of the river above the raft, as high up as Fort Towson. That work is of great importance to the navigation of the river, and can be done at a small expense by the snag-boat "Eradicator." The master of that boat can run up, from the Raft, when the water is at the most favorable stages, and execute the necessary work with but small additional expense to the operations in the raft region. There are, however, some parts of that river that flow through banks that cave in to some extent, and keep up the supply of snags in that river, and large drifting trees in its current. The latter are liable to lodge at the narrow points in the raft, and give much more labor to remove them than would be required for felling the timber on the banks, and cutting it into pieces that would float down without interrupting the navigation, at the same time prevent the accumulation of snags at those points. For the execution of that work, it will require the labor of 50 men six months, at an expense of \$10,000. For both these objects, I would recommend an appropriation of \$15,000, in addition to the sum necessary to work the snag-boat in the raft.

I am, sir, very respectfully, your obedient servant,  
HENRY M. SHREVE, Superintendent.

**NEW YORK AMERICAN.**

SATURDAY EVENING, APRIL 28, 1838.

Price, 74 Cts. Street, two doors from Broadway.

**RED RIVER RAFT.**

*Extracts from Letters of Capt. Shreve.*

HEAD OF THE RED RIVER RAFT,  
March 27, 1838.

Brig. Gen. CHARLES GRATIOT,  
Chief Engineer, Washington.

Sir: I have the honor to inform the Department that the Red River Raft is now removed, and a free navigation opened for steamboats, four of which have passed up through it.

The steamer Revenue came up yesterday with a full freight, in twelve hours through the upper section of the Raft. The navigation is now better from Shreveport to the head of the Raft than it is below that place.

The Willow Chute, one of the most formidable outlets from the main channel on the east side, has been filled from the Raft with a dense mass of timber, four and a half miles from the old river. The effect has been favorable to the fullest extent of my most sanguine calculations; it has stopped out of that chute three-fourths of the water that flowed through it two months ago, and it is now in a situation to collect a deposit of mud that will accumulate very fast, and finally dry that pass.

I have in progress an embankment of earth over Benevare Bayou, but have some doubt of being able to close it against the quantity of water that flows out of that channel; if, however, I succeed, the Bayou will be dried. I have already been successful in closing three bayous of smaller dimensions with similar works. The embankments are made of earth, the base three times the height, and twelve feet at top; they serve as bridges, and form a good roadway.

The slopes of the embankments are planted with willow, and thatched with cane, to preserve them from the wash by rains.

The embankments are raised three feet above the land, and levees have been thrown up to prevent the freshets of the river from washing them. I have hopes of their durability, as their usefulness is of the greatest importance to the success of the improvement of the navigation of the river.

I am also erecting a boom of floating trees, scarfed together, at Duley's Bayou, eight miles above the Raft, designed to throw the drifting timber into that Bayou, which has sufficient capacity to take in all the timber that will probably come down the river in two years. If the boom proves effectual, two very important objects will be gained by it. First, the timber will be thrown out of the Raft region, and will not obstruct the navigation. Secondly, the Bayou will be filled up, and a large portion of its water, that now flows into Lake Caddo, will be turned into the river, and flow through the Raft region.

I shall continue to make all the improvements that can be made by stopping up the bayous, removing fragments of the Raft left on shoal points, and snags and logs from the bed of the river, and felling trees at places where the banks are caving in, until the first of May; at that time the engagement of the men now employed expires.

I shall proceed to Louisville, Kentucky, with the men and boats.

U. S. STEAMER ERADICATOR,  
RED RIVER RAFT, April 1, 1838.

By my letter to the Department, dated the 27th ultimo, you were informed that the Red River Raft was cut through. In confirmation of that fact, I have to inform you that steam, keel, and flat-bottomed boats now navigate it daily, without difficulty.

Seven steamboats, four keel-boats, and one flat-boat, have passed, (the Government boats not included.) I left Shreveport on the 29th ultimo, with the United States steamer the Pearl, at 9 A. M. and ran out at the head of the Raft (distance fifty-two miles) at ten minutes before 5 P. M.; the average speed on the trip was over six and a half miles an hour.

On the 31st ultimo, the steamer Brian Boroihme made the run, with a full cargo, in 7 hours 30 minutes.

Apr 1 28 1838-25 #1

RED RIVER RAFT - 1

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

I name these facts to show to the Department that no obstructions of consequence can remain in that part of the river, or such speed could not be carried through the whole trip.

That part of the Raft which was located below Shreveport has been successfully navigated for three years past; its distance 115 miles.

I hope Congress will make an appropriation at their present session, sufficiently large to admit of the Eradicator returning to this river at as early a date in the fall as she can get up. It will be necessary to enlarge its channel at the most contracted points, to give room for the drifting trees to pass down without lodging. When the river has its greatest freshets, a large quantity of timber flows down, and must form new rafts, if the trees are not cut short, and passed down until the river is cleared to such a width as to take them down whole.

I am, sir, very respectfully, &c. &c.  
HENRY M. SHREVE, Superintendent, &c.

LITTLE ROCK, Ark., April 11.

FROM FORT TOWSON.—We learn by a letter from an officer of the United States Army, at Fort Towson, that Captain De Hart reached that post on the morning of the 31st ult., with 180 recruits for the companies of the 3d U. S. Infantry stationed at that post. They left New York on the 9th of February, and came round by New Orleans, thence up the Mississippi to the mouth of Red River, and up the latter river, through the Great Raft, (which has just been opened under the superintendence of Captain Shreve,) to their place of destination; having performed the distance, no doubt, in less than half the time that it was ever performed before, by a similar body of men.

The same letter adds, that Captain Bonneville would leave, in a day or two, with his company for Fort Gibson.—[Arkansas Gazette.]

NEW-YORK AMERICAN.

MONDAY EVENING, DECEMBER 17, 1838.

Office, 74 Cedar street, two doors from Broadway.

STEAMBOAT EXPLOSION AND GREAT LOSS OF LIFE.—The particulars of an awful disaster which happened on board the steamboat Augusta, of this port, are given in the Natchez Courier of the 5th December. The Augusta left Natchez on the 3d instant for Vicksburg with the ship Jeannette in tow. On the voyage the ship got aground, when the Augusta separated from her, and proceeded to a wood pile. At one place she supplied herself with four or five cords of wood, and was making for another, when the pilot seeing some floating timber ahead, rung the bell to stop the engine. The engine was stopped till the float passed, and the pilot again rung as the signal to go ahead. The engineer here discovered that the engine was at the dead point, and he immediately run back to turn the bar, but before he had time to return, the dreadful explosion took place.

The boilers and whole machinery were rent into trifling pieces, the Social Hall and its appurtenances are shattered into atoms, and nearly the entire main cabin swept away; a very small portion of it, next to the ladies cabin, being all that is left, and that in such a split up condition as to tell plainly the dreadful extent of the explosion.

The names of some of the passengers dead and missing, are not yet known; the Augusta was, however, not very full of passengers. She came down in tow of the Hail Columbia, and there were found five persons on board dead, and 12 persons more or less wounded, of whom the medical gentlemen consulted, thinks that not more than three or four will recover.

The five persons found dead are: Leonard Brown, clerk; Wm. Henderson, 1st Engineer; Geo. Ward, merchant, Troy, Miss.; John Wilson, deck-hand; Robert Smith, d.; on whose bodies a coroner's inquest has been held, and death by accidental explosion reported.

Besides these, the following account is ascertained: The Captain—missing, supposed dead; Wm. Taylor, 2d Engineer—slightly wounded; Barber—mortally wounded; Wm. McDonald, watchman—badly scalded; Henry Smith, deck-hand—slightly wounded; Wm. Johnson, fireman—badly scalded; Jas. White, deck-hand—badly scalded; Jas. Innis, do. do.; James Johnson, do.

do.; Unknown name, fireman, do.; Lewis Lachapelle, pilot, slightly injured; Mate (Davis) and barkeeper, escaped uninjured.

23 deck hands and firemen were on board, and when they called them together, some time after the explosion, only 8 could be mustered.

The pilot at the wheel (with his pilot box) was blown upwards of fifty feet, and contrived to get ashore by using one side of the pilot box.

There was one female passenger on board, who escaped unhurt.

On examination of the pieces of the boilers found on deck, no doubt is entertained that this explosion was the result of culpable negligence on part of the engineer.

NEW-YORK AMERICAN.

THURSDAY EVENING, JUNE 14, 1838.

Office, 74 Cedar street, two doors from Broadway.

A STEAMBOAT IN A FOREST.—The following is an extract of a letter to the editor of the Northampton Courier, dated Naples, Illinois, April 24:

Last night it was so dark as to be almost impossible for our pilot to distinguish either shore or the stream. About 2 o'clock a flash of lightning showed the pilot that we were out of the channel, and running directly into the forest, which in that place lined the banks for miles. The bell was rung, and the captain shouted to the engineer to "stop the boat," "throw the engine aback," but before that could be done, the boat rushed at the top of her speed directly into the forest, and with a crash that drove every man on board out of his berth, in a moment "brought up" in the midst of trunks of trees, branches, and broken limbs. The water is so uncommonly high that the banks of the river are completely inundated, and the country looks like an immense lake. This was the reason why the progress of our boat was not arrested by the shore. Providentially the only damage done was to the boat, part of one side being stove in and our pipes crushed to the deck. She looks this morning as if she had passed through a naval contest, and had come off any thing but conqueror. We repaired damages in about eight hours, so as to proceed. I have not been so startled in a long time. Midnight darkness, a thunder storm, a wilderness of waters around one, the cries and curses of crew and passengers, and the mutilated appearance of our poor boat, by the light only of an occasional flash of lightning, give you a "tout ensemble" somewhat appalling. Fortunately the trees were not very large, nor did the boat rush into them in a direct course. Had the contrary been the case, we must have been dashed to pieces and sunk in spite of every thing. This is certainly a most curious country—this Western World. In going down the Ohio, we one night ran upon an immense log floating with the stream, with a violence that nearly stove in the bows of our steamer. Running up the Mississippi to St. Louis, we in a similar manner, on a dark night, ran upon a snag. Now, to wind up, we last night ran out of the river into an almost impenetrable forest.

NILES' NATIONAL REGISTER—

JUNE 30, 1838.

From the Army and Navy Chronicle.

RAFT OF RED RIVER—OFFICIAL.

Louisville, June 4, 1838.

Gen. C. GRATIOT,  
Chief engineer, Washington:

SIR: I have the honor to state to the department, that on the 9th of December last, the steam snag boat "Eradicator," with a keel boat in tow, left this place for the great raft in Red river, for the purpose of completing its removal. The steamer "Pearl," with a keel boat in tow, left on the 27th of January last, destined to the same service. The "Eradicator" arrived at the raft on the 23d of December, the "Pearl" on the 1st of January, and the "Laurel" on the 5th of February. The work of removing the raft was resumed by the respective boats on their arrival, and was continued by the "Laurel" to the 21st of April, by the "Eradicator" and "Pearl" to the first of May, the period for which the laborers were engaged. On the 7th of March last the first steamboat was enabled to force

her way through the upper section of the raft, and up to the 29th five merchant boats had passed up, quite through the raft. On that day the entire remainder of the raft was cut, so as to leave a clear passage for boats. Still there remained in the channel a great number of snags, logs, &c., which have since been taken out by the "Eradicator." On the 1st of May the navigation through the whole extent of the raft was considered safe, and was navigated by the largest class of boats, trading in that river, with full cargoes, at the rate of seven miles an hour up stream, and twelve down, without damage to the boats. There were two boats lost near the head of the raft, by striking snags: The "Black Hawk" on the 2d, and the "Revenue" on the 7th April. These accidents happened before the "Eradicator" had worked her way through that part of the river, and earlier than it was safe to risk a heavy laden steamer down the stream, by navigators that could not by any means know the river in so short a time after its channel had been opened, consequently were exposed to great danger.

The snag on which the "Black Hawk" struck was removed two days after the loss of that boat; it was found to be firmly fixed in a perpendicular position, with its roots twenty-three feet below the bottom of the river. The tree was about four feet in diameter, broken off about three feet below the surface of the water, and situated in a current of about five miles an hour. The steamer "Revenue" had broken a wheel shaft on the passage down the river, some fifty miles above the head of the raft, and was stove by running on shore, in consequence of her unmanageable condition, having but one wheel at work. However, there is now no obstruction of a dangerous character in the raft, that is known. I consider the navigation as safe through that part of the river, where the raft was formerly located, as at any other part of it, from forty-five miles above its mouth to the head of the steamboat navigation, a distance estimated at 1150 miles.—The former location of the raft occupied 165 miles of that distance. Its removal has extended the navigation by steamboats, about 750 miles on the Red river proper. Its tributaries, from the best information I am in possession of, will afford about six hundred miles, with but partial improvements in their channels, and may be extended by improvements on the main river and its tributaries some nine hundred miles further, extending the whole line of navigation by the improvements 3,250 miles, passing through as fertile a soil as any on this continent, with a less proportion of land which is unfit for cultivation than any tract of the same extent in our country. The climate is well adapted for the cultivation of cotton; the lat. ranging from 32° to 35° N., between the original foot of the raft and the head of navigation. The lands on the river bottom, from the foot of the raft to one hundred miles above its head, have been nearly all redeemed from inundation by the removal of the timber from its bed, all of which is now settling with unprecedented rapidity. In that part of the river where the raft was located, there was not the trace of a man to be seen from its foot up to Rush island, near the Caddo agency, when the work was commenced in 1833, and which is now a continued line of cotton plantations, extending to the town of Shreveport, a distance of 115 miles. From that place to the head of the raft, there are many large improvements, and preparations now in progress to put in cultivation a large portion of the land on that part of the river. The land lying between the Red and the Sabine rivers, has also been thickly settled. There is, perhaps, a settler on every section of land in that whole district of country, covering a tract of ninety miles north and south, and forty east and west, lying within the state of Louisiana, which includes the Caddo purchase of the 1st July, 1835. The land lying between the Red river and Washita, also of about equal extent, and equal in quality, is settling with almost as great rapidity.

The state of Arkansas has its southern boundary at 33 degrees north latitude, which crosses the Red river about 15 miles due north, above the head of the great raft, and by the meanders of the river about 45 miles; and has a boundary on the river, on the southwest bank, of about 200 miles, on the northeast bank to its northern boundary some 600 miles; all of which is settling with a population that must in a few years produce some two hundred thousand bales of cotton per annum, and an immense amount of surplus provisions, being a

RED RIVER RAFT

APR 17 23 1838

good grain growing country, and equal to any in the United States for raising stock of any kind. Texas has a boundary on the southeast bank of the river of about 400 miles, which is also as valuable a tract of country as any within the limits of that government, a great portion of which is settled by an industrious and enterprising population.

The advantages to be derived from the removal of the great raft, cannot now be calculated. The government land on that river has been enhanced in value to an immense amount, not less, I should judge, than 15,000,000 of dollars. The settlers will reap inestimable advantages from the same work. The expenditure for its removal under my superintendence, including the building of the steam snag boat "Eradicator," designed to keep clear new accumulations of obstructions in that part of the river, called the raft, has been \$311,129.50. It will be necessary to expend some \$15,000 a year in that river, to work the snag boat "Eradicator" a part of each year, for which service she is constructed and is admirably well adapted, to remove such snags and logs as will from time to time rise from the bed of the river, and cave in from its banks; and to widen the stream at those points where it has been contracted to so narrow a channel as not to afford sufficient room for the drifting trees that float down during the high freshets in that river. For that service I hope congress will make provision from time to time, and in time to admit of the work being prosecuted at the most advantageous season of the year, which is from the 1st of December to the 31st of May. During the summer and fall months the water is frequently too low to operate a boat to advantage, and the work of too unhealthy a character to labor in that climate during that part of the year, when men will be subject to the prevailing diseases of the country, and the annoyance from the immense swarms of mosquitoes that abound in the valley of that river. Four years will, in my opinion, be as long as it will be necessary to keep up the improvement.

In that time the channel of the river will probably have returned to its former width, by the operation of the current on its bottom and shores, which are both wearing away continually; and by the assistance of the snag-boat to remove the logs and trees that accumulate in its bed, and clearing away the narrowest points, the navigation will be kept open without interruption. There is also some work necessary to be done on several of the bayous in the upper section of the raft, to secure the water in its original channel and prevent the enlargement to such an extent as to endanger the navigation of the river; by drawing more water from it, than could be spared from its volume in a low stage. I beg leave respectfully to recommend that provision be also made for removing the snags from the bed of the river above the raft, as high up as Fort Towson. That work is of great importance to the navigation of the river, and can be done at a small expense by the snag-boat "Eradicator." The master of that boat can run up from the raft, when the water is at the most favorable stages, and execute the necessary work, with a small additional expense, to the operations in the raft region. There are, however, some parts of that river that flow through banks that cave in to some extent, and keep up the supply of snags in that river, and large drifting trees in its current. The latter are liable to lodge at the narrow points in the raft, and give much more labor to remove them than would be required for felling the timber on the banks, and cutting it into pieces that would float down without interrupting the navigation, at the same time prevent the accumulation of snags at those points. For the execution of that work, it will require the labor of 50 men six months, at an expense of \$10,000. For both of these objects I would recommend an appropriation of \$15,000, in addition to the sum necessary to work the snag boat in the raft.

I am sir, very respectfully, your obedient servant,  
HENRY M. SHREEVE, Superintendent.

**NILES' NATIONAL REGISTER**  
WASHINGTON CITY, APRIL 28, 1838.

Red river raft. New Orleans, April 1st We have been favored with the persual of a letter from captain Shreve, dated March the 29th at Doby's Bayou. He states that the raft is now cleared away, and the navigation easy and uninterrupted. He ascended

the stream through the wole extent of the raft, a distance of 52 miles, in nine hours. There is sufficient depth of water for any steamer that can navigate Red-river. Ten feet is found in the shallowest places.

### New-York Daily Tribune.

SATURDAY, JULY 2, 1859.

#### MARINE AFFAIRS.

ANOTHER STEAMBOAT CONFLAGRATION—THE C. W. SOMBART CONSUMED—BOAT AND CARGO TOTAL LOSS.

We are called upon to record another disaster, resulting in the total loss of the steamer C. W. Sombart and a large and valuable cargo. The steamer C. W. Sombart, Capt. Henry McPherson, left this port for Savannah Landing, eighteen miles above St. Joseph, Missouri River, at about 5 1/2 o'clock last evening, having on board twenty cabin passengers, a few deckers and about five hundred tons of lumber, salt, furniture, groceries and assorted merchandise. She was drawing five feet four inches.

When she had reached a point near Bissell's Ferry, about one mile and a half above the city, the alarm of fire was given. Smoke was issuing in volumes from the hold, about midships, or directly under the engines. The mate, Samuel Smiley, went into the hold and came very near losing his life in fruitless efforts to extinguish the flames, which had gained considerable headway, and soon burst through the deck.

At the alarm of fire there was the usual fright and stampede of passengers and crew. The boat was in the middle of the river, and the pilot at the wheel, Mr. David Keiser, received orders to head the boat for the shore, which was immediately done. This was about 6 o'clock p. m. The boat struck the shore just below Bissell's Ferry, and in close proximity to the powder magazine. She was promptly made fast by two lines, and all the passengers, officers and crew made their escapes with their effects.

During the passage of the wreck down the river, there were two or three explosions. The first occurred soon after the boat was cut loose from shore, and was probably caused by the giving way of steam pipes. The second one took place at the head of Bloody Island, and sent fragments of the boat, burning lumber, &c., three hundred feet into the air. This was doubtless the explosion of ten or twelve kegs of powder, which were in a magazine aboard. The third explosion, which was noticed in the head of the river, has not been accounted for.

The scene of a burning boat in the river caused great excitement, and thousands of people flocked to the river and followed the unfortunate steamer in its course.

The C. W. Sombart was built at Louisville, and came out in February, 1858. She was intended for a St. Louis and Glasgow packet, and cost originally \$31,000. She was owned by Capt. Henry McPherson and Ewd. McPherson, Commander and Clerk, Capt. E. T. Draftin and Messrs. C. W. Sombart and Dr. Shortridge of Booneville, Mo. She was repaired and improved by an addition to her cabin last spring, at a cost of \$3,200—and was valued at the time of her loss at \$28,000.

The insurance of the boat is as follows: Dr. Shortridge's interest for \$5,000, in the Commercial office, of St. Louis; C. W. Sombart's interest for \$5,000, in the Globe Mutual, of St. Louis; McPherson's interest for \$5,000, in the Delaware Mutual, of Philadelphia—making a total insurance of \$15,000. Capt. T. E. Draftin's interest was uninsured.

The freight is believed to have been generally insured, but the freight list was uninsured.

[St. Louis Republican of June 23.

### The Valley Whig.

THE DES MOINES VALLEY WHIG

THURSDAY MORNING, OCT. 21.

#### Steamer Rodolph Sunk.

We learn that the St. Louis and Cairo packet Rodolph struck a snag and sunk at Goose Island, in the Mississippi, about 20 miles above Cairo, yesterday. One of the submarine bell boats left the levee to-day to go down to the spot to aid in raising her, if possible.

The Rodolph left here on Saturday. She was commanded by Capt. Williams.—[St. Louis News, 18th.

### THE CONSTITUTION.

SATURDAY MORNING, SEPT. 20.

STEAMBOAT ACCIDENT.—The steamer Eagle that has of late been running in the trade between this place and Quincy, collided with the Arizona about 1 o'clock Friday morning, a mile and a half below Lagrange. The Arizona run into the Eagle just forward of her coal bin, cutting her down so bad that she sunk in a few minutes. She lays in about six feet of water, and we understand the Captain says she is so badly injured she will have to be wrecked. The Eagle was a new boat, owned in this town by Messrs. Bishop, Wemper, Rodifer and others, who will suffer a considerable loss by this accident. She had on board a large amount of freight, which is damaged, but there were no lives lost or any one injured.

### THE CONSTITUTION.

THOS. W. CLAGETT, } EDITORS.  
CHAS. SMITH, }

#### CITY OF KEOKUK:

WEDNESDAY MORNING, : : OCT. 29.

UNITED STATES OF AMERICA, }  
DISTRICT OF IOWA.

UNITED STATES MARSHAL'S OFFICE,  
Keokuk Sept. 19th, 1862.

#### PROCLAMATION IN ADMIRALITY:

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 case, to-wit:—

Joseph Bishop, et al, mariner libellant, against the steamboat Arizona, her engines, machinery, furniture, tackle and apparel, in a cause of collision, civil and maritime, for a demand of five thousand dollars. I did on the 19th day of September, 1862, at the port of Keokuk, Lee county, Iowa, in said District of Iowa, arr at and take into my possession for sale custody and do now detain the said steamboat Arizona 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 October 1862, and I hereby do summon all persons claiming an interest in the said steamboat Arizona and her engines, machinery, furniture, tackle and apparel, 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 term to be begun and holden at said District Court Room on the 7th day of October aforesaid at Keokuk, Iowa. In said District, on said last named day, when and where said cases will be heard, then and there to interpose their claims and answer said libel; and make their objection in that behalf.  
H. M. HONIX, U. S. Marshal,  
By H. RUTZEN, Deputy.

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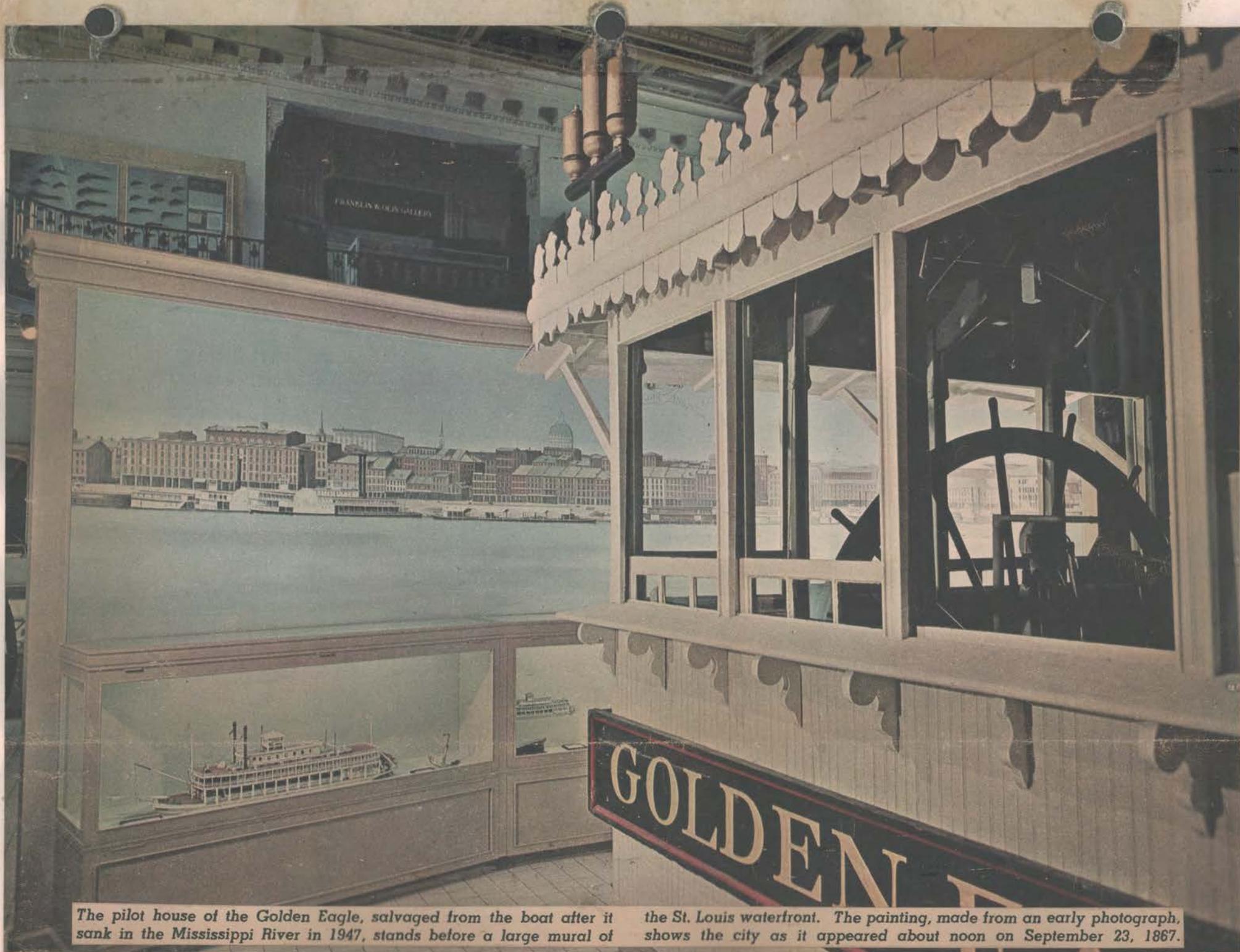
### THE GATE CITY:

TUESDAY MORNING, Dec. 7, 1875.

#### Explosion of a Steamboat.

NEW ORLEANS, Dec. 6.—The steamer C. H. Durfee, for Red river, when 13 miles up the river burst her steam pipe, killing 1 and scalding 3, and three jumped overboard and were drowned.

THE GREAT WESTERN NEWS PUBLISHED WEEKLY BY R. L. BICKEL, KEOKUK, IOWA.



The pilot house of the Golden Eagle, salvaged from the boat after it sank in the Mississippi River in 1947, stands before a large mural of

the St. Louis waterfront. The painting, made from an early photograph, shows the city as it appeared about noon on September 23, 1867.



A typically elegant ladies cabin on a Mississippi steamboat has mirrored stateroom doors, gilt pier glass and fancy woodwork. The chairs, embroidered with the initials J.M.W., are from the

steamer J. M. White. The cabin, actually the stern half of the main cabin, was used by the ladies for conversation, reading and music. Gentlemen could enter the cabin only by invitation.

The flow of time, like the current of a mighty river, ceaselessly shifts and alters the scheme of things. An era drifts by, fades from view and is lost except for nostalgic visions in the minds of men and the bits of historic flotsam left along the way. The course of a man's life changes and he leaves behind familiar haunts, old acquaintances, years of achievement.

In Missouri history, no moment in time has had greater romantic appeal than the era of the river steamboats. This age of majestic paddle-wheelers is now being effectively revived at the Missouri Historical Society in a new exhibit called the River Room. The opening of the exhibit was both an introduction and a farewell; the River Room was the last project guided by Charles van Ravenswaay before he left St. Louis to take over his new duties as president of Old Sturbridge Village, a re-created New England hamlet near Boston. Van Ravenswaay, a native Missourian, was director of the historical society for 16 years and has devoted much of his 50 years to Missouri and its history.

The River Room, located in the west wing of the Jefferson Memorial, contains the complete pilot house of the steamer Golden Eagle, recon-

## 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 Yszoo 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 405 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.

Golden Eagle 1876

structed portions of a ladies cabin and a clerks office, a mural of the St. Louis waterfront in 1867 and numerous items taken from the steamboats that once dominated the Mississippi and its tributaries. Steam whistles, heavy anchors, elaborate dinner menus, gingerbread woodwork, huge wheels and the portraits, effects and mementos of famous river men are strategically arranged to tell the exciting story of life on the river. The collection represents the efforts of many steamboat enthusiasts who have helped to preserve the past they love by salvaging the pieces that remain of that romantic age.

Lecture tours of the River Room, arranged by appointment, are conducted by Miss Ruth Ferris, curator of river collections. Miss Ferris, formerly a teacher at Community School, is responsible for many of the acquisitions in the exhibit, including the Golden Eagle pilot house. Miss Ferris became a steamboat enthusiast years ago after reading a romantic account by her grandmother of an excursion on a Missouri River steamer in the mid-1800s.

## Long river history chapter ends with Captain Hunter, 94

Death in Bellevue, Iowa, November 11 of Capt. Walter Leonard Hunter, 94, removed from the earthly scene one of the last of the old rivermen whose career spanned the long and colorful period from lumber rafting to diesel towboats.

Captain Hunter, who would have celebrated his 95th birthday December 12, spent 62 years on the Mississippi before retiring in 1945.

Born at Pine Island, Minn., near Rochester, December 12, 1867, he moved with his father to Menominee, Wis., after the death of his mother in 1870 and it was there that he quit school at age of 15 to start his long career on the river.

### \$13 a month

He became a deckhand at \$13 a month on the log rafting boat, Penn Wright with his older brother, George, in 1883. Log rafting was one of the principal activities on the river in the late 19th century and as many as 135 stern-wheel steamboats were engaged in this traffic.

Rafts were made up of bundles of logs that could be as wide as 150 feet and sometimes as long as 1,200 feet to bring as much as 3½ million

board feet of lumber down the river from the Chippewa and other northern tributaries as far south as Keokuk which operated several saw mills in those days.

The cumbersome rafts were moved by two steamers, a bow boat which steered from the front and a pusher at the rear. A good run was three days but it could take as long as 10 if the water was low.

### Pilot in 1889

Captain Hunter progressed from deckhand to watchman to mate and after six years became a pilot in 1889. Among the boats on which he served as pilot were the C. W. Cowles, Dexter, Thistle, Pauline, Moline, Iowa and the City of Winona.

By 1892 he had become a master pilot at 24 and soon became captain of the Isaac Staples on which he served for 12 years. Then came the Ottumwa Belle which he joined in 1906 and with it brought down the last of the log rafts past Bellevue on August 9, 1915.

### On Capitol 18 years

### The Daily Gate City

KEOKUK, IOWA TUESDAY, NOV. 20, 1962 — 5

With the rafting done, the Ottumwa Belle was rebuilt and named the Interstate. Captain Hunter left her to join the old excursion steamer Capitol where he remained for 18 years before government restrictions against wooden hulls brought an end to her glamorous river career.

For four years Captain Hunter piloted the Mark Twain, a commercial towboat of the Federal Barge Lines. Two years at Rock Island on a ferryboat finally wound up his 62 years on the river.

It was said at the time he felt no sadness in leaving the river. He didn't like the navigation dams of modern times and preferred to recall the days when he piloted old sternwheelers on a free-flowing river, treacherous as it may have been.

Captain Hunter spent his remaining years in Bellevue, frequently attending reunions of the old river captains. During his last year he seldom ventured from his home, however, and a month ago suffered an attack of pneumonia from which he failed to recover.

## THE GATE CITY

SATURDAY MORNING, OCT. 11

—A dispatch from Dallas, Ill., to the *Hawkeye* of yesterday morning, says: "The steamer Iowa, bound North, struck an unknown obstruction in the channel, opposite Dallas, last night at 9 o'clock. She sunk in twelve feet of water. One of the boat hands named William Way, through fright, jumped overboard when the boat struck and has not been seen since. The boat is owned by William Young, of Reed's Landing, Minnesota, and Lyman Steward, chief engineer of the boat."

Des Moines Register Page 3  
Thurs., March 30, 1967

## DIG FOR SHIP IN CORNFIELD

ONAWA, IA. (AP) — A Missouri River paddle-wheeler that carried 5,000 gallons of whisky and 100,000 pounds of quicksilver may be buried beneath an Iowa cornfield, and a couple of treasure hunters are trying to find a way to reach it.



The boat was the Bertrand, which sank Apr. 1, 1883, in the Missouri on a trip to the Dakotas with the whisky and mercury and some gold. Twenty passengers managed to reach shore safely from the 160-foot-long boat.

Now, Dan Jones of Onawa and Jack McGuire of Millard, Neb., believe they have located the Bertrand—through use of a "sophisticated mine director" — beneath a field owned by the Jones family.

When the Bertrand traveled the Missouri, the channel was at the edge of the field, but the river shifted many times and floods eventually covered the boat with mud.

And, as Jones put it:

"We've got something down there and we can't get to it. You don't know what you might run into before you got it. You might run into water before long. Anyway, we need backing so we'll just have to hang fire and see what happens."

Golden Eagle - Pg # 3

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**THE GATE CITY:**

FRIDAY MORNING, JULY 18, 1879.

**Diamond Jo**

**4** Passenger and Freight Boats  
EACH WAY PER WEEK.

The Diamond Jo Line Boats have come to stay, and are Prepared to carry

**Freight and Passengers**  
From all Points Between

**St. Louis and St. Paul.**

Shippers at all Points should be sure and see

**Diamond Jo Line Agents**

Before closing contracts. Special rates and inducements will be offered Keokuk Depot and office at the foot of Main Street.

**B. S. HINE.**

Agent.

**THE GATE CITY:**

WEDNESDAY MORNING, AUGUST 27

**STRUCK A SNAG.**

**The War Eagle Meets with an Accident at Gregory's Landing.**

The War Eagle was detained yesterday, waiting for the Arkansas and did not get away until about noon. On her way down she struck a snag, opposite Gregory's Landing, tearing a hole in her hull about ten feet in length. She commenced filling, but managed to keep her pumps at work and reach shore in time to prevent her from sinking. Parties who came up on the train last evening, reported her lying at the landing well out of water.

Capt. Hutchinson was telegraphed for and went down on the evening train. It was impossible to learn what it was she struck, or to what extent she was injured, but it was expected she could be repaired so as to resume her trip to St. Louis.

**THE GATE CITY:**

FRIDAY MORNING, JULY 25, 1879.

**SCARED BY THE SIOUX.**

A BADLY FRIGHTENED PARTY.

(Special Dispatch to the Globe-Democrat.)  
BISMARCK, D. T., July 23.—The steamer Eclipse arrived to-night from the Upper Missouri, bringing back with it a badly-scared party of excursionists. The Eclipse, thirty miles above Muscle Shell, took on board Lieut. Wright's detachment of the 7th infantry that had been on a scout, killing an Indian in a skirmish at Camp Loder, at the mouth of the Muscle Shell. News was received of another detachment of the 7th having gone up that river on a scout. About seventy Indians rose up as the boat rounded a point and made the shore ring with their savage yells. Their demonstrations were dramatically hostile, but no attack on the steamer was made. Upon reaching Fort Peck a courier, just arrived from Gen. Miles, came on board with official dispatches from Terry. He reported Miles' brush with the Sioux, and states that the General anticipated a battle every day. There were 1,600 lodges forty miles south of the line touching Wolf Point. Agent Henderson informed the Eclipse people of the massacre of the Lambert family. They were two miles back from the river on the prairie hunting when the Indians circled around them and commenced firing. Lambert had only three cartridges when attacked. He used them to the best advantage and after his horse was shot he fell dead by the animal's side. His wife and four children were in turn killed and scalped. The two little boys, who were found and ferried across at Wolf Point on a log raft, were so seriously wounded that they cannot live. One was shot in the side and the other in the back, with his forehead smashed in and eye cut. Lambert was an intelligent half-breed, noted for his friendship to the whites. The Assinaboines at Wolf Point surrounded a party of Yanktonians who were visiting them, and charged them with killing Lambert, and threatened their lives. The Yanktonians took the hint and left. Parties from Standing Rock and Red Cloud Agencies are reported along the river, and wood-choppers credit them with Lambert's death. The woodmen are deserting their yards and raising the cry of Indians on the war path. They say the country is full of them.

**THE GATE CITY:**

TUESDAY MORNING, AUGUST 26.

**The Accident to the War Eagle.**

Capt. Hutchinson returned yesterday from Gregory's Landing where he was called by the accident to the War Eagle. He thinks from the nature of the injury to the boat that she struck a large boulder shivering her bottom planks for a distance of fifteen feet but not breaking through. She was bulkheaded so as to go on through to St. Louis but she will probably have to go on the docks for repairs. It will take about two days to repair her after she is up. Meantime

the Company will put on three boats between St. Louis and Keokuk, the Golden Eagle, Bald Eagle and Red Wing, and all three of them will run through.

**THE GATE CITY:**

FRIDAY MORNING, JULY 11, 1879.

—The Alexandria Commercial has the following concerning the operations of the Government steamer General Barnard: "The Barnard has been at work below Keokuk since May 14. She began with the famous Warsaw snag, which sunk the Mitchell and is reported to have injured the Golden Eagle, Dan Hine and Northwestern. It was easily removed and proved to be a very large stump, bearing marks of rough usage. Several other snags were removed from this crossing and also the cylinder timbers of the S. S. Merrill, burned and sunk several years ago at the Warsaw landing. Some work was done below Alexandria, above Gregory's, on the Fox River side, near Tully Island, and a large snag taken out of the Quincy harbor. Several large trees were taken out of the channel at the point opposite the foot of Armstrong Island. The big snag above Clarksville, a sycamore 64 feet long, 7 feet in diameter at butt, 4 feet at small end, and measuring 30 feet around the roots, was pulled out. Many snags, breaks and leaning trees were removed from the shore along Slim Island. One snag there was 100 feet long and of an average thickness of about 5 feet."

**DAILY GATE CITY.**

THURSDAY MORNING, SEPTEMBER 23, 1875.

**HALF-FARE**

TO

**QUINCY.**

Persons wishing to attend the

**QUINCY FAIR**

Can leave Keokuk via Jennie Brown and St. Louis Keokuk & Northwestern Railway as follows:

LEAVE KEOKUK.	ARRIVE QUINCY.
6:15 a. m.	9:00 a. m.
3:30 p. m.	6:00 p. m.
LEAVE QUINCY.	ARRIVE KEOKUK.
9:15 a. m.	12:00 m.
5:40 p. m.	8:00 p. m.

Tickets sold on the Jennie Brown.

22 ct

T. C. BUCHANAN.

## KEOKUK CONSTITUTION.

KEOKUK, MONDAY, JULY 31. 1876

—Quite a crowd was attracted to the levee Sunday morning to witness the send off of Prof. Wilson, who was advertised to swim in Capt. Paul Beyton's suit from this city to Quincy. The Professor started from above the bridge in gallant style, lying on his back, and using a long paddle to help himself along. As he passed the city, he would assume an erect position in the water every now and then and toot a small horn he carried. As the swimmer passed the steamer Rob Roy, some individual belonging to the boat, who was naked from the waist up, plunged off of the upper guard and swam out to where Wilson was, and then accompanied him down the river as far as Patterson & Timberman's pork house. As a swimming exhibition, this far surpassed the Professor's show. Wilson carried out his programme and made the leap from the Quincy bridge in safety last evening. The excursion didn't pan out very well, as far as Keokuk was concerned, only about forty persons taking the boat from this place.

## KEOKUK CONSTITUTION.

JULY 27, 1876.

JOHN GIBBONS.  
GEO. SMITH.

H. W. CLENDENIN.  
THOS. REES.

### River Boilings.

Fire Departments in cities along the Mississippi are not entitled to salvage for saving property on board steamboats. The Vicksburg firemen, after the Mary Bell was burned, set up a claim for salvage on the cotton saved from the wreck. The case was recently tried before Judge Hill, of the United States District Court, at Oxford, Miss., when a decision was rendered against the claimants, on the ground that they were public officers, who simply performed their duty, and were, therefore, not entitled to salvage. The Judge allowed the firemen some \$1,050 for actual expenses incurred and for labor.

The Dan Hine, while crossing the rapids, yesterday morning, struck a streak of hard luck, no, she didn't—she struck the Montebello chain, and one of her barges, the Keokuk, stuck. The Dan puffed and blowed and pulled, trying to get the barge off, but finally had to give it up as a bad job. She returned to Keokuk, and this morning, Captain Abe Hutchinson put off with the Damsel and the Dan, and if, between the mates' swearing, and Hutchinson's energy, they don't get the barge off before midnight, we lose our guess, that's all.

## KEOKUK CONSTITUTION.

KEOKUK, THURSDAY, JULY 20. 1876

### River Boilings.

Last Tuesday the new fast packet, No. 1, was tested at St. Louis, but so quietly was it kept that even the sharp-nosed river reporters of the Mound City knew nothing of it, or, if they did, they failed to say anything about it in their papers. We, therefore, offer them an account of the trip, which they are at liberty to publish without credit, just the same as they have been doing with quite a number of items that have appeared in these columns. Commodore Davidson said from the start, after deciding to build these new fast boats, that if they didn't turn out to be "sixteen milers" up stream, he would make tow boats out of them. On Tuesday No. 1 was taken out at St. Louis to test the machinery. The Commodore was on the boat during the trial trip, and when he returned he told one of his captains that she was all right, and he would furnish her, which means that Davidson won't make a tow-boat of her, and that she will make sixteen miles an hour up stream. The machinery worked very nicely and satisfactorily. The boat is built a good deal like the Grey Eagle—a clipper that used to run in these waters—but has more power. She has a little bit of a fore-castle, and a very sharp nose, and will spurt the water for twenty feet, more or less, when she is running. Both of these packets will be of the finest finish and will surpass any boat in elegance and speed that ever run in the upper Mississippi trade.

## KEOKUK CONSTITUTION.

KEOKUK, FRIDAY, JULY 21. 1876

### River Boilings.

Captain Abe Hutchinson received a telegram, day before yesterday, from the Commodore ordering him to go up the river and meet the Alex. Mitchell and hurry her along to St. Louis as she would have to leave the next day. The Captain proceeded to Fort Madison, and, hastening down to the levee, he found the Captain of the Mitchell superintending the loading of ten cattle—no, it would have been ten, but one of 'em got away, and the Captain had been scouring the country for it for 2½ hours. Well, Capt. Abe found Capt. Sencerbox, as we said before, watching the storing away of these cattle, and admiring his boat. As Capt. Abe approached Capt. Sencerbox, the latter remarked: "Do you know that's an awful fast boat?" pointing to the Mitchell. "Should think so," said Capt. Abe, "being as you have

got so many lines out." "But you don't understand," replied Sencerbox, "I mean making time. Why, we can't hold her back; she's bound to run, and it bothers me, for I've always been used to slow boats before."

Captain Abe fetched a chuckle from away out of the lower regions of his stomach, as he thought of the Mitchell's time and asked her commander how long he was going to stay at Fort Madison. "Well," said Sencerbox, "I had ten cattle to take aboard here, and if there had only been nine I would have been off long ago, but the tenth varmint is out in the country some where and we haven't caught it yet." Captain Abe then showed his dispatch from the Commodore to Sencerbox, who merely remarked "hell" and started on board to tap the bell. Just then a German who had been hunting after that tenth steer, dashed up and yelled, "Captain, we don't can find it yet." "Never you mind my friend," said Sencerbox, as he gave the signal to back her out, "never you mind, don't worry about it, we'll get along first rate with nine." And then he gave orders to let the Alex put in her best licks, "cause he didn't want to disspaint the commodore."

## KEOKUK CONSTITUTION.

KEOKUK, FRIDAY, AUGUST 25. 1876

### FIXED.

The Damages in the Case of the Enterprise vs. Colossal.

The somewhat celebrated case of Weston, the owner of the steamer Enterprise, vs. the steamer Colossal, has excited considerable interest throughout the country.

The details of the sinking of the Enterprise are familiar to all newspaper readers, as is the decision of Judge Love of the United States District Court, that the damages should be divided. At the time of the trial of the case the amount of damages that should be assessed was not fixed, the court deferring the hearing of the arguments until last Wednesday. That day was principally taken up by the arguments of the attorneys. After the arguments were concluded, the court announced that the decision would be rendered this morning, as it was at 11 o'clock.

In estimating the damages Judge Love took into consideration the boat and machinery which was lying in the river, which still belongs to Weston, who gets the boat and machinery and half of the damages. The court estimates the damage arising from the sinking of the Enterprise by the Colossal at \$4000, and in accordance with its decision at the time the case was first brought up, it divides the

damages and gives judgment against the Colossal for \$2,000. Judge Love reserved his decision in regard to the costs until next Monday morning. Miller & Sons and Gibson Browne for libellant, Gilmore & Anderson for defendant.

# THE CONSTITUTION.

By THOS. W. CLAGETT.

JUNE 29, 1876.

## ACCIDENT.

### Captain Ferris Hurt by Being Thrown From a Buggy--A Pleasant Hop on the Clinton.

From Our Own Correspondent.

MONTROSE, June 29th.

Captain Ferris, of the Dan Hine, met with a serious accident yesterday, while coming up from Keokuk in a spring wagon belonging to Mr. W. S. Ivins, Esq. Captain Ferris and K. S. Owen, were sitting in the hind seat. The accident occurred about a mile above Nashville, as the team was ascending a small hill. The seat became detached from the bed of the wagon and tumbled the captain and Mr. Owen out backward, both of them alighting on their shoulders. The captain realized that he had sustained great injury, his collar bone being broken in two places. He was assisted back in the wagon and driven to this place with all haste possible. Dr. Anderson, was summoned, who found the injuries sustained as above. Steam was raised on the Dan Hine, and she was dispatched to Keokuk with all possible speed with the captain, who was sent to his home in Farmington. The many friends of Captain Ferris will hail his recovery with joy. Mr. Owen says there is no blame to be attached to the driver, as he was very careful, and further says the accident was caused by the insecure fastenings of the seat to the wagon bed.

The steamer Clinton laid on the levee last night and the clerk, Mr. Gregg, sent out invitations to his host of lady and gentlemen friends to attend a sociable hop on board of this fine boat, which was accepted, and they all pronounced it an enjoyable affair. P.

"Here, you fellows," said the mate, "why don't you get off that freight?"

"Case," said the spokesman of the crew, "we's going to quit this boat, and want you to settle."

"Go to work," said the mate, attempting to pull one or two of the crew toward the labor, but he attempted what nothing short of a nigger engine could accomplish. "What's the matter with you fellows?"

"You see, Mr. Mate," replied the spokesman, "yer grub's too bad. We can't eat no such stuff any more, and we's gwine to quit."

"It's the wusset kind," chimed in a dozen others of the crew in chorus.

The mate perceiving that argument would be of no more effect than his attempt to enforce obedience with muscle, promised to have a better article of food furnished them if they would return to duty.

"Now you's talking sense, you is," said the easily satisfied crew, and they jumped into the Dubuque freight as lively as so many crickets.

The contract will have to be lived up to with that crew, "you bet," if they want them to stick.

# The Daily Gate City.

APRIL 23, 1873.

NAVIGATION ABOVE THE LAKE.—When the steamer Northwestern went into St. Paul, on Thursday evening last, she was welcomed by a great crowd of people, such as always gather in that city to greet the first steamboat from below the lake. Before St. Paul had railroad communication with the east, the first steamboat arrival in the spring was an event of much greater importance than now. There was quite a celebration, ending with a dance on the boat—and the steamer was given the freedom of the city, that is, was allowed to use the levee free of wharfage all the season. The Press says that Captain Smith Harris, of Galena, appears from the record to be the pioneer boatman in the St. Paul trade, having commenced with his "Otter" in 1844 and 1846. He was followed by Captains Atchison and Throckmorton in 1845 and 1847, and in the year following Harris again took the lead, arriving at St. Paul on the 7th of April, in command of the Senator. With one exception Captain Atchison's boat was the earliest arrival ever known, his "Lynx" reaching St. Paul on the 31st of March, in the year 1846. The Grey Eagle eclipsed this in 1856, arriving there March 25th, under command of Pioneer Harris.

The winter blockade, just ended, lasted 152 days—the river having closed at St. Paul on the 19th of November. There have been but five seasons as long as it in twenty-

three years. The longest in that period was the one of 1857-58, which included 167 days. In speaking of the arrival of the Northwestern, the Press says, mournfully: "One silent indication that causes were at work to rob the noble stream of its early glory was visible to all spectators, last evening—the omnibuses returned from the levee empty; and the first trip of the Northwestern was made remunerative by freight only, of which she made a very respectable showing."

# The Daily Gate City.

SATURDAY MORNING, APRIL 19, 1873.

## KEOKUK, NAUVOO & FT. MADISON PACKET.

THE STEAMER PRESCOTT will make regular trips between Keokuk and Fort Madison, leaving Keokuk daily (Sundays excepted) at 8 o'clock p. m.; returning leave Fort Madison at 6 a. m., and Nauvoo at 7:30 a. m. C. F. GILLESPIE, Master. mch18-23m

SALE OF THE STEAMER PRESCOTT.—The steamer Prescott, which has heretofore run between Keokuk and Fort Madison, was sold yesterday by Messrs. Gillespie & Gerboth, to E. D. Rand & Co., of Burlington, for \$8,000.

The Cricket will take her place between here and Fort Madison, leaving and arriving at the same hours.

## KEOKUK, NAUVOO & FT. MADISON PACKET.

THE STEAMER CRICKET will make regular trips between Keokuk and Fort Madison, leaving Keokuk daily (Sundays excepted) at 8 o'clock p. m.; returning leave Fort Madison at 6 a. m., and Nauvoo at 7:30 a. m. C. F. GILLESPIE, Master. mch18-23m

# THE GATE CITY:

SATURDAY MORNING, JAN. 13, 1877

### Steamboat Sunk by a Breaking Ice Gorge.

CINCINNATI, Jan. 12.—In the breaking ice gorge this morning the new steamer Calumet, valued at \$24,000, sunk and will probably prove a total loss. She was insured for \$17,000, and had a cargo for New Orleans of some three hundred tons, the greater part of which will be saved. The ice is gorged again, but appearances are that it will move again soon.

CINCINNATI, Ohio, Jan. 12.—The ice in the river started again about mid night but soon gorged again. The steamer Andes was sunk but no other boats were injured. The weather has turned colder and if this continues no further movement of the ice is expected. The Andes was valued at \$24,000; no insurance.

# The Daily Gate City.

SATURDAY MORNING, APRIL 26, 1873.

STRIKE FOR BETTER GRUB.—Last Wednesday morning after the steamer Lake Superior had landed at Dubuque, the mate was somewhat taken back by seeing his colored crew holding a mass meeting on the fore-castle deck.

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

AMUSEMENTS

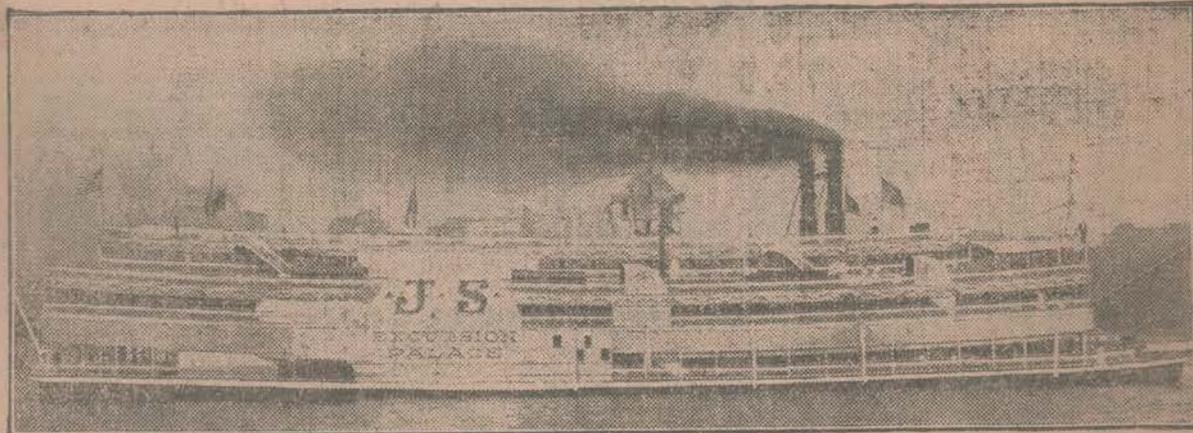
AMUSEMENTS

AMUSEMENTS.

**2--EXCURSIONS--2**

on the mammoth  
**St. Louis Palace Steamer**

**"J-S"**



**Wednesday, June 16**

**TO QUINCY**

Under the Auspices of  
**ST. MARY'S CHURCH**

Leaves Keokuk 8:30 A. M.

**MOONLIGHT**

Under the Auspices of  
**AMERICAN LEGION**

Leaves Keokuk 8:15 P. M.

ROUND TRIP TICKETS 75c, INCLUDING TAX

WONDERFUL DREAMLAND DANCING PALCE

10—ALABMA JAZZ KINGS—10

STRECKFUS SUPERIOR SERVICE—THE ACME OF PERFECTION

**Constitution-Democrat.**

OCTOBER 3, 1903,

**THE MISSISSIPPI.**

RECOLLECTIONS OF RIVER FIFTY YEARS AGO.

BY HORACE A. TAYLOR, ACTING SECRETARY OF TREASURY.

The Rapids at Keokuk and the Mormons as He Remembered Them Many Years Past.

"There was more fun in a day of

frontier life of the west half a century ago than there is in a year now," said Horace A. Taylor, acting secretary of the treasury, in summarizing some recollections of the Mississippi river in its romantic period.

"My first trip up the Mississippi," he began, "was made in 1851, but I had lived on its banks for the three years preceding at Warsaw, on the Illinois side, nearly opposite Keokuk. We had no railroads then and steamboating was in its glory. The river itself, because of the unbroken ranges of forest at its headwaters, was much larger in volume and handsomer in its sweep than it is today. Its magnificence justly entitled it to be called the Father of Waters. For the two hundred miles south of St. Paul, it seems to me, there is not at low stage of the stream today half the water there was then. When I go back home now and see the Mississippi, with a few lines of towboats or perhaps some rafts of logs leisurely floating along, it seems almost pitiful by comparison with the stream I knew in my boyhood; the

river and its navigation were then mighty forces in the development of the aspiring young country. The impression which the change makes is almost like that in revisiting some one who had been prominent in affairs of gone years to find him alone and deserted and in misfortune.

"I saw Chicago for the first time in 1847; a railroad was then under construction to that city from Galena, Ill., at the Mississippi, but singularly, as it would seem now, construction was beginning at the western end of the line, for it was there that the iron and other supplies could be readily brought from Pittsburg by river. Chicago had no furnaces. I remember it as a horrible little place, made up prairie. I had come there from Michigan City across the lake. The next morning I was aroused to take the stage at 4 o'clock for Beardstown, on the Illinois river, where steamboat navigation began. For the three hours before daylight that spring day we seemed to be traveling through a lake, the whole face of the country was so flooded with water. I rode inside of a great

covered stage, and on not a few occasions I thought we should be tumbled out into the water, the road was so insecure, and every stream so high. My fears the driver seemed also to share. When we reached the Illinois, Beardstown was so flooded that the little wooden tavern where we were entertained was doing business from the second story. I paddled in a rowboat over to a little drug store to buy a fish line, and with a little meat which the landlady gave me for bait, I caught an eight pound catfish from the porch of the hotel. I did not then know what achievements in this line were in store for me, and was much elated by my success.

"Everybody was then talking about the Mormons, who had been recently driven out of Hancock county, where, as it happened, I was going to live. This was the place where the Mormons made their first start in the world. I afterwards saw the Nauvoo temple when it was burning down. This was one of the most remarkable buildings that I ever saw, patterned in all respects after Solomon's temple, as described in the Bible, even down to the massive urns, resting on the eight great brass oxen at the base of the structure.

"The Mormons, as I remember the talk of the times, were driven away not so much because of their religious views, as on account of their inclination to steal cattle and hogs from farmers of the neighboring country. At last the people took the law into their own hands and gave the Mormons just twenty-four hours in which to cross the river. I have seen a hundred times the old jail at Carthage, the county seat, against which one of our neighbors commanded a company in the mob which sought the life of Joseph Smith; he realized that they were trying to break in after him and so in desperation jumped out of a window into the jailyard, but his body was filled with bullets before it struck the ground. Nauvoo's location on the Mississippi was exceptionally beautiful; the temple stood back three-quarters of a mile from the banks of the river, toward which the land sloped gradually from a considerable elevation. What was remarkable in a town of that time was that nearly all

it promptly filled up with a disreputable population, for any one was welcome to occupy the places left vacant. This included quite an aggregation of horse thieves, who foraged the country until they in turn were driven out by an uprising.

"Steamboating was then in its glory, for all business had to be done on the river. To me the boats seemed literally floating palaces; their dining tables were loaded down with the choicest of hearty food; music and dancing continued until a late hour in the night. So keen was competition among the boats for speed records that they began to race in disregard of every conventional regulation of safety, with the result that fatal ex-

plosions were frequent. I have often seen two or three of these boats coming into the port without a length's distance between them, but with the band on the one that was ahead playing vigorously, and perhaps cannons booming from the deck. Their ordinary fuel was wood, but in times of close contest I have known the dry boards used in the finish of the boat to be stripped off and burned. Rosin was often thrown into the flames. The captain would grab a colored boy, or some other employe, and seat him on the safety valve so that the steam pressure might run as high as the fires would carry it, relieved only as it exerted itself to plunge the great boat faster and faster through the water. Public sentiment at last put a stop to these races, for they were extremely dangerous, but I must confess that in so doing a good deal of fun was sacrificed for public safety.

"Travelers of the present day have little idea of the privations of the journeys of that time. At the rapids, near Keokuk, where the famous slack watering works are now in operation, it was customary for lighters, as they were called, to come out alongside the steamer, taking off its freight and often its passengers, so that relieved of weight it might work its way through the heavy current. I remember on one occasion I was traveling up stream with my father when he was carrying home a barrel of family supplies; the lower two-thirds of it consisted of 200 pounds of loose brown sugar, pretty well jolted down by frequent handling. On the top were flat irons, knives, forks, spoons, several cowbells and other hardware, unground pepper and spice, besides several pounds of shot and some good powder.

"In order to get over the rapids at the stage of the water we all had to get out on the barges; the current proved so troublesome, and it was in morning. In making the landing it was necessary to light some of those picturesquely huge torches, in jacks of burning wood such as every old-timer on the Mississippi has many times seen. They were the electric light of that day. One of the crew, in moving across the flat boat rather rapidly, dropped a spark from his torch into my father's sugar barrel. The cyclonic rapidity with which those cowbells and flat irons and knives and forks and spoons circulated around among the passengers I shall never forget; and the pepper and spice we found at the very bottom of the barrel, while every ounce of the sugar, although the explosion was instantaneous, turned into caramel black. My father went to the offices to say that he should expect damages from the company for such harsh treatment to his valuable freight. 'You are just the man I want to see,' responded the captain heartily, 'because I am going to make it lively for you for bringing powder aboard the steamer without

my consent. That will go hard with you.'

"My father concluded to drop the case and pocket his losses, but I always noticed for the rest of his life that he was extremely careful when conveying powder not to pack it in with a miscellaneous assortment of hardware, especially if he was going along too.

#### THE RIVER INDIANS.

"I frequently made the trip in those days from Galena, Ill., to St. Paul and the only place where I remember seeing any white settlement on the trip was at Prairie du Chien, where there was a fort and military station. This attracted our attention in those days because of its young commandant, Lieutenant Jefferson Davis, who ran away with a daughter of Zachary Taylor. At that time not a shovelful of earth had been moved or a tree felled at scores of points along the river where now stand thriving villages and cities. There were many Indian towns at which the boat made a landing. The red men would flock down to look us over and see what was going on. The western side of the Mississippi was then occupied by the Sioux and the eastern by the Chippewas, two tribes which have always been hostile, and were then engaged in frequent battles.

"On one of my trips, just before we reached the place where Red Wing, Minn., now stands, and it was then a large Indian village, the captain called our attention to where there had been an Indian battle a few days before. On the banks of the stream were evidences of the

near Red Wing, the dead bodies of Indians who had been killed in that battle, for it was their custom to keep these remains in the trees for a certain period before burying them.

"Among the passengers on that steamer was a young 'school marm' from Massachusetts, who was of an inquiring turn of mind, eager to learn all she could of the country which she was seeing for the first time. When we were all sitting on the deck one evening conversation turned to the little village at St. Anthony's Falls, now Minneapolis, which we were soon to approach. Somebody remarked that it was settled almost entirely by Mainites. 'Ah,' said the information seeking young woman, 'are they friendly to the whites?' We had been talking of Indian tribes and her mistake was a natural one, but so funny that I have remembered it for more than a half century, just as I remember the earnestly acquisitive look with which she propounded the question. She is probably alive today, and may read this story, but I have never seen her since that time.

#### SEAWARD'S PROPHECY IN ST. LOUIS.

"St. Paul was then a little hamlet of a few hundred people. On the west side of the river where Minneapolis

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The Mississippi

THE GREAT WEST HAY CALLED HISTORY  
R. J. BICKEL KEOKUK, IOWA

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The Mississippi

now stands there was a straggling settlement conspicuous for its sawmill. Today these are prosperous and wealthy cities, containing a half million people. It was some years later, in 1860 I think, that I heard William H. Seward speaking from the steps of the old capitol in St. Paul, declare to his hearers that in his deliberate judgment he stood very near the center of the republic's future wealth and political power. This remark was severely ridiculed by political opponents at the time as a piece of clap-trap designed to flatter frontiersmen. West of where he was speaking spread out a vast and almost unpenetrated wilderness. White inhabitants were few and scattered between the Mississippi and the Pacific coast, except for a little fringe of old settlement in Oregon. That this prophecy should have come to near fulfillment within my own lifetime fills me to this day with wonder and amazement when I recall the way those prairies used to look, with not a tree or a shrub in sight for fifty miles in any direction, as I first beheld them.

"We hear a good deal of talk in these times about trusts and monopolies without realizing that there were some pretty rigid concerns of that sort in those pioneer days. I remember the Davidson brothers, 'Commodore' and Captain 'Pate,' who for years monopolized the steamboat business were to a considerable extent in control of it as far south as St. Louis. Uncouth, uneducated men, scarcely able to write their names legibly, they owned and operated scores of magnificent steamers and dictated for years to every railroad that touched a Mississippi landing the terms upon which it could move freight. It happened as I grew older, that I became interested in a competing line of boats which attempted to carry wheat to La Crosse to connect with the Milwaukee and St. Paul railroad which had reached that point. S. S. Merrill, well known to all the old railroad men of the country, was its manager. This was in about 1870. His railroad gave the Davidson a rebate of 5 cents on every bushel of wheat which it carried from La Crosse to Milwaukee, making it very profitable business to the Davidsons but very unprofitable to us who could not get a similar privilege. I went down to see Mr. Merrill to insist upon securing our share of the rebate. He told me he would concede it to us if he dared, but that the Davidsons had warned him that if he ever gave us a dollar in rebate they would never let another steamboat land at La Crosse. This would ruin his railroad.

"'Commodore' Davidson was a great character. It was his practice, when any competition threatened, to give passes to shippers in order to secure their freight. I remember one trouble of making fellow that had a little shop in St. Paul without any customers who was always chasing the 'Commodore' for passes, as if he were an important

factor in the trade. The old man met him one day with this compromise proposition: 'I will give you a pass on all your freight if you will only pay your fare as a passenger.'

ST. LOUIS ON THE RIVER.

"St. Louis in those days was a good deal of a town, in fact the great commercial and distributing point of the central valley. The Ohio river steamboats from Cincinnati stopped there, as did those from St. Paul, and such a little business as came down the Missouri. The city seemed to my youthful mind a center of luxury and elegance. A journey down the river from that point towards the gulf became very lively. Gambling was constant, chiefly on poker, and bets of all sorts ran high. From St. Louis to the gulf the steamers passed through one slave territory and many a well to do traveler carried a body servant with him. Often when the betting ran high the excitement became so intense that these slaves would literally be staked in the pool, and their future decided by the turn of the cards.

"One of the favorite forms of winter betting up the river at St. Louis the pioneer days, was on the date of the arrival of the first steamboat of the coming spring. Navigation ordinarily closed about November 15 and opened April 15, varying a little with the season. Boats would run a good ways above St. Louis earlier than this, but were stopped by the ice at Lake Pepin, which is a widening of the Mississippi, where the current slackens. There was tremendous pressure to get the first boats up, and all sorts of inducements were offered them to break their way through the ice; their arrival meant the resumption of intercourse with the civilized world, and the receipt oftentimes of long-delayed and much needed supplies. You never saw so much betting on a presidential election as there was on the date of the arrival of the first steamer, and the fact itself, independent of the gambling, was of the liveliest interest.

"There was some staging through the winter, but transportation by this means was so costly, compared with river navigation, that it was relatively little used. The fall and spring roads were so heavy and muddy that we cordially welcomed the snows, which gave us a reasonably hard footing. Staging was then rather cold. I have made the trip overland east from St. Paul many times, and have had all sorts of queer experiences in so doing. We used to ride night and day, stopping at the taverns long enough to get some pork, or ham and eggs or game, with which the country then abounded, and good, hot corn bread, with coffee. I don't take half the comfort riding over these asphalt streets in a rubber tired vehicle that I did in those days of my youth traveling over the great stretches of what was then a new and decidedly fascinating country. The present generation in the west don't

know the good times they have lost. The great trouble with pioneering is that it never lasts."

KEOKUK CONSTITUTION

KEOKUK, THURSDAY, MAY 26, 1881

THE NEW PACKET.

It Has Been Named the "Gem City" in Honor of our Neighbor Quincy.

The new St. Louis and St. Paul line packet which has been long building at St. Louis, has at last been named. We clip the following particulars from the Quincy Whig of last evening:

Commodore Davidson announces that his new boat will arrive at Quincy the last of next week and that he has named it in honor of Quincy. In a private letter, dated St. Louis, May 24, to a gentleman of this city, Capt. A. M. Hutchinson, says: "The name 'Gem City,' in honor of your city, has this day been placed on the wheel house of our new steamer. If she does not prove herself to be the best business and the fastest steamer ever built at St. Louis her owners will be disappointed. The builders will complete their work by Saturday next, when the work of furnishing will begin, and you may expect to hear of her leaving here for the city whose name she bears, on her trial trip, the last of next week."

It is proposed to give the commodore and his handsome packet a complimentary reception here. A number of the business men of the city will have the affair in charge, and will make it a success. It is intended at least to have some music, and present the officers of the boat with a flag, upon which shall appear "Gem City," and it is probable that several prominent citizens will take passage for the continuation of the trial trip from this city. The demonstration, as an acknowledgement of the compliment paid to Quincy, ought to be general among merchants and manufacturers. The new steamer will undoubtedly prove popular with all citizens of Quincy. Commodore Davidson has been an efficient and enterprising steamboat man, and has afforded shippers facilities which they could not have obtained except for the existence of his line of steamers. His active competition for business on the river again this season will be hailed with pleasure by passengers as well as by shippers of freight.

We learn that the new boat will get up steam to-day, and will make her trial trip for a distance of some 20 miles above St. Louis. She will probably make her first trip in the Keokuk trade, the last of this week, arriving here Friday night or Saturday; but the exact time of her arrival will no doubt be known in time for the CONSTITUTION to announce to-morrow.

# KEOKUK CONSTITUTION

KEOKUK, FRIDAY, MAY 27, 1881

## It's Our Boat After All.

At least so says the St. Louis Republican, Just listen to it:

"Commodore Davidson of the St. Louis and St. Paul Packet Co., christened the new boat of that line with the name of Gem City. She will be ready to leave for Keokuk (the Gem City) early next week, and, as she will be in every way worthy of the name she bears, her reception there will undoubtedly be a grand affair. The veteran, Capt. A. M. Hutchinson will the commander.

That Keokuk is a gem of a city we are all willing to admit, but somehow it never occurred to us to call ourselves such until the Republican suggested.

The new boat will not only be the longest boat in the up river trade but we have it on authority that she will have more cabin room than any boat ever floated above St. Louis, having forty-two state rooms in her texas, and nobody knows how many off her cabin on the boiler deck. And she expects to beat them all for time.

# KEOKUK CONSTITUTION

KEOKUK, WEDNESDAY, JUNE 1, 1881

## THE NEW PACKET.

She is Expected Here To-Morrow Afternoon—Full Description of Her Construction.

The new packet, Gem City, left St. Louis at 4 o'clock this afternoon, and will be in Quincy to-morrow morning, where she will stop three or four hours for her reception. She will then continue her trip to this city where she will probably arrive at about 2 o'clock p. m., leaving on her return at 4. In describing the boat the St. Louis Post Dispatch of last evening says: She was constructed under the immediate supervision of R. H. Medill, for the past several years superintendent of repairs for the company. The boat is 300 feet long by 36 feet beam and six feet depth of hold. She will draw less than thirty inches with fuel aboard and steam up. The cylinders are twenty-eight and a half inches in diameter, by seven feet stroke, working a wheel twenty eight feet in diameter with fifteen feet length of bucket. She has four steel boilers, five feet each, and will easily make all the steam necessary. The Gem City is a peculiar boat in many respects. She was built from a design made by Commodore Davidson, and combines lightness of draught, elegant passenger accommodations, beauty of outline and with great speed. Her model is probably the finest

ever put afloat on the Mississippi, and to stand at the boat's bow and view her water lines remind one of the slimmest row boat. Considering her displacement of water she has more power than any boat on the river, not excepting the J. M. White. She has also greater length of bucket compared with her breadth of beam than any boat built since the first J. M. White, thirty-eight years ago. It is expected that the new packet will make seventeen miles an hour against the current of the Mississippi. She has a full length cabin and a texas covering almost the entire hurricane deck. The two combined afford births for nearly 300 people. The cabin is neat in construction and elegantly furnished; everything being entirely new. The boiler and sheet iron work was done by the Rohan Bros., the joiner work by J. D. Lawn, and the painting by Mullen & Hoppins; the carpets were supplied by Kennard, the furniture by the Mitchell Furniture Company, chandeliers by Concanon, beds by Williamson and chinaware from Miller & Stephenson. The silverware and cutlery is very elegant. The Gem City will take her departure for Keokuk at 4 p. m. to-morrow under the command of A. M. Hutchinson, with N. B. Hatcher in charge of the office. Ed. Buckley, the veteran favorite caterer, has charge of the hotel department.

# KEOKUK CONSTITUTION

KEOKUK, THURSDAY, JUNE 2, 1881

## THE FIRST TRIP.

The Gem City Comes in with Flying Colors and Loaded Down with Passengers.

This afternoon at a quarter past three the whistle of the Gem City caused a rush to the packet landing, and as the splendid boat hove in sight, hundreds were straining to catch the first glimpse of her. She made a pretty landing, and as soon as the gang plank was shoved out the CONSTITUTION reporter mounted it, and in less than a minute was upon her deck.

She was loaded with passengers from bottom to top, and the smiling face of Capt. A. M. Hutchinson was seen upon the hurricane deck, thither our reporter crowded his way to offer congratulations. The captain was soon surrounded with a host of his Keokuk friends who warmly greeted him and his boat.

It was estimated that the number on board was from 700 to 1,000, and as she landed here the mammoth dining room was crowded to its fullest capacity in satisfying the temporal wants of the excursionists. Most of the crowd came from Quincy and Hannibal, with a few from St. Louis and other points. Among the number present were J. S. Martin and S. G. McDowell, of the Hannibal Courier, Ash Cohen, correspondent of the Globe-Democrat, Col. Berry and ladies of Quincy and Frank Longwith and wife, formerly of this city.

Capt. Hutchinson says the boat has been received enthusiastically all the way along. At Quincy cannons began to boom as soon

as she hove in sight, and the reception was a grand affair. Col. Berry made the speech presenting a handsome flag in behalf of the people of Quincy.

Miss Emma Bobbitt, a rising young eloquentist of that city made a pretty speech in presenting an elegant bible to the crew in behalf of the ladies of Quincy.

A full description of the boat having been given in our columns yesterday, it is needless to say more, except that the Gem City fully justifies all that has been said of her. She is the finest large steamer that has ever floated the upper river, thoroughly well finished from her texas to her guards and with a carrying capacity almost unlimited. Capt. Wm. Thompson, now the popular commander of the Illinois, will take command of her after a trip or two.

The Gem City left on her return trip at about five o'clock, amid the cheers of the crowd and the fine music of the Quincy band, which was on board. May her every trip be thus successful.

# THE GATE CITY:

WEDNESDAY MORNING, APR 23, '79

## FAST PACKETS

Keokuk Northern Line Packet Company.

The War Eagle leaves Keokuk, Mondays, Wednesdays and Fridays, at 2:15 p. m.

The Golden Eagle leaves Keokuk, Tuesdays and Thursdays at 2:15 p. m., and Sundays at 7 a. m.

One of this Company's side-wheel steamers leave Keokuk for St. Paul and all intermediate landings, Mondays, Wednesdays and Fridays at 8 a. m. For Freight and Passenger rates, apply to

A. M. HUTCHINSON, Gen'l Ag't.

Packet Depot, foot of Johnson Street.

# Keokuk Constitution.

MONDAY, JUNE 2, 1884.

Killing on the War Eagle.

As the War Eagle was nearing Hannibal, on her up trip, early yesterday morning, a colored roustabout, known as "Jumbo," was shot and killed by a fellow called "Big Dan," another colored roustabout. "Big Dan" was captain of the watch, and when it came "Jumbo's" turn to go on the watch the latter did not appear. Dan went back after him, and after some words "Jumbo" advanced toward the other man in a threatening manner, whereupon Dan drew out a revolver and shot "Jumbo" twice, one ball taking effect in the heart and the other in the neck. "Jumbo" died immediately, and his slayer was arrested and turned over to the authorities at Hannibal.

# DAILY GATE CITY.

TUESDAY MORNING, DEC. 7, 1875.

## Explosion of a Steamboat.

NEW ORLEANS, Dec. 6.—The steamer C. H. Durfee, for Red river, when 18 miles up the river burst her steam pipe, killing 1 and scalding 3, and three jumped overboard and were drowned.

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

# NEW YORK HERALD.

Northwest corner of Fulton and Nassau sts.  
**JAMES GORDON BENNETT,**  
PROPRIETOR AND EDITOR.

New York, Thursday, November 22, 1849.

**DREADFUL STEAMBOAT EXPLOSION.**—In the *Herald* of yesterday, we published a telegraphic report from New Orleans, of a dreadful steamboat explosion, which occurred in that city on the 16th instant. It appears that "the steamer *Louisiana*, bound to St. Louis, when about starting from her wharf, burst both her boilers, shattering her to atoms, and also badly injuring the steamers *Storm* and *Bostona*, that were lying alongside." All three boats were crowded with passengers, and the loss of life and the list of the wounded present a most appalling aggregate. The killed, it is feared, will exceed two hundred, besides many dreadfully wounded. The captain is bound over in the sum of \$8,000, to answer the charge of carelessness, as the cause of the shocking disaster; and, if found guilty, should be punished to the utmost extremity of the law. We might cite a dozen cases occurring on the Western waters within a few years past, of explosions as the steamers were leaving the wharf. The reason is obvious. While the boat is standing, the pumps not being kept in motion, the water is exhausted in the boilers, they become heated, and with the first few revolutions of the wheels, the water which is thrown into the boilers is instantly converted into steam, and an explosion follows as naturally as from the ignition of a barrel of gunpowder. Such explosions, therefore, must be the result of carelessness, in neglecting to keep the boilers well supplied with water while the boat is lying at the wharf and the furnaces are heated to the highest degree. Let this case be sifted to the bottom, and if carelessness is proved, let the offenders be made an example of to prevent a recurrence of such calamities for the future.

## TELEGRAPHIC INTELLIGENCE

**Further Particulars of the Dreadful Steamboat Disaster at New Orleans—Names of the Killed, Wounded, &c., &c.**

BATON ROUGE. (La.) Nov. 20, 1849.

The boiler of the steamer *Louisiana*, Captain J. W. Cannon, exploded on the 16th inst., at 5 o'clock, P. M., nearly opposite Gravier street, spreading death and destruction in nearly every direction. At the time we write, it is impossible to ascertain the number of lives lost. The reports range from 80 to 130—though we hope this will prove to be exaggerated.

One of the officers of the boat stated to us that there were about fifty cabin passengers on board; but as all the cabin aft the wheelhouse was uninjured, we hope many of them were saved. One gentleman informed us that he assisted some ten or twelve, mostly ladies, from the wreck.

Accounts differ as to the number of persons on the boiler deck and fore-castle, at the time of the explosion. The boat was about starting for St. Louis, and had rung her last bell, but was to haul alongside of an emigrant vessel, for the purpose of taking on board 200 deck passengers, who providentially escaped being involved in the dreadful calamity.

The steamer *Bostona* had her upper works greatly shattered; and Captain Dustin, her commander, who was severely injured, it is feared, will not recover.

The steamer *Storm*, which was lying on the lower side of the *Louisiana*, was more injured than the *Bostona*. She had just arrived, and had not made her lines fast when the explosion occurred. Several persons on board the *Storm* were killed. Fortunately,

there were no passengers on board. The force of the explosion was appalling. The glass on the front of the *Levee* was shattered at the distance of one thousand feet from the boat, and the shock was sensibly felt at the further extremities of the city. The fore-castle of the *Louisiana* sunk in the mud; but the stern being in deep water, caused the bow to slide off with it.

The persons who were saved on board the *Louisiana*, and were relieving the sufferers, had to leave, in order to save their own lives. There were some twenty or thirty who were obliged to swim for their lives; and the whole wreck slipped into deep water and disappeared.

The following is a list of the killed, wounded and missing, as far as ascertained:—

- KILLED.**
- Mr. Knox,
  - Andrew Bell,
  - Levi Prescott,
  - Benzelaer Bucknor, of Memphis;
  - Mrs. Moody, wife of the clerk of the steamer *Storm*,
  - R. McMeekin.
- WOUNDED.**
- Thomas Merriwether, of Kentucky;
  - H. W. Buchanan, do.
  - Marcus Milnor, do.
  - Samuel S. Smith, do.
  - Arthur A. Slave, do.
  - Samuel Conley, do.
  - Joseph S. Wilger, of Indiana;
  - Isaac Miller, of Ohio;
  - Mr. Wolfe, of Memphis;
  - Thomas Hamsen, of Mississippi;
  - W. Tucker, do.
  - J. Tucker, do.
  - John E. Barber, do.
  - L. O. Reed, do.
  - Captain Hopkins, of the steamer *Storm*;
  - Captain Dustin, and
  - Robert Price, of the *Bostona*; and
  - John Mason.
- MISSING.**
- J. W. King, of St. Louis.
  - Mr. Ellett,
  - J. Merring, of Cincinnati.
- Many other names of killed, wounded, and missing are given, but most of them belong to New Orleans and foreign countries.

# NEW YORK HERALD.

Northwest corner of Fulton and Nassau sts.  
**JAMES GORDON BENNETT,**  
PROPRIETOR AND EDITOR.

New York, Sunday, November 25, 1849.

## The Late Steamboat Explosion at New Orleans.

ONE HUNDRED AND FIFTY PERSONS KILLED.  
(From the N. O. Picayune, Nov. 16.)

One of the most deplorable catastrophes that ever occurred in the history of steamboat explosions, took place at our levee, yesterday evening, a few minutes after five o'clock.

The steamboat *Louisiana*, Captain Cannon, bound for St. Louis, loaded with a valuable cargo, and having on board a large number of passengers, had rung her last bell, and was just backing out from the wharf, at the foot of Gravier street, when the whole of her boilers burst with a tremendous explosion, which resounded throughout the city. The concussion was so great that it shook the houses to their foundation for many squares distant. The *Louisiana* was lying alongside the steamer *Bostona*, Captain Dustin, at the time of the disaster, and the steamer *Storm*, Captain Hopkins, had just arrived from Louisville, coming in on her starboard side. The upper works of these two boats are a complete wreck, their chimneys having been carried away, and their cabins stove in and shattered, in some places to atoms. The violence of the shock operating on the boilers was tremendous. A part of one of them, a mass of considerable size, was hurled with inconceivable force on the levee. It cut a mule in two, killed a horse and the driver of a dray, to which they were attached, instantaneously. Another massive portion of the same, twelve feet long, and of immense weight, was blown to the corner of Canal and Front streets, a distance of 200 yards at least, prostrating three large iron pillars which supported a wooden shed, or awning, which stood before the coffee house there. Before coming in contact with the iron pillars, the fragment of the boiler cut through several bales of cotton, which lay in its passage, making the staple scatter through the air as if it had been run through a cotton gin.

The news spread like wildfire, and our citizens rushed from all directions to the scene of the disaster. Already, on our arrival, a number of bodies, in every conceivable state of sad mutilation, had been dragged from the wreck, which were surrounded by the dense crowd that had assembled. Hooks and furniture carts were sent for, and the wounded were conveyed away to the hospitals. The sight of the mangled bodies which strewed the levee on all sides, and the shrieks of the dying, were appalling, making the blood curdle with horror. We saw one man with his head off, his entrails out, and one leg off. A woman, whose long dark hair lay wet and matted by her side, had one leg off above her knee, whilst her body was shockingly mangled. A large man, having the skull crushed in, lay a corpse, his face looking as if it had been painted red. Others, of both sexes, also with legs and arms off, mere trunks, lay about in different places. Two bodies were found locked together, brought by death into a sudden and close embrace. But it is utterly impossible to describe all the revolting sights which met our view. Suffice it

...death was refused...  
...about ten minutes after the explosion, and it is supposed many who went on board to assist the wounded were carried down with her. This we judge, from the fact of several persons, who had escaped the first effects of the explosion, having jumped overboard at the time of her sinking, who were providentially saved.

A gentleman who was a passenger on the Louisiana, was standing on the hurricane deck, about the wheel house, when the explosion took place, and escaped. He distinctly saw the faces and arms of several ladies and gentlemen vainly struggling to free themselves from the falling timbers. They were carried down with the boat when she sank. He succeeded in saving a little negro boy. About twenty persons were standing on the bow of the boat when she went down, most of whom were saved. The river was covered immediately after the accident with fragments of the wreck. A portion of the stern of the ladies' cabin of the steamer is still out of water. Numerous small boats were employed picking up the wounded. At half past five o'clock, P. M., an alarm of fire was given from the Boston, which called our fireman promptly to the spot, but it happily was unattended.

On board the Storm the destruction of life was also terrible. Mrs. Moody, the wife of the first clerk, was standing on the guard opposite the ladies' cabin, and was instantly killed. The captain received a severe contusion in the head, but was not dangerously wounded. About twelve or fifteen persons were killed, and a large number wounded, some of whom will probably not recover.

The confusion was so great that it was utterly impossible to ascertain the names of one quarter of those killed and wounded, and most probably, from the promiscuous crowd of strangers, emigrants, &c., a large portion of them will never be known.

The fragments of iron and blocks of wood, which were sent with the rapidity of lightning from the ill-fated Louisiana, carried death and destruction in all directions. Men were killed at the distance of two hundred yards. Legs, arms, and trunks were scattered over the levee.

Among those injured on the levee, was Mr. Wray, a clerk in the house of Moses Greenwood & Co., who had been on board the steamer Knoxville, lying below the ferry landing, and was passing up at the time of the occurrence. He was struck on the thigh by a piece of wood, and so badly injured that it was feared last night that amputation of the limb would be necessary.

We understood that some news-boys, who had been selling papers on the Louisiana, and had just got on shore, were killed. We saw the dead bodies of several lads, but the names as yet are unknown. Those who were near the spot at the time of the explosion state that bodies were blown as high as two hundred feet in the air, and fell into the river. One man, it is said, was blown through the pilot-house of the Boston, making a hole through the panels, which might be mistaken for the work of a cannon ball.

The steamer Storm was very close to the Louisiana at the time of the explosion, and she was sent back by the concussion at least fifty yards into the stream. Her captain, although severely wounded, appeared on the hurricane deck, his face covered with blood, and coolly gave directions for bringing his boat again in shore. He remained firmly at his post, affording all the assistance in his power as long as needed. We noticed that one of the ferry boats from the First Municipality came up, but she was unable to render much aid, as the Louisiana had already gone down.

There were many marvellous escapes at the time of the explosion. Dr. Testut, of this city, was standing on the wharf, just after having parted from his friend, Dr. Blondine, of Pointe Coupee, who is lost, when a fragment of iron struck a man down at his feet. The poor fellow in falling stretched out his hands, and convulsively grasped the doctor's palette, tearing his pocket nearly out. Death soon relaxed his grasp. Some were prostrated by the concussion, and enveloped in smoke, but reappeared to the eyes of their astonished friends, as sooty in visage as a sweep, yet perfectly unharmed.

It is impossible to give anything like a precise account of the loss of life on this sad occasion. Some estimate it at fifty persons, some a hundred, whilst others assert that not less than two hundred men, women, and children were killed or drowned. Mayor Crossman, who was on that part of the levee where the Louisiana lay, a little before 5 o'clock, and immediately proceeded thither when he heard the explosion, states that from observation and diligent inquiry, at least one hundred and fifty must have perished by this accident. The wharves were lined with spectators. The Storm, from Cincinnati, was loaded with passengers, and as the destructive fragments of the Louisiana were scattered in every direction, the havoc which was made among the crowds cannot fall much below the figure in his Honor's estimate. The effects of this disaster, unexampled in any former steamboat explosion at New Orleans, was visible in every circle of society here, last evening. Dismay was in every countenance, and sympathy for the surviving friends of those who were thus prematurely hurried into eternity, and for those who have been mutilated, rent every heart. Never, perhaps, was there a boat which, by the explosive force of that subtle and terrible agent, steam, was so soon reduced to fragments as the Louisiana—never one that in an instant came nearer annihilation. We learn, that before proceeding on her way to St. Louis, this unfortunate boat was engaged to descend the stream to the Third Municipality, to take on board two hundred German emigrants. The Storm, it is also stated, landed a considerable number of her passengers at Lafayette, in coming down, which circumstance, no doubt, was the cause of much saving of life.

We append a list of casualties, so far as we have been able to ascertain:—

**KILLED.**—Robert Devlin, blown ashore, of Baton Rouge; Mr. Gilmer, second mate of Louisiana; Capt. Edmondson, of St. Louis; Andrew Bell, pilot of Louisiana; Mrs. Robert Moody and child, wife and child of the clerk of steamer Storm; Mr. Roach, deck hand on the Storm, blown ashore; Mr. Knox, head steward on the Storm; a cabin boy on the Storm, name unknown; two men, names unknown, blown from the Storm; John Sullivan, news-boy; the coachman of the St. Charles Hotel; several negroes and deck hands of the Boston.

**MISSING.**—Dr. Thomas M. Williams, of Lafourche; Dr. Blondine, of Pointe Coupee; Robert McMaskin,

merch of Louisiana; J. J. Gillespie, of Vicksburg; J. Merrick, of Cincinnati; Mr. Wilson, grocer, of St. Louis; Mr. Edgar, overseer, of Washington county, Miss.; Sylvester Prescott and Eneas Craft, of Memphis; Mr. King, of the firm of J. J. Gray & Co., of St. Louis; — Wolf, newsboy; Mr. Elliott, clerk in the firm of Marsh & Ranlet, of this city; Merick Morris, clerk in the firm of Small & McGill, of this city.

**WOUNDED.**—Isaac Hart, badly wounded, of this city; Mr. Rey, clerk of Moses Greenwood & Co., badly; S. Davis, Mobile, on Boston, slightly; Augustus Fretz, brother of Capt. Fretz, formerly of the steamer Memphis, a Bird, planter, above Baton Rouge, slightly; Capt. Hopkins, of the Storm, slightly; John Mason, pilot of the Storm, do.; Mr. Horrell, of the firm of Horrell & Gals, of this city, badly injured; Mr. Price, clerk of the Boston, slightly; the chambermaid of the Boston, slightly.

**INJURED IN THE CHARITY HOSPITAL.**—Harvey W. Bickham; Daniel Eckel; Henry Livingston; Isaac Garrison; Hugh McKee; Henry, a slave; Samuel Fox; Wm. Welch; Clinton Smith; Miley Mulley, slave of Moses Murray, and her two children; John Evans; William Burke; John Law; Charles, a small negro boy; Wm. Tucker; Henry Tacker; James Matthews; Juan Montreal; Wm. Nee; Sandy, slave of J. Adams; Sam, slave of Capt. Cannon; James Welch; James Flynn; — McCarthy.

There are between twenty and thirty others, whose names we are unable to learn.

**AT DR. STONE'S HOSPITAL.**—H. Rea, New Orleans; Thomas Harrison, Missouri; Frederick A. Wood, New Orleans; Samuel Corley, Kentucky.

**AT THE MARINE HOSPITAL, CIRCUS STREET.**—Crocker Harrison, Missouri; George, a negro; negro child.

Mr. Barrell's son has been found, and it is expected will recover; also Mr. Elliott, formerly of the post office, who will recover. Capt. Cannon, of the Louisiana, at the time of the explosion, was on shore, near the boat, talking with Mr. Stone. The captain's brother was on board the boat, and is supposed to be lost. A lady and two children escaped from the wreck of the boat as it was sinking. Most of the passengers of the Storm got off at Lafayette, thereby escaping a most awful fate. Up to ten o'clock last night thirty bodies of persons whose names are unknown, had been brought to the Second Municipality watch house, in Baronne street.

**NEW YORK HERALD.**  
Northwest corner of Fulton and Nassau sts.  
**JAMES GORDON BENNETT,**  
PROPRIETOR AND EDITOR.  
New York, Monday, November 26, 1849.

**Incidents Connected with the Late Terrible Steamboat Explosion at New Orleans—Names of the Killed and Wounded.**  
[From the N. O. Delta, Nov. 17.]

We stated yesterday, what was a current report, that the engineer had left the boilers just before the explosion. We have since been induced to believe that this report was incorrect. Captain Hopkins, of the Storm, says he saw the engineer of the Louisiana at his post when the explosion occurred. One of the engineers, who was badly wounded, is now at the hospital, and he declares that there was not much steam in the boilers, and he was about to order them to fire up. We had an interview with Captain Cannon. He is a young man whom we have long known as bearing a good character for prudence and discretion. Mr. Elijah Cannon was aboard at the time of the accident, and was slightly wounded and bruised. Captain Cannon affirms that there was so little steam in the boilers that he had ordered the engineer to get up steam to proceed to the lower shipping to take in passengers. He believes that the explosion was caused by gunpowder, a barrel of which was carried aboard, and taken down into the hold to make into cartridge, to fire a salute when the boat left. He had given his consent to fire the cannon, and the mate and one of the hands went to a store to get powder. They presently returned, and the Captain remarked as they were going aboard, "What did you get a whole keg for, instead of a pound or so?" This is the last he saw of the mate and the hand. Shortly afterwards the explosion took place—and Captain Cannon declares there were two reports—immediately following each other. He thinks the concussion and vacuum caused by the explosion of the gunpowder, produced a collapse of the flues of all the boilers at the same time. He arrives at this conclusion from a knowledge of the low stage of the steam in the boilers, and the want of fuel in the furnaces,—and from the fact of the large quantity of water ejected into the air, which when it fell, was as cold as rain.

Captain Cannon thinks there were \$3,000 in money aboard of her. Hearing that an affidavit had been made for his arrest, he surrendered himself yesterday evening, and will appear this morning to answer any charge that may be made against him.

Capt. Mason, pilot of the Storm, was in the pilot-house on the upper deck when the explosion occurred. Those who have seen the Storm, perfectly riddled as she is, from fore to aft, can alone form an opinion of the narrow escape he made. A negro at the wheel, working under the direction of Capt. Mason, and standing three feet from him, was killed immediately. His body fell over the tiller rope; Capt. Mason himself was stunned and slightly wounded. Perceiving the Storm was moving out, her ropes, which had been made fast, having been cut, he rung his bell for the engineer to set the engines to work, and prevent the boat from getting out into the current. The engineer promptly responded, and the boat was thus kept up. Capt. M. then perceiving that the explosion proceeded from the Louisiana, lying alongside, and not the Storm, and that the Louisiana was rapidly sinking, hallooed out to some persons he saw in the after cabin of the Louisiana, to take care of themselves, as the boat was sinking. Capt. M. says the bodies of persons fell from the air into the river like hail. Wherever a body fell, the water bubbled up, and blood was visible for some minutes after.

A number of persons rushed aboard of the Louisiana to rescue the persons who were crushed under the wreck. About twenty were saved, and many others were picked up by the fruit boats.

The wife of the clerk of the Storm was sitting in her state room, when she was struck over the neck by a large spar from the Louisiana, and instantly killed.

Just as the Louisiana was sinking a poor negro woman was seen hanging by her dress to some of the wreck, and uttering the most piteous cries for help. She held in her arms a young child, which, with great strength, she made out to throw into the arms of a man in the boat, who immediately went off with the child. The boat had sunk to the water's edge, and the poor negro was struggling in the water, when a gentleman on board of the Boston, whose name we regret we could not learn, threw off his coat and hat and leaped into the water, and swam towards her. The poor woman, mad with fright, seized the gentleman around the neck, and thus prevented him using his arms—they sunk together. Some one cried out, they are both gone. But presently they came up, and the gentleman, holding the negro in his left arm, swam ashore. The poor woman fainted, from exhaustion and fright. When she came to, she began to cry for her child, and ran about like one possessed.

A little girl, the daughter of one of the steerage passengers, was taken from the wreck, and being placed on the levee, began to cry for her mother. Being shown some of the dead bodies, she recognized that of her mother, from the ring on her finger, and threw herself, in deep grief, on the mutilated remains. This little girl is at the house of a gentleman in this city. A generous rivalry was enacted among our citizens, to extend to her all the protection and kindness in their power.

A number of young men, clerks, had gone aboard the Storm, to examine her manifest. How they escaped is a miracle, for the Storm exhibits the most perfect riddling we have ever seen. If a hundred cannon of the largest calibre had been playing on her, they could not have out her up more completely. Mr. Simeon Tracy, who was standing on some bales of hay, on the bows of the Storm, was knocked down by the body of a man, which lay across him. He escaped without injury. The clerk of Mr. Matthew Martin, who was on the Louisiana, was thrown some distance into the air, and landed in the river, on the farther side of the Storm; he swam ashore and landed in safety, without serious injury. Dr. Testut was standing on the wharf, just after parting with a friend, when a splinter struck down a man standing near him, and the poor fellow, grasping the doctor's coat as he fell, tore it, in the violence of his agony. Mr. Paradise, who was on the wharf at the time, had his coat and other clothes torn to ribbons, and yet was unharmed.

The fragment of boiler, which was blown across the levee to the new buildings, on the old site of the sugar platform, had not its force been considerably broken by contact with the cotton bales, would have done awful damage in passing through the buildings, as it would, no doubt, have done. This piece embraced at least one-half of the boiler, being twelve feet long and three in diameter. It was projected a distance of eight hundred feet.

During the confusion of the scene following the explosion, a great deal of money was thrown about the levee, and was eagerly grabbed by the loafers who were assembled. One man was seen going off with a large roll of bank notes; many others were seen picking up watches and other valuables; and others, still more degraded, employed themselves in pulling rings and other jewels from the bodies of the dead and wounded.

We have experienced no little difficulty in getting a full and correct list of the victims of the explosion. The following, however, is, we believe, as nearly correct as we can make it:—

**LIST OF THOSE WHOSE BODIES HAVE BEEN FOUND AND RECOGNISED.**

Simon Wolfe, clothing merchant of this city, on his way to St. Louis, was killed on the Louisiana. Dr. T. M. Williams, of Lafourche, on his way to St. Louis; his body was taken to the watch-house. Major Edmondson. The body of this gentleman was taken from the wreck, and lay yesterday in the watch-house, next to that of his partner, Dr. Williams. Major E. served in the Mexican war, and resided in St. Louis, and owned a part of a plantation in Lafourche. Capt. Kauselner Becker of this city; body identified from his watch. Edward Luribut, 30 years, a commission merchant of this city. Dr. E. J. Nareb, 40 years, of Milwaukee, just returned from California to the Alabama. He had a journal of his travels with him, and several bags of gold dust. E. Crosswell, recognised by a bill of sale found in his pocket. Peter Welsh, an up-river trader; reside in Missouri. Evan Knox, of Gallopolis; killed on the Storm. Levi Prescott, of Memphis, pilot. William Brown, of the First Municipality ferry. Richard Kelly, 30 years of age, a native of Ireland. Slave Harrison, 23 years of age, belonging to James Rigans. Andy Bell, of St. Louis, K. Fall, wood merchant, Nov. Basin. Robert Devlin, 21 years, resident of Baton Rouge. John Sullivan, 13 years, news boy; claimed by John Hamilton. Alfred Watson, 32 years of age, of Mississippi, pilot of the Louisiana. W. C. Read, 34 years of age, of Missouri. Joseph Chesman, 19 years, native of New York; recognised by Simon Fagan. Slave Jim, belonging to Mr. Blox, of Missouri. Jeff, slave, belonging to Mr. Block, of Cape Girardeau. Slave Hornoe, belonging to John M. Creditant, Cape Girardeau. Jacob N. Craft, 27 years, Memphis, Tennessee. Richard Perry, slave, belonging to Stafford & Barrett. Black man, name unknown, said to be a brother to Jeff, belonging to Block & Dewey. Black man, name unknown. Dennis Abury, 33, Philadelphia. John Handorlan, 10 years. Woman as child. J. H. Myers. Ten white men, apparently laboring men or draymen, unrecognised. There were in all forty-three in number, that were carried dead to the watch-house of the second municipality. In the Charity Hospital there were the following:—A white man, unrecognised, died from being badly scalded; is about 22 years old, fair hair, with an anchor on his hand. Edward Leyster, clerk of John Oettle, of the Louisiana bakery; spoke but a few words before he died; has a brother in New York. John Kelly, died of scalding and other injuries. John Long, of fracture of the skull and other injuries. Wm. Riley, fracture of the skull. Mr. Simeon, brother-in-law of Mr. Cook, died of a severe fracture of his arm, at the house of his brother in law.

**MISSING AND CONSIDERED DEAD.**

Mr. McMakin, clerk and part owner of the Louisiana. Mr. Barrelle, son of J. A. Barrelle; his watch found on the levee, in the top of his vest pocket. John Dean, clerk of E. H. Morton. Merrick Morris, clerk of Messrs. Small & McGill, of the Louisiana bakery. J. T. Gillespie, of Vicksburg, Miss. Henry of Cincinnati. Mr. Edgar, overseer, of Washington Co., Miss. Dr. Blinnville, of Pointe Coupee. John S. Elliott, clerk of Marsh & Ranlett. James Woods, brass graven. Mr. Champ, of Memphis. James Athiasse, late of the same place. June, Louisiana. Wm. Green, merchant of the same place. street. King, clerk in the house of the same place. street. Only those whose names can

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

does not include one-third of those who were killed, whose names will never be known, and many of whose bodies will never be found.

The following is a list of those who are wounded, many of whom will never recover.—  
Mr. Borrell, of the firm of Morrell & Gile, Paydros street, was badly fractured and injured internally. Garrison Rea, clerk of Messrs. Greenwald & Co., both legs badly broken. Isaac Hart, No. 16 Camp street, badly hurt. Captain Hopkins, of the Storm, slightly wounded, and thrown off into the water. The barber had blown off Elijah Cannon, brother of Dr. Cannon (not seriously).

WOUNDED, IN THE CHARITY HOSPITAL.

Henry W. Bermigan, Kentucky, aged 45. Daniel Eckerle, Rhine, Bavaria, aged 47. Henry Livingston, Isaac Garrison, Hugh Weber, Henry, a slave, Scamond Fox, Kentucky, Wm. Welch, Killbuck county, Ireland, aged 22. Clinton Smith, Warren county, Ky., aged 26. Wiley Mulley, slave of Messrs. Murray, Georgia, and her two children. John Evans, North Wales, England, aged 38. William Burke, Tipperary, aged 20. John Laws, Charles, a small negro boy belonging to Captain Cannon. William Tucker, Henry Tucker, Missouri, opposite Chester, Ill.; James Matthews, Juan Montrose, Wm. Nee, Sandy, slave of F. Adams; Sam, slave of Captain Cannon; James Welch, Corb. Ireland, aged 30. James Flynn, Tipperary, Ireland, aged 23. John A. Baber, constable and farmer, St. Louis, 35 years of age. Wm. Wey, grocery dealer, N. Y., 27 years of age. Daniel Kenny, 19 years of age, a laborer, county Lond., Ireland. George Zimmlman, a German, Rihre, Bavaria, 30 years of age, came from Havre 2 years ago. John Lynch, a laborer, about 25 years of age, a native of Tyrone county, Ireland, came from New York a year ago. Joseph Wilmer, farmer, Crawford county, Indiana, about 36 years of age. Edward McCarthy, laborer, a native of Roscommon, Ireland, aged 40 years; had his right leg amputated. Thomas Simmers, 27 years of age, native of Dublin. Isaac Miller, school teacher, Montgomery county, Ala., 30 years of age, came last from Ohio. Hermann Siebolt, farmer, native of the Grand Duchy of Baden, 19 years of age, came from Ohio 2 years ago. Cornelius McCann, native of Donegal, Ireland, sailor, 25 years of age. John O'Leary, Kerry, Ireland, 32 years of age; had left leg amputated above the knee. Daniel McCarthy, John Montgomery, Mrs. Gallagher, Texas, 25 years of age. Arthur, a slave, belonging to Mr. Morganweather, Kentucky.

WOUNDED, IN STONE'S HOSPITAL.

Frederick A. Wood, arm amputated yesterday—doing well. Charles of Kentucky. Thomas Harrison. J. Grison, badly scalded.

CIRCUS STREET HOSPITAL.

Wm. Harrison was scalded, and had his shoulder dislocated. Negro man, compound fracture of the knee. There were many of the wounded who have been taken to private houses, where we could not obtain names. One of these was Mr. N. Q. Ellis, wounded on the levee—a compositor. Thomas Cole, both legs amputated yesterday.  
This list is of course very incomplete, and yet truly is it formidable enough. We think it would not be extravagant to estimate the killed and those who will die of their wounds, from the explosion, at 150, and the wounded at one hundred more, making a total of 250 persons, killed and injured by one steamboat explosion.

NEW YORK HERALD.

Northwest corner of Fulton and Nassau sts.

JAMES GORDON BENNETT, PROPRIETOR.

JANUARY 21, 1849.

BATON ROUGE, Dec. 27, 1848.

Travel through the Country—Trip to Baton Rouge—The Scenes and Perils of a Journey, &c. &c.

When I set out on my trip hitherward, I anticipated much matter of comment on my travels, both from its novelty and from the variety of the scenes and people with which I should be brought in contact. These anticipations have been poorly realized. The truth is, the annoyances and discomforts of the river route to New Orleans, in December, are so manifold as to put all idea of enjoyment to flight. It likewise so happened that from Cumberland to New Orleans we did not see the sun three times.

My impressions of the journey and the river I can therefore give in very few words. In a former letter, I attempted to give some faint notion of the passage across the mountains. At Pittsburgh one gets into a very indifferent boat, bound for Cincinnati, where he arrives in about three days. At the latter place he takes a boat for Louisville, where he arrives in about twenty-four hours. Here you pick out a boat advertised to start for New Orleans that evening. You go on board in a hurry, naturally expecting to start at the hour specified; but those of your fellow-travellers accustomed to the thing, knowing better, take it easy. You are very fortunate if you get off in three days. Our party, after waiting a reasonable time after the three days' grace, at length grew impatient, and made inquiry of the captain as to when he expected to start. He was sorry to inform us that the "Doctor" was broken, and that it would be impossible to start for three days. Of course we did not wait for the recovery of the "Doctor," but went on board the first boat that offered; which, by the way, did not start until the next day.

And here, I must say, that with the exception of two very good hotels, I know nothing else good about Louisville. The mails must be in a queer condition between there and New York, for the agent of the Herald informed me that, notwithstanding many were exceedingly anxious to take the paper, yet it is wholly impossible to get it with any degree of regularity. The telegraph appeared

to be almost in as bad a condition as the mails. You get on board the steamboat at a place called Portland, three miles below Louisville, where the precipitous nature of the levee, and the magnitude of the ruts, would certainly acquit the driver (it is impassable on foot) of breaking one's neck, and would as certainly convict the authorities of the said little town of Portland. But, fortunately, the mud is of such depth, quality, and consistency, being as adhesive as birdlime, and the carriage wheels sinking down to the axle, that an upset is very rare; so that Portland has, after all, some natural advantages to boast of.

From Louisville, until you float down into the Mississippi at Cairo, there is nothing of interest, and all of Cairo that you see, is a wharf-boat, a very muddy bank, and a few dingy houses. But the arrival at Cairo is an event, nevertheless, for here, as I said, you exchange the muddy stream of the Ohio, for the more muddy stream of the Mississippi. The scenery of either river has not much of interest for the traveller in midwinter. A dreary and monotonous succession of leafless trees on either hand; no green lane leading down to the verge of the water, and revealing the quiet hamlet or the pointed spire beyond; no mountains in the distance break the eternal sameness and relieve the eye; the flat river, and the flat banks, and the bare trees, and the grey sky are the only objects the eye rests upon, day after day. But still the Mississippi is a mighty river, and one has some idea of its vastness when, after travelling days and days, one grows weary and longs to arrive at his destination.

One feature of river travel, which will strike a New Yorker, is the entire absence of wharves in the larger cities—such as Pittsburgh, Cincinnati, Louisville, and New Orleans—their place is supplied by levees, and in the smaller places, such as Baton Rouge, by wharf-boats. Now, for the benefit of those who have never travelled on the Mississippi, I will explain that wharf-boats are old steam-boats unfit for service, from which the machinery and paddles have been removed, and which are laid close to the shore; thus serving as a kind of floating wharf. Levees are inclined planes, sloping from the street to the river, rendered necessary, it is said, by the rising and falling of the Mississippi and Ohio. The best I have seen is at Pittsburgh.

Boating on the Mississippi, to an imaginative biped, is calculated to be aught but suggestive of pleasant fancies. When such a one lies down at night, (if that can be called lying down which is creeping up to a bed, almost as hard as that of Procrustes, for unless the unhappy occupant be of sesquipedalian dimensions, he must "double up," and then his knees touch the ceiling,) one is apt to dream, either asleep or awake, of being thrust up through the hurricane deck by a sawyer, or impaled by a snag. Occasionally, also one passes the wreck of some boat run into and sunk, or blown up, with the loss of some thirty or forty persons. I remember one morning passing a steamboat, the side of which had been, the night before, feloniously and burglariously entered by a snag, which said snag did actually, without ceremony or scruple, penetrate into the state-rooms of some of the ladies, and tumble the fair occupants pell-mell on the floor. A rather awkward theme of reflection, when creeping up to one's uneasy perch at night. Snags or sawyers, however, are not to be dreaded going down. Lying in a direction with the current, they are dangerous only to boats ascending the river.

From Natchez to New Orleans one sees on either bank sugar plantations, more or less extensive, with their clusters of negro huts; the smoke rolling from the chimneys of the sugar-house, showing that the process of grinding is going on within. The grinding season commences in October, and generally continues till January. During this season the life of the negro is indeed wretched. The labor is much heavier than on the cotton plantation, and, as a matter of course, the life of the slave is much shorter. At present the value of sugar is depreciated, and the profits of those plantations are, in consequence, curtailed. Heretofore, those profits have been enormous. With good crops, an income of forty and fifty thousand dollars a year was not uncommonly realized by the rich planter; and thus enormous fortunes were amassed. But times are changed.

On those plantations, or near them, one will often see the orange tree,—its glossy foliage studded with golden fruit; the live oak, with its immortal green; and the stately magnolia, towering in symmetrical beauty. The overseer's house is generally near the negro huts, and the mansion of the proprietor at the other end of the plantation. The nearer you approach to New Orleans, the more numerous become the plantations. The thick growth of cotton wood and willow disappears from the edge of the river, and the evidences of habitation grow more and more frequent. Boats pass and re-pass at every turn. Apropos of boats:—There cannot be conceived anything more unlike the noble steamboats of the Sound and the North River, than those of the Ohio and the Mississippi. In shape they resemble exaggerated bumble-bees more than anything else I can think of. I cannot attempt a description of them; but just imagine a Jersey City ferry boat, loaded down until the deck is level with the water, with a sort of platform rais-

ed on the deck on wooden props, and then set above, another platform, both runs of which the whole length of the upper deck, and have some idea of a rickety structure. On the lower platform are the state rooms, dining room, &c., and on the upper, the captain's cabin. The apartments here are very few of the boats in which any degree of comfort is attainable. They are built for the purpose of making money; generally of very slender materials, and scarcely ever last longer than eight years. Such are the floating palaces of the Western waters.

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

## A Card.

Messrs. Editors:—An article appeared in your Daily of the 30th signed "Many Citizens of Hamilton and Hancock County," from which it appeared that they were anxious to know what had become of the steam Ferry Boat Salena, and why they have been left these many days without any chance of crossing the river, although it was clear of ice, and there was no obstruction to navigation between Hamilton and this place.

In reply to these anxious enquiries the undersigned desire to state some facts.—In the first place, all old settlers know that the river now is, and for some time past has been lower than for many previous years, and it is well known that the river has not been clear of ice for any one day for three weeks past, and, as every one who has noticed, must have seen, it has been impossible for the last three weeks to make a landing on the Illinois side, on account of the ice, till within a very few days.

A few words will explain where the Ferry Boat has been. Some four weeks since we took on a lot of teams on this side, and attempted to land them at our usual landing; but being prevented by ice, we ran down to Warsaw, where we found the same obstacle. We then put back to Nassau Slough, where we put off the teams, and laid up, as we supposed, for the winter. In a few days, however, the weather moderating, we re-commenced running, and were able to cross for several days by landing below Keokuk, and by taking off wagons by hand on staging extended by us far into the water on both sides of the river.

Another change of the weather compelled us to lay up again, and as Mr. Hine's lighters filled up Nassau Slough, we started for Fox Island Slough, where the boat had barely arrived when the weather again moderated, and the boat returned, being absent some forty hours. We then continued ferrying below Keokuk till Sunday, Dec. 17th, when the weather again compelled us to lay up, the boat going down to Fox Island, and the crew being dismissed.

On Christmas we went down to the boat in a skiff—some 15 miles below here—cut the ice from around the boat, and went to Quincy, where we took on a load of goods for our fellow-townsmen, and returned to Keokuk, intending to re-commence ferrying. But the weather growing cold, ice making fast, and no teams to cross, we again started the boat for a harbor, with

instructions to B. F. Clark, our Engineer, to return with said boat if the weather should moderate in a day or so. The boat was taken into Fox Island Slough, where it remained over night, and the next day went to Quincy, took on a load of goods for this place, and returned here on Sunday evening, Dec. 31st, at 8 o'clock. On Monday last we went to ferrying, took the sum of one dollar and five cents for two trips, the expense of the two trips having been about \$8.00.

In conclusion, we are grieved that we can not always accommodate the "many citizens" over the river. We assure them it is not our fault that the river is so low and that ice will run. We can't help that. If we could, we would.

The Boat is now running and will continue to run, as long as she can.

We will add that there is a large number of skiffs plying hourly for the accommodation of "Hamilton and Hancock Co."

JOHN McCUNE,  
J. H. TAYLOR.

Keokuk, Jan. 2. '54.

## The Valley Whig.

Explosion of the Steamer Pennsylvania—200 Lives Lost.

June 21, 1858 St. Louis, June 14.

A dispatch from Memphis this p. m. says the steamer Pennsylvania blew up to-day, near Helena, and 200 lives were lost and missing—boat and cargo total loss—Captain saved.

MEMPHIS, June 14.

The steamer Pennsylvania exploded her boilers Sunday morning at 6 o'clock, near Ship Island, 7 miles below this place, and burned to the water's edge. About 350 passengers were on board. It is believed 100 were killed.

The Dias and Imperial took all the passengers they could find in the water on shore. Lost—Father Delcrosse, Mrs. Watt and daughter, Foster Hanst, N. and J. Batechen and Dennis, Coroner of New Orleans.

Saved—Mrs. Farney, of French Opera, Sisters Caroline and Mary Ellen of New Orleans Convent, and C. McCarthy of New Orleans.

Injured—John Bloofield, J. Campbell, Frank Jones, A. Bathe, John Manny, Francis Pratt, N. O., J. Rauch and L. Vela of French Opera.

Captain, 2d and 3d clerks and chief engineer saved.

Boat owned at Pittsburg.

LATER.

Lost—As far as known; Joseph Pelan, Texas; Mrs. Watt and daughter, Mrs. Fulton, St. Louis; Gleason, N. Y.; H. B. Nichols, Texas; Mr. Sackey, Lighter, John Sinkborn, James Bowles, James Burns, Mr. Woodford, all of Louisville; Louis J. Black, C. Generas, and an English gentleman from Cuba, has a sister near Burlington.

Injured—Henry Clement, St. Louis.

The following are scalded—Wm. Willis, N. J.; Matt. Kelly, St. Louis; Samnel Marks, Pachas, Stone, Louisville; Daniel Jefer of Keokuk; Sam. Woods, 2d clerk.

The following are slightly scalded—Andrew Lindsay, Cincinnati; Wm. Woods, Geo. Boulter, Isaac Westor, Stark Co.; Robert Brotherton, Columbus, O.; Jas. McCormick,

Capt. R. Bakus, New York; Charles Aspens, &c.

Officers of the Pennsylvania—Capt. Klinefelter, uninjured, S. A. Woods, 2d clerk, slightly injured.

Henry Clements, 3d clerk, severely scalded; Jas. Doonise, chief engineer, escaped; Francis Doonise, 2d engineer, dead; A. Martin, 1st Mate, dangerously injured; 2d Mate, unknown, badly scalded; A. Jackson, slightly scalded; Pilot, Brown, missing; Henry Eler, saved; both of St. Louis.

The boat was on its way from New Orleans to St. Louis, and was owned by Captain Klinefelter and S. J. Black & Co. 5/24/1858

## NEW-YORK DAILY

TRIBUNE, MARCH 3, 1863.

FROM CAIRO AND BELOW.

Attempt to Capture the Belle Memphis by Guerrillas—A Plan to Obstruct the Navigation by Transports—High Water—A Colored Regiment at Memphis.

From Our Special Correspondent.

CAIRO, Feb. 27, 1863.

Our latest news from below is the attempted capture of the steamer Belle Memphis, the regular boat running between this point and St. Louis and Memphis. A party of a dozen guerrillas attempted to execute the following plan: One of their number, easily finding his way within our lines to Memphis, took passage on the steamer for Cairo, to be landed at a certain point about thirty miles from Memphis; and accordingly he was landed, when his party jumped aboard, and there being among them a pilot and engineers, they at once took command of the vessel. But they had a job on hand too large for them to carry out. There were about 250 passengers aboard, and a fight broke out at once, which resulted in the passengers shooting two so that they died, when the rest escaped. One of the two killed lived three or four hours, and he stated that it was their intention to take the boat up the river where several of their number were waiting for them, when they would take out what they wanted from the boat and then set her on fire.

Meanwhile, various parties attack and sink coal and other barges; in short, the river is lined with them, and they are now to be their intention to continue these operations, and make the navigation of the river for peaceful commercial vessels impossible. There is a very good way to meet these fellows—there is only one way—which is to hang all we capture, and to send sufficient forces ashore, either to capture them all or drive them from the river. There is no enemy so easily managed as one broken into parties of robbers.

We still have wet weather. There has been but one fair day this month. All the upper rivers are full; the Mississippi again is rising, and it is certain operations at Vicksburg are likely at any time to be interrupted, if not suspended, by high water.

Gen. Grant still vigorously prosecutes the plan of entering interior passages by passage cut through the levees, and an immense number of blacks are employed.

It is understood that a colored regiment is organizing at Memphis. From all that I hear, I do not learn that the soldiers are making objections, nor that the people anywhere will much oppose the measure. The public mind seems to come to the conclusion that the Conscription Law is framed for the purpose of having them choose whether they themselves shall be forced into the army or whether their pieces shall be occupied by the blacks. For this reason they say very little, and Copperheads are extremely guarded on the subject. A state of feeling is very noticeable among the peace men, and this is characterized by timidity and uncertainty. They evidently fear that the Administration will follow the example of the Rebel Government, and drive everything before it. They know it has the power—they are expecting it will be exercised; and my opinion is that rather than have this result, they will make very little objection to negro regiments.

The sentiment of the soldiers is illustrated by the following incident: On Monday I heard a finely-dressed gentleman making some general remarks about negroes being in the State, which showed him to be a Copperhead, when a private soldier boldly came up to him and called him a traitor, told him that he thought much more of negroes than he did of him; that he and all such men ought to be hung, and he would not hesitate to help to do it. This was at a railroad station, in a large crowd. The fine gentleman at once became quiet.

The health of the troops at Vicksburg is improving. At Jackson and other interior towns they are in the finest health and condition. N. O. M.



# THE GATE CITY.

KEOKUK:

1863

WEDNESDAY, FEBRUARY 18.

## New Ferry Boat—The Mill Boy Takes Us A-riding.

We were so inexpressibly happy at learning the arrival of the new ferry boat on Thursday, that we rushed incontinently down the hill at the sound of the whistle, jumped aboard, inquired for the Captain, and pitched into him to know where he and the boat came from, where they were going, and what they were going to do when they got there. Also how many and who were in the Company, whether the concern (that is the boat) was paid for, and if they had an unquestionable legal right to land on either or both sides or only in the middle. Several other pertinent questions were put to the Captain—alias Captain Austin, who looked semi-doubtful if we were not meddling with things none of our business—but immediately remembering it to be his duty as Captain of a steamboat to be polite, he blandly hinted our name and the reason of his indebtedness to us for a call. Upon learning we were connected with the GATE CITY, we were thereafter lacking nothing, and our impertinence was construed to be only a proper interest in public matters. He invited us to go across

# THE GATE CITY.

KEOKUK, IOWA:

TUESDAY MORNING, MARCH 22, 1870.

The City Council at its meeting on Saturday evening, granted the Keokuk Packet Company permission to build a depot at the foot of Johnson street, fifty by eighty feet, and authorized the Mayor to contract for one hundred and fifty feet of levee at the same place.

## The Daily Gate City.

THURSDAY MORNING, AUGUST 11, 1870.

**STEAMBOAT RACE.**—A race between two boats of the same line is rather a rare occurrence. There was an instance of this kind on Monday, however, the contestants being the Tom Jasper and the Rob Roy of the Keokuk Packet Line. The following account of the affair is from the *Quincy Herald*:

The Tom Jasper having beaten the Andy Johnson in the late race to St. Louis, the Rob Roy it seems was not willing to permit her to wear the honors without a struggle. By an accident to the machinery of the Andy Johnson on Saturday, an opportunity presented itself yesterday for a contest between

the ambitious steamers, which were readily seized upon. The Rob Roy was sent out of Keokuk early yesterday morning on the Andy's trip, and was closely followed by the Jasper. They came down the river flying, well prepared for a lively run to St. Louis. At La Grange the Jasper was close in the rear of the favorite of the Keokuk line. The latter did not tarry at the landing, but pushed out on the lead to this city, leaving, it is reported, three hundred barrels of flour on the levee, which the Jasper picked up. The Rob Roy arrived here at 10:30 and waited until the arrival of her competitor, and shortly before 12 o'clock both boats backed out from the landing and headed down stream, taking a fair start. The Jasper was unfortunate in being crowded by the Rob, and was compelled, in order to keep in the channel, to fall in the rear, a disadvantage which, with the present low water, is hard to overcome. The two racers did their best from the start and went flying round the turn, the Jasper closely hugging her rival. They were watched by a large crowd of interested spectators until they disappeared from sight, and the usual speculation was indulged in relative to their respective capacity for speed. Opinion was pretty well divided, and as it was evident that the steamers would do their utmost to St. Louis, several small bets were made upon the result.

By dispatch we learn that the Rob arrived at Hannibal about one mile ahead, and led in leaving that place, though by what distance we did not learn. A dispatch from Clarksville between seven and eight o'clock last evening stated that the Rob passed that place five minutes ahead, both boats racing at the top of their speed.

## The Daily Gate City.

FRIDAY MORNING, OCTOBER 18, 1871.

### OBSTRUCTING NAVIGATION OF THE MISSISSIPPI.

Opinion by Hon. James M. Love, Judge of the U. S. District Court of Iowa.

THE NORTHWESTERN UNION  
PACKET COMPANY  
vs.  
SAMUEL ATLEE.

In the U. S. Dist.  
Court, Dist. of  
Iowa.

This is a proceeding in admiralty, claiming damages resulting from a collision of the libellant's boat, navigating the Mississippi river, with a pier placed in the river by the respondent. There is in this case a great mass of conflicting testimony, taken to establish certain facts which counsel seem to have considered necessary to their respective views of the questions involved. I deem it unnecessary to go into this conflicting testimony or to state the disputed facts. There are, in the case, facts not disputed or fully proved, quite sufficient to warrant the judgment which, with my view of the law, I feel called upon to pronounce. These facts I shall proceed to state.

The respondent owned a tract of land upon the banks of the Mississippi river, near the town of Ft. Madison, Lee county, Iowa. He had upon this tract of land extensive mills for the purpose of sawing logs which he had long been in the practice of rafting and mooring to the shore opposite his land and mill.

These log rafts had generally, during the most of the boating seasons for many years before the collision in question, extended into the river beyond the pier with which the boat collided. The respondent found his logs and rafts quite insecure. The waves created by passing boats and other casualties broke them up and floated them off. He, therefore, in the winter of 1870 and

1871, erected in the river two piers, to which he attached a boom for the protection of his rafts. Whether these piers were in the channel or not is a disputed fact, which with my view of the law of the case I deem it unnecessary to determine. The proof is satisfactory that there was a wide expanse of deep, navigable water beyond the piers; that the stress of the current was beyond that point; and that the usual and ordinary track of boats had been some distance east of the log rafts and of the piers. The respondent kept no lights on the piers at night until after the collision. The collision occurred early in the spring. The colliding boat was descending the river. The night was dark and the piers could not be seen. The pilot did not know the existence of the piers. He was an experienced and skillful pilot, but he had not been in that navigation for a year prior to the collision. He did not keep to the middle of the channel, but ran his boat toward the point where the pier stood. The boat had a barge in tow which struck the pier. The barge was crushed in by the collision and sank in a few moments in deep water with her cargo. It is also in evidence that after the collision the respondent placed lights upon his piers, and that no accident afterwards occurred. It is further sufficiently shown that the water was, at the point where the piers stood, deep enough for the free and safe passage of the boat. It was, in fact, a season of high water in the river, so that boats could safely pass almost anywhere unless impeded by artificial obstructions.

The case thus presented to the Court involves the interesting question of riparian rights upon our great rivers. What are the rights of riparian owners upon the navigable rivers of this country? What is their extent? How far may the riparian owner encroach, if at all, upon the water way in front of him and where must he stop?

The libellant contends that the riparian rights of the owner of land are co-extensive only with his title; that as his title extends to only high water mark he cannot, without license from some competent authority in the State, make any erection whatever beyond that line of ownership; that whenever he oversteps that line he becomes as it were a trespasser; that the public have the right of navigation in every part of a navigable river, and that any erection whatever in any part of the same without public authority is *pro tanto* an obstruction to navigation, unlawful and therefore a nuisance.

There is much plausibility in this view of the law and it certainly finds support in many adjudicated cases in the State Courts and in the text of some elementary writers. It seems at first glance anomalous that the owner of land should be authorized by common right to put structures upon ground to which he has no title; and it is very difficult for the legal mind to become reconciled to the claim of such a right. Nevertheless it is clear that certain riparian rights which this Court is bound, under the decision of the Supreme Court of the United States, to recognize do exist beyond not only the line of high water but even beyond low water mark. Navigation itself would be futile if the strict doctrine urged by the libellant were received as law.

Wharves, levees, docks, quays, landing places, shipyards and numberless other structures in aid of commerce along the shore, extending even beyond low water mark, are indispensable to successful and useful navigation. The Supreme Court has relieved us from the necessity of considering the general question of right raised by the libellant. We have no occasion to discuss the libellant's position that the riparian

owner may not pass the line of his ownership. The Supreme Court has settled that question against him. The doctrine of that court is that the riparian owner may for the purpose of commerce and navigation extend his structures not only to low water mark but through shoal water until he reaches the line of navigability. See Dutton vs. Strong, 18 Black; Yates vs. Milwaukee: 10 Wallace.

The dictum of the court seems to be that he may not pass that line. I say the dictum of the court because there was nothing in the cases decided requiring the court to decide that the riparian owner may not in cases of necessity extend his structures beyond the line of so-called navigability. In none of the cases decided in that court had the structures complained of been in fact extended beyond the line of navigable water. Hence it was sufficient for the court in those cases to decide that the structures were lawful as far as they had gone. When a case shall arise in which the riparian owner shall have extended his erections beyond the so-called line of navigability, the direct question will be presented as to whether the structures in question must be limited to the strict line of navigable water or not. It is evident that we must seek some rule or principle by which the conflicting claims of persons navigating the river and riparian owners may be determined and if possible reconciled. There are great interests, public and private, connected with the commerce of the shore. There are vast interests, public and private, appertaining to the navigation of the river. The law would fain reconcile these interests. Some principle must be adopted by which both of the interests in question may be promoted and neither materially impaired.

The line of navigability is an arbitrary line. It may or may not be absolutely necessary to pass that line with wharves, levees, and other structures required by commerce and navigation. Water sufficient to float vessels of one class is quite inadequate to those of another. Now if structures absolutely useful to the purpose of commerce and navigation must necessarily stop at the arbitrary line of navigable water, how are vessels of the largest class to be provided for? How are vessels which draw twice or thrice the water required by vessels of smaller burthen to be brought up to levees, wharves and landings extending only to the strict line of navigability and no further. Take for illustration the case of ship yards which are indispensable to the purposes of navigation and commerce. If the ship builder must limit his structures to the strict line of navigable water, how is he to get great vessels that only in very deep water on his stocks are such vessels with their immense masts to reach wharves, landings, quays, docks, etc., extending only to the line of navigable water?

Why is it that a riparian owner may pass the line of his ownership and build at all upon ground that he does not own? Simply for the reason that the necessities of commerce and navigation require it. It would seem, then, that the law ought to recognize some principle adequate to those necessities. The law would be illogical if it allowed a riparian owner to build in front of him beyond his own line upon the principle of serving the ends of commerce and navigation and yet arrested his structures at a point falling far short of the demands and necessities of those great interests. The principle once recognized upon grounds of public policy rather than strict proprietary right, ought to be made co-extensive with needs and requirements of that policy.

None but riparian proprietors could provide for the wants of commerce and navigation in this regard. If the Legislature should authorize any other than riparian owner to build the needful structures between high water mark and the line of navigability, the person so licensed would still be wanting in adjacent land which he could not occupy without the consent of the riparian owner. Hence from the necessities of the case and in order to provide indispensable facilities for commerce and navigation, the law recognizes the right of the riparian owner to build and improve in front of him to the extent required by those great interests.

Now if it be true that the necessities of navigation and commerce demand that the riparian owner should be allowed to put his structures into the river beyond the mere line of navigability, why should not the law favor his right to do so, provided always, that he should not materially obstruct the navigation? If the riparian owner should, without material injury to the navigation, by advancing his structures into deep water beyond the mere line of navigability greatly facilitate commerce and provide needful means of lading and unlading the largest vessels, I can see no good reason why the law should arrest his beneficial work by a mere arbitrary line.

[CONCLUDED TO-MORROW.]

### DAILY GATE CITY.

FRIDAY MORNING, SEPTEMBER 26, 1874

#### THE MISSISSIPPI RIVER AS A CHANNEL OF COMMERCE.

The importance to the people of the entire country, and especially to the people of the Northwest and Southwest, of the commerce of the Mississippi river, present and prospective, cannot be overestimated. The improvement of this magnificent channel of commerce is a matter of prime necessity. As one of the most effective means of solving the transportation problem it does not receive the attention which it deserves.

In considering our vast railroad system and its immense capacity for transportation we are apt to forget that a water channel more than two thousand miles long and capable of carrying the commerce of a continent reaches from our very doors to the Atlantic seaboard. If it were not for the obstructions at the mouth, there can be no doubt but that a great part of our grain and other produce would reach an European market by the Mississippi route. That transportation by this route would be much cheaper than by rail is certain. A few facts will make this plain. Hon. E. O. Stannard, of St. Louis, in a speech delivered in Congress in February last, made a comparison between the rates then prevailing by rail and by river. He had obtained his figures by telegraphing to steamboat and railroad agents. We give the result in his own words:

From St. Paul to New York, according to these dispatches, the rate by rail is 50 cents per bushel; from St. Paul to New York, by river and ocean, it is 33 cents—a saving of 17 cents from St. Paul to New York by way of New Orleans.

From Davenport to New York by rail the charge is 36 cents; by river and ocean 30 cents—a saving of 6 cents on water transportation by way of New Orleans.

From St. Paul to Liverpool the rate by

rail and ocean, according to these telegrams, is 71 cents; and by river and ocean, 48 cents—showing a saving of 23 cents by way of New Orleans.

From Davenport to Liverpool, by way of New York, the rate is 56 cents by rail and ocean; from Davenport to Liverpool, by way of New Orleans, the charge is 45 cents—a saving of 11 cents by the river.

From St. Louis to New York the rate by rail, at the date of these dispatches was 36 cents a bushel, by river 22 cents—a saving of 14 cents a bushel by river.

From St. Louis to Liverpool the rate by rail and ocean, according to these dispatches is 56 cents per bushel, by river 36 cents—a saving of 20 cents per bushel by way of the river.

Taking the whole average of these figures, from various shipping points from St. Paul to St. Louis, they show a saving in shipping to New York by the way of New Orleans of 12 cents per bushel; and shipping to Liverpool by the way of New Orleans, from shipping points on the Mississippi River, there is shown an average saving of 10 cents per bushel. And these figures show, counting the production per acre of ground at fifty bushels of corn, a saving of six dollars per acre, and on shipments to Liverpool on the average production of fifty bushels to the acre, eight and a half or nine dollars.

These are exceedingly important figures and ought to interest the people in this part of the country. They demonstrate that there is but one thing to keep the tide of commerce from turning down the river and that is the obstructions at its mouth. And whenever the tide of commerce does turn to the river route prosperity and wealth will return to the river cities and the country adjacent thereto. If the mouth of the Mississippi had been in New York or New England, it would have been opened for the passage of our shipping long since, but it is in the South, and until recently the South and West have been comparatively powerless in Congress. By the apportionment of representatives under the census of 1870, the Mississippi valley came virtually into power, and the action of the House last winter shows that for the first time in our history the claims of this region received due consideration. Under the leadership of Hon. Geo. W. McCrary, a bill for the construction of the Fort St. Philip canal was passed through the House by a large majority and is now pending in the Senate. The great influence of our Representative was clearly shown in the passage of this important bill. He was obliged to report it from a minority of his own committee, and to make the fight on the floor under many disadvantages, but his success was so signal and complete as to surprise his most sanguine friends. We beg our readers to remember that this measure is of vital interest to them—that it will do more to develop and advance the material prosperity of this State than any other single measure now pending or proposed, and that Mr. McCrary is recognized throughout the country as its champion. If our people, irrespective of party, do not sustain him on such a record as this, there will be little encouragement for any representative hereafter to labor honestly and faithfully for the interests of his constituents.

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

SATURDAY MORNING, APRIL 29, 1878

—Geo. Corwin, of this city, who is on his way to the Black Hills, mailed a letter from Ft. Reny, Dakots, on the Missouri river, stating that he was on the steamer Key West, and in three days would reach his journey's end. The steamer Benton was also following them with 500 men on board for the Black Hills. He says that they have seen several different men returning from the gold region who report very favorably, and hence all on board have fixed their expectations high.

## KEOKUK CONSTITUTION.

KEOKUK, MONDAY, OCTOBER 23, 1876

## In Powerful Bad Luck.

A fellow just from the Black Hills droye his outfit into the packet depot yesterday, and, in company with his "pard," tackled Charlie, and wanted to know what it cost to ship his wagon, truck, extra mules, etc., to St. Louis. Charlie announced that seventeen dollars and fifty cents would pay the bill.

"I've been to the Hills and had hard luck. Couldn't you take less?"

"These are the lowest figures," said Charlie.

"Stranger, we're in a powerful weak state of finances; couldn't you take ten dollars?"

"Can't do it."

"We've dug and starved and lived on boot heels. Will you take twelve dollars and give us deck passage free?"

"I can do no better than I have offered," replied the imperturbable Charlie.

The Black Hiller retired awhile and consulted his pard. Then he returned and said:

"See here, mister, me an' my pard want to git to Saint Lewey. We've been robbed and skelped by injuns, and only got \$13 left. Won't you take \$13, and call it square?"

And the hard-hearted Charlie only replied,

"No."

"That settles it, an' I s'pose me'n my pard'll have to set down here in Keokuk and starve?"

We saw him five minutes afterwards talking to Ed. Morehouse, and trying to get along for sixteen dollars and a quarter, and when Ed. refused, he reached down in his boot, pulled out a roll of twenty-dollar bills, and remarking that "it was like raisin' har to bust them twenties," he paid the bill, and loaded his goods on the Golden Eagle.

EOKUK, WEDNESDAY, MARCH 20,

1878

## River News. 1878

Capt. Oscar F. Shaw died in Ripley, Ohio, on Saturday morning. According to the Cincinnati Times, Capt. Shaw was about fifty-five years of age. He was an old Ohio River steamboatman, who will be remembered here by our old river men.

The Cincinnati Commercial cries out against the making of the Keokuk canal free by act of Congress, when toll is charged for crafts of all kinds which pass through the Ohio river canal. It says that "Mr. Davidson's bill needs looking after."

Lemonade and fruit will be dispensed from the bars of the boats of the K. N. L. P. Co. this season, instead of the other stimulants.

Yesterday's Quincy Whig says the Eagle has commenced running between Quincy and Keokuk.

The Wild Boy, well known in this trade, is reported by yesterday's St. Louis Times as "lying at the foot of Market street without tow."

The Clinton came up to-day, drawing nearly three feet, after she was lightened, but she passed the rapids, and was voted a "rapid boat."

The Clinton went over the rapids this morning. She left at 10 o'clock.

The Rob Roy is due to-night.

The Arkansas is due up to-night.

## THE GATE CITY:

FRIDAY MORNING, APRIL 25, 1879.

## Wedding at Alexandria.

The Plough Boy took a party of our citizens to Alexandria last evening to attend the wedding of Capt. S. M. Ball and Miss Belle Duncan. The nuptials were celebrated at the Methodist Church, where fully five hundred guests assembled to witness them, filling the edifice to overflowing. The ceremony was performed by Rev. Trimble in a very impressive manner. The bridesmaids were Miss Duncan, sister of the bride, Miss Lahew, Miss Hewitt and Miss Walthen, and the groomsmen Frank Hardin, Frank Hewitt, F. L. Elery and Geo. Neuse.

The bridal couple took passage on the Plough Boy on her return trip, arriving here at 9:25, and have rooms at the Hardin House. On the way up they were the recipients of a number of handsome presents. The wedding was generally pronounced the grandest affair in the history of Alexandria.

SUNDAY MORNING, APRIL 27, 1879.

## AQUATIC.

## Items of Interest Concerning the Boat Clubs and the Regatta.

## What is Being Done in Boating Circles in Keokuk and Elsewhere.

The Boat Club have had numerous requests to give another of their dancing parties this week, and have decided to do so on Thursday evening.

The South Siders were expecting the new oars for their boat Liberty last night. As soon as they arrive the boys will commence practicing regularly.

The Modoc club, of St. Louis, expect to be represented at the regatta by a junior and senior four oared crew, an eight oared barge crew, and a double scull crew.

Rob. C. Parrott has stamped himself an actor of genuine merit. Go on the stage, Bob, and offer yourself as a Mark to some Grey to shoot at with a blank cartridge, and the road to fortune is half trod.

Considerable practice training was taken by the Keokuk Club last week. The crew were out morning and evening every day except Friday. The hours to be at the Boat House are 6 a. m. and 6:30 p. m.

The Athletics, of Rock Island, will enter a four oared shell and a four oared gig at the Keokuk Regatta, and have twelve men practicing. The new shell ordered by the club will arrive in a short time. It will be the finest boat the manufacturers can make with the latest improvements and model.

On the first day of the Keokuk Regatta a walking match against time will take place. Mr. Jas. A. St. John, of St. Louis, will be the competitor against old *tempus fugit*. The match grew out of a bit of chaffing over the survey of the course between Mr. St. John and the president of the association. If Mr. St. John does not make the alleged mile—square heel and toe—inside of eight minutes, he will have the privilege of paying for the prize, which will be "sparkles" wrapped up in glass.—Burlington *Hawkeye*.

The Fair of the Burlington Boat Club last week was a great financial as well as social success. The novel feature of connecting the two cities by telephone proved to be a pleasing novelty, and quite a number of our citizens availed themselves of the opportunity thus afforded of communicating vocally with friends forty miles away. Prof. Harris had charge of the line and appurtenances in this city, at Mrs. McCune's, and delighted a select and appreciative audience on Friday evening with an exhibition of the bell portion of the great

The annual meeting of the Mississippi Valley Rowing Association will be held on the evening previous to the opening day of the annual regatta. Clubs desiring to join the association must make written application to the executive committee (who shall have power to act subject to ratification by the association) at least ten days previous to the annual convention accompanied by a membership fee of \$10, which will be returned in case the application is not accepted. All applications are voted upon at the annual convention of the association, and it requires the votes of two-thirds of the delegates present to ratify the previous action of the executive committee.

(Chicago Evening Journal.)  
It is hoped that the New Orleans Clubs will be represented at the Keokuk Regatta.

The Peoria Boat Club crews have gone into training for the Keokuk Regatta. The boys are said to have a look of stern determination in their eyes, which means "business."

Keokuk and Burlington will be connected by telephone during the fair, to be given by the Burlington Boating Association next week. The Burlington headquarters of the telephone will be in the main exposition hall. How the "taffy" will slide along that wire.

The tub races at the Chicago Natatorium, on the 23d inst., resulted in retention of the Farragut Club Medal by Mr. G. T. Muchmore, in the race with Captain Darlington, the said gentleman also winning the other prizes. Mr. W. V. Booth won the medal for club men who had never won a tub race.

The dates of the three principal regattas of the season are as follows: July 3 and 4, Northwestern Amateur Rowing Association, eleventh annual, at Toledo, O. July 9, 10 and 11, National Association of Amateur Oarsman, seventh annual, at Saratoga, N. Y. July 15, 16 and 17, Mississippi Valley Amateur Rowing Association, second annual, at Keokuk, Iowa.

## THE GATE CITY:

SUNDAY MORNING, MAY 11 1879.

### BOATING BRIEFS.

Active Preparations Being Made for the Forthcoming Regatta.

Items of Interest Concerning the Various Clubs Belonging to the Association.

The Rock Island club has twelve men in training for the Keokuk regatta.

The prospectus to be issued by the M. V. A. R. A. is ready for publication and may be expected this week.

Mr. Shelley, of the Peoria Boat Club, was in the city last week and went out with the Keokuk crews.

The South Siders have received notice from the builders that their new boat will be here on the 24th.

The South Siders are practicing every evening now, and are getting in some

regular work. They use the "Liberty" as a practice boat.

The Burlington Club have written to secure, near the canal, quarters for sixteen members of their different crews, and the Peoria Club for twenty.

The crew of the Mitchell boat Club are in frequent practice, and will be in good condition, if nothing prevents, for the Keokuk regatta.—*Milwaukee Telegraph.*

Oarsman desiring accommodations at Keokuk during the regatta will do well to address S. M. Graffen, chairman of the committee on securing quarters for visiting rowing men.

J. C. Osgood President of the Burlington Boating Association has been elected a delegate to represent the club at the annual meeting of the National Association of Amateur Oarsman.

The best diet for crews in training embraces roast beef, beefsteak, oatmeal, milk and bread. If persons are of bilious temperament, milk should be dispensed with.—*Chicago Saturday Evening Herald.*

Keokuk has a crew out for practice twice a day, the time for being at the boat house is 6:00 a. m. and 6:30 p. m. This kind of work looks like business, and within the next week every crew that intends to row in a race at Keokuk in July, will be in active training.—*Burlington Hawkeye.*

The Burlington Boat Club has appointed a committee to purchase a new four oared paper shell. It will be 17½ inches wide by 40 feet long. It will be equipped with the Donoghue oar, will have all the latest improvements, and will be completed in time so that the crew will be able to get considerable practice in it before the regatta in July.

Dixon, Ill., will hold a regatta July 4th and is sending special invitations to the clubs of the Northwest to take part. As it will occur just previous to the Keokuk regatta it will afford some opportunity to judge of the merits of the crews who will contest in the latter. A good number of entries are confidently expected.—*Chicago Saturday Evening Herald.*

On Tuesday the South Side boat club of Keokuk pulled their barge down to Warsaw for the purpose of pitting muscle against steam, on the return trip of the Plough Boy to Keokuk at 5 o'clock. How the contest resulted we are not aware. They are practicing for the Regatta in July, when they expect to fairly add to the honor of getting up the great boating contest, the choicest laurel of the occasion. May their hopes bud into realization.—*Warsaw Bulletin.*

The crew of the four-oared gig have been selected, and are out for practice daily. Although now known as only a practice crew, they will, without doubt, be the crew to pull the gig in the regatta at Keokuk, and with diligent and careful training, will make a good showing for the club but lots of hard work has got to be done and attention paid to be-

regular in habits. Our boys appreciate the necessity of this, especially those who attended the Peoria regatta last season. The following are the crew: Row, G. W. Rockhold; No. 3, S. B. Harrington (captain); No. 2, J. A. Gregg; stroke, Theodore Bischof; coxswain, Will Weber.—*Burlington Hawkeye.*

The Keokuk Club have done a wise and generous thing, reduced the initiation fee to ten dollars. The present members, numbering only twenty-five, by hard work and considerable risk, have succeeded in placing the club on a firm basis; have erected a boat house, purchased a barge and expect to house a four-oared gig the present month, the total cost of all of which amounts to over one thousand dollars, and, better still, is all paid for. Although each and every member now connected with the club has already paid double the amount row asked to become a member, yet as the times are hard and their desire is to make their chosen sport popular and within the reach of all, the club, at its last meeting, received with favor a proposal to lower the initiation fee to the price above named. No more pleasant, healthy or invigorating sport exists to-day, as its rapidly increasing popularity attests, and our young men should avail themselves of this golden opportunity.

## THE GATE CITY:

SUNDAY MORNING, MAY 11, 1879.

### THE RIVER.

The Natrona passed down yesterday and the Nellie Thomas up.

The Josephine, which passed up Friday night, left a large lot of iron here for the Comstock Stove Works.

The Alex. Kendall was due from below last night.

The Golden Eagle arrived yesterday and will leave for St. Louis this morning at 7.

The Minneapolis went to Fort Madison last night.

The Victory is due from above to-night.

The War Eagle comes up to-day and will leave for St. Louis in the morning at 7.

Friday evening's Quincy News says: "About midnight, as the Diamond Jo Line boat Josie was passing through the draw of the bridge, with four barges, the second mate, in attempting to cross from one barge to another, fell between the two barges and was swept away by the rapid current, and drowned before aid could be given him. His cries were heard, but being swept under the barges it is probable that he did not reach the surface after he went down."

STAGE OF WATER—The river is 3 feet 0 inches above low water mark of 1874. Stationary.

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

SATURDAY MORNING, JUNE 12.

—An exchange says that twenty years ago the steamer Arabian sunk in the Missouri river with 600 barrels of whisky on board. The current of the river went on changing and now the place where the steamer sunk is dry land, half a mile away from the river, and the forgotten wreck is buried forty feet deep in the sand. The other day, as the story goes, the man who owns the place put down a drive well, and the first liquor he found was whisky in one of the 600 buried barrels. For a while after he had tasted the vein his pipe had struck, land in that vicinity was held at \$475,000 an acre, but by and by some one remembered about the old wreck and the price fell. A trustworthy and constant vein of twenty-year old whisky on any Missouri farm has a tendency to rapidly increase the demand for land in that neighborhood.

1880

## THE DAILY GATE CITY.

March 12, 1885

A TRIP IN 1846.

The Fort Madison Republican is publishing a series of articles on the navigation of the Mississippi in the early days. It is probable that Capt. J. W. Campbell is the author. The trip of the Bridgewater in 1846, was the last. It is as follows:

On the 20th of September, 1846, the steamer, Bridgewater, one of the lightest draught boats then plying the river, left St. Louis for the head waters of the Mississippi. She was in command of Capt. Ned Gleim, the "Bean Brummell" of the river men at that time, but one of the jolliest fellows and among the best of the craft when getting down to business was the order of the day. Capt. J. W. Campbell was the pilot, Spencer Ball mate and Geo. Goble, engineer. The river was at a very low stage of water and when the Bridgewater arrived at Keokuk, in order to cross the rapids the officers of the boat were compelled to take off all the cabin except four state rooms in order to lighten her up sufficiently to cross the rapids, and even then it consumed one week to go from Keokuk to Montrose at the head of the rapids, the distance traveled in those 7 days being about twelve miles, and was then only accomplished by considerable sparing and an abundance of hard cussing, both by day and by night. Proceeding on up the river and arriving at Jugtown—now called Fairport—seven miles above Muscatine, the Chambers Bros., William and Anderson, were taken on with their "kits." They were going to the Black river country to log all winter. (These parties, the Chambers Bros., were afterwards for many years one of the largest lumber firms on the river; their mills and yards being situated at Muscatine.) Passing by the site of Blackhawk's village, near the mouth of Rock river and just below the present city of Rock Island, and Rock Island proper, in the river at the foot of the upper rapids, where Col. Davenport

white man and the terror and inveterate enemy of the Chippewas.

At the foot of Lake Pipin was Craft's trading post and just opposite on the other side was Gilbert's landing. This gentleman was the father of John and Dallam Gilbert, now citizens of Burlington, and members of the large lumber firm of Gilbert, Hodge & Co. Passing through Lake Pipin, the house of Bullard is noticed, the only one on the lake at that time, a veritable outpost of civilization, looking out upon the beautiful lake, while it ripples back in the sun light, smiles that are portentous of the near future when the pretty little city of Lake City shall adorn its shore. Arriving at Red Wing village we find Waucouta, another Sioux brave and chief, encamped with his "tepee" on an island in the river opposite his village. The crafty old fellow took this precaution, doubtless, to better guard his people against their treacherous foe, the Chippewas, as this was always his custom, like a watchman on the tower of Zion, he would be ever ready to give the alarm ("war whoop") when danger approached.

At the foot of Lake St. Croix was Lockwoods, the present site of Prescott, and on the upper side of Lake St. Croix was Point Douglass, two miles above on the Minnesota side was another Indian village, the present site of Hastings. From here on the Bridgewater was compelled to follow stakes driven into the bed of the river in the month of May previous by the steamer Cecelia, the channel being so low this precaution became necessary. A part of the boat's cargo was barreled apples that commenced rotting, and while passing an Indian village, the captain and bar keeper, to whom the apples belonged, conceived the idea of picking some of the barrels over and throwing the apples that were rotting to the Indians. It was done, and for miles the dusky warriors followed in the wake of the boat in their birch bark canoes picking up the apples.

Within seven miles of St. Paul was the Indian village known as Caposia, whose head chief was Little Crow. The same chief, who was the leader of the terrible massacre in Minnesota in '60 or '61. He was a little black indian with a Roman nose. Passing safely over the famous bar known as "Pig's Eye," the Bridgewater arrived at St. Paul. Here were but two houses, one occupied by a discharged soldier from Fort Snelling, named Jackson. The other by Lewis Roberts, who afterwards commanded the well known steamer that he called Greekie de Slave. Roberts was for years an indian trader and was raised by the father of Capt. J. W. Campbell, our fellow-citizen. Roberts at this place had a stone house and Jackson a log house. This was all there was at that time of the now splendid city of St. Paul, Minn.

The Bridgewater was nearly a month making the trip from St. Louis to St. Paul, being the first boat that had arrived in four months. After leaving St. Paul the Bridgewater passed up the river to the right of the island opposite Mendota and landed at Fort Snelling on the Mississippi side.

During the stay at Fort Snelling a circumstance occurred that will illustrate the genius of trade. The captain and barkeeper, named Harris, as before stated, owned the apples, not in copartnership, but in separate lots. The objective point of sale was to the soldiers at Fort Snelling. The barkeeper soon sold out, but the captain could not sell

a barrel while the barkeeper had any apples to sell. It afterwards leaked out that the barkeeper had put a jug of whisky in each barrel.

The Bridgewater on her return trip down the river landed at Potosi, where she took on a cargo of lead for St. Louis at sixty cents per hundred, shipped by McKenzie, Lewis, Augustine and Vance Brothers; the latter parties are living now near Cap au Gris. At Drury's landing some potatoes, onions and cabbage were shipped. This completed the down cargo for St. Louis; the Bridgewater arriving at that city on or about the first of November, 1846.

The Gate City  
OCTOBER 19, 1886.

## SUDDEN SUMMONS.

Death of Major R. E. Hill at His Home  
Near Alexandria.

Major R. E. Hill died on his farm two miles west of Alexandria shortly after 8 o'clock. He left the house for the purpose of going to the barn and soon afterwards the dead body was discovered lying on the ground by members of the household. Death was produced by an apoplectic stroke. During Major Hill's residence in Keokuk he was similarly attacked at his residence on Timea between Seventh and Eighth streets last winter, since which time his health has been in a precarious condition and his life in constant jeopardy, rendered so by the probability of a repetition of the attack, which came at last with fatal effect. Thursday Major Hill caught a cold while nutting in the woods but during the preceding few days had been in excellent spirits and felt well. Not desiring to surrender his citizenship in Keokuk he came to the city Saturday and was registered in the fourth precinct and it was his intention to have visited Keokuk yesterday. The news of his death was received in the city yesterday and many words of sympathy were expressed. Major Hill was 71 years of age, having been born in 1815 in Virginia. He removed to Kentucky and subsequently located in Clark county, Mo., about 40 years ago. For many years he was a steamboat captain on the Mississippi and held that position on one of the old Northern Line company's boat. He was also interested in steamboat property at various times and possessed a fund of interesting reminiscences which he related in an unvariable entertaining manner. He has resided off and on in Keokuk for the past ten years and was considered wealthy, owning large tracts of land in Clark county. He is survived by four children, Mrs. Williams, living in Nebraska; Mrs. Charles H. Mann, of Burlington; Mrs. James Jenkins, of Alexandria, and Grand Hill, who lives on the farm. There are nine sons and daughters dead. Grand Hill, of Alton, Ill., a prominent steamboatman, and V. F. Hill, of St. Francisville, Mo., are his brothers, and Mrs. Fuquay, of Han-

...bival, his sister. He was a generous and whole-souled man and widely known. The funeral will be held at 11 o'clock to-day, and the deceased will be buried with Masonic honors, of which order he was a member. Rev. Dr. Clelland will officiate and the interment will be in the Hill cemetery, near his home.

**THE WEEKLY GATE CITY.**

**FEBRUARY 16, 1888**

**A WESTERN PIONEER.**

Probably the Oldest Living Settler in the Northwest—Mississippi River Towns Sixty Years Ago.

A correspondent of a Chicago paper has written an interesting article concerning the life of Capt. D. H. Smith Harris, of Galena, Ills. There are many facts of a decidedly interesting nature in the article. Capt. Harris left Cincinnati, Ohio, with his father, April 20, 1823, on board the keelboat Colonel Burnford, loaded with about eighty tons of stores, mining utensils, etc., for the lead mines of La Fevre, now Galena, and after a most hazardous and laborious passage, the entire distance being made in the Burnford, they made Galena on the 20th of June of the same year.

In describing his trip up the Mississippi after leaving the mouth of the Ohio, Captain Harris stated that at the place where Cairo now stands there was but one building, a sort of a storehouse for the benefit of keelboat navigators. At Alton and Clarksville were small settlements, and at Hannibal there was but one log cabin and a small blacksmith shop, kept by John S. Miller, who emigrated to Galena the same year (1823), and left the place without a settler. At what is now Quincy there was but one log cabin, built and occupied by Woods, who afterwards became lieutenant governor and acting governor of the state of Illinois. This intrepid pioneer was "batching it" alone by himself and was engaged in clearing up a small place for farming purposes. At Warsaw, originally Fort Edwards, there was not a single family of settlers, and the same is true of what is now Rock Island, then Fort Armstrong. At both these places the government had garrisons of soldiers who entertained the Harris voyagers hospitality on their way up the river. The latter, in return for the cordial welcome extended them, presented the officers with a quantity of choice old whisky, and as the Captain states, "all hands got very mellow" before they parted. The last farm house between St. Louis and Galena was at Cotton Wood Prairie, the present site of Canton. It was occupied by one Captain White, who is presently identified with the early history of that portion of the west. The settlement of Galena, when the Harris reached it in June, 1827, consisted of about a dozen log cabins and one smelting furnace.

To Captain Harris and his brother, R. Scribe Harris, belongs the credit, no doubt, of building the first steamboat on the Mississippi north of the Ohio. This vessel was the "Joe Davies," which was built at Geneva in the winter of 1833-4, and was run many years by the owners in the upper river

...ade. Captain Harris is of the opinion that the second vessel built on the river was the steamboat "Oak," which was launched at St. Louis the same year as the "Jo Daviess," though somewhat later in the season. The first steamboat to ascend the upper Mississippi was the "Virginia" from Pittsburgh.

Captain Harris, while commander of a steamboat on the upper Mississippi in 1834, became intimately acquainted with Jefferson Davis, who was frequently one of his passengers, and who was stationed at Prairie du Chien under General Taylor. He also knew Governor Cass, of Michigan, who visited Galena in 1827, on his way from Green Bay to St. Louis in a bark canoe.

**DAILY GATE CITY**

**MONDAY, OCT. 1, 1923**

**CAN YOU REMEMBER WAY BACK WHEN**

Sixteen Years Ago Today President Roosevelt and His Party Left Keokuk on Steamer Mississippi for the Southern Trip.

Sixteen years ago today, October 1, 1907, Keokuk was the mecca of several governors, many railroad and boat officials, government men, and thousands from Illinois, Iowa and Missouri. The reason was that Theodore Roosevelt and his party were Keokuk's guests for three hours, preceding their departure on the steamer Mississippi for the south, escorted by government officials, and civic officers. It was a gala day for Keokuk and the second time that this city had entertained President Roosevelt.

After the parade to Rand park, where the president spoke, the official party went to the old first lock and escorted by Major Meigs and other dignitaries of the war department, boarded the Mississippi, one of the lighthouse service boats. The Lily was to be the escort of the Mississippi. A flotilla of small boats darted like animated water flies about the big boats as they were dropped down to the level of the river from the lock and floated placidly between the open draw spans of the Keokuk and Hamilton bridge.

Gathered at the Keokuk wharf on that day were about thirty steamboats, and every one of them sent up deafening whistles as the Mississippi swung out into midstream, and "Teddy" stood at the brow of the boat and swung his high hat. It was a moment not to be forgotten by all who saw it. In the boats at the wharf were the Silver Crescent, the Ottumwa Belle, and the barge Columbus of Rock Island, the North Star of Rock Island, and some of the old Diamond Jo boats. Train whistles added to the din as the presidential boat swept majestically out into the river.

On the Mississippi with the president and his party were many of the dignitaries of the city of Keokuk, councilmen, mayor and prominent republicans. The late Wells M. Irwin was one of these, and W. E. Strimback, then mayor of the city, was a passenger on the Mississippi. It was Keokuk's day in the sun.

**DAILY GATE CITY**

**WEDNESDAY, JUNE 26, 1935**

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**J. S. HERE ON JULY 8 FOR TWO OUTINGS**

The steamer "J. S." de luxe, often called the garden steamer, because of its fairyland furnishings and decorations, will again stop at Keokuk on Monday, July 8, on its cruise of the Ohio and Mississippi rivers.

This big steamer of the Streckfus line is a sensation wherever she lands, for it resembles a big summer garden with its wicker furniture, palms, electric fountain, lawn swings and steamer chairs—in addition to a mammoth dance floor and a classy orchestra.

Captain Verne Streckfus of New Orleans, will again command the "J. S." and he has surrounded himself with a very capable crew. The pilots are Captains Walter Hunter and John Graham, the chief mate is H. McEwen, Gus Hale is chief engineer, Edward Dailey is chief steward, and Miss Mary Ackerman is purser.

An afternoon excursion to Fort Madison will be made on Monday, July 8, sponsored by the Women's Alliance of the First Unitarian church, leaving Keokuk at 1:30 p. m. and returning at 7:00 p. m. Mrs. H. E. Koppenhafer is chairman.

A de luxe moonlight excursion will be made, sponsored by Graham Protestant Hospital Alumnae and Colfax Rebekah Lodge No. 4, leaving Keokuk at 8:30 p. m. and returning at 11:30 p. m. Mesdames Ella Schmidt and C. Melvin Morris are the chairmen for the trip.

**THE DAILY GATE CITY.**

**OLD TIME BOAT LANDING IS NOW BEING TORN OUT**

**Dec. 17, 1935.**  
An old landmark of the upper Mississippi is being razed on the river front here, in the old Diamond Joe warehouse which for years was the land place of packets and excursion boats. Owned by Stanton Bros., it is being dismantled in sections. They will build another market to replace the present building. Dismantling of this building will clear the entire levee which is being rebuilt according to new plans.

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

tro Tony Catalano and his famous 12-piece band who created such a sensation on the boat at New Orleans this spring.

FRIDAY, MAY 27, 1938

### Steamer Capitol To Visit Keokuk Enroute North

The sternwheel steamer Capitol, whose dance bands have produced a number of America's most famous negro musical entertainers, will return June 5 for dance outings with a troupe of 11 colored rhythm-makers who are said to be "going places."

Capt. Roy Streckfus of the Capitol reports that Pichon's "Pepper Uppers" are proving a big attraction on every cruise, their repertory of the latest thing in "swing" being happily mixed with the romantic plantation-type melodies in which colored music-makers excel.

The big ballroom of the Capitol, according to Capt. Streckfus, is crowded night after night with gay, carnival-like crowds, who find the music and the atmosphere on "Ol' Man River" different and refreshing. And those who seek an evening of real relaxation find it on the cool and spacious decks of the popular excursion boat, where commodious steamer chairs, gliders and lounges are abundantly provided for the comfort of excursionists.

This will be the Capitol's second visit this season. The sternwheeler is enroute to St. Paul for its summer operations, and is following its usual custom of stopping at river towns for local excursions.

### GATE CITY AND

### CONSTITUTION-DEMOCRAT

JUNE 12, 1940

### PRESIDENT TO BE HERE ON 24TH

Coming to the upper Mississippi for the first time, the big all-steel Steamer President will give its first moonlight excursion at Keokuk, Monday, June 24, leaving at 8:30 p. m. While here the President will also make an afternoon trip, leaving at 1:30.

Largest and finest steamer on the upper river, the President is a marvel of marine architecture. Among its outstanding features is the huge Rainbow ballroom, two decks high, surrounded by the Club President mezzanine and lighted by a unique colorama which provides a range of 80 different combinations of colored light. It is also noted for its four Hollywood powder rooms, unlike anything ever seen before on an excursion steamer. Its all-steel hull is divided into 42 watertight compartments.

Dance music on the President is furnished by the well-known maes-

TUESDAY, SEPT. 23, 1952

### Barge of Grain Goes Aground Beneath Bridge This Morning

For the second time within the last few months a barge tow ran aground in the draw of the Keokuk Municipal bridge this morning and was jammed fast for almost three and a half hours before it could be extracted.

The big Federal Barge Lines steamer Vicksburg was coming down the river with a tow of seven barges loaded with 4,000 tons of grain and 2,500 tons of merchandise when one of the lead grain barges became hung up on rocks which had been knocked out of the bridge cribbing during the summer.

#### Try Water Waves.

The barge was canted over at quite an angle and when efforts of the big steamer failed to dislodge it, waves of water were sent down from the dam in an attempt to float it off.

A call quickly came from the engineers headquarters in Rock Island to halt such operations because the water was damaging levee construction in progress at Canton, Mo.

As a consequence the boat crew resumed mechanical methods and it was not until 11:20 that the steamer and its tow could continue its south-bound trip. It became lodged on the rocks at about 8 o'clock.

#### Rock Spilled from Crib.

Boats have been banging against

the rock-ballasted bridge cribbing all summer with the result that many of the timbers have been knocked loose and the big rocks have spilled out into the channel.

Pilots are well aware of the fact but when they come down stream with loaded barges they sometimes have difficulty in negotiating the strong cross current, as was the case with the Vicksburg this morning.

Fortunately the steamer itself was not involved and as a consequence it was possible to keep bridge traffic moving although the draw had to be opened from time to time to let the boat maneuver around to points of vantage in its attempt to free the barge.

The captain was in constant radio communication with the bridge officials and when traffic began to pile up, he would move the steamer out and the draw would be closed.

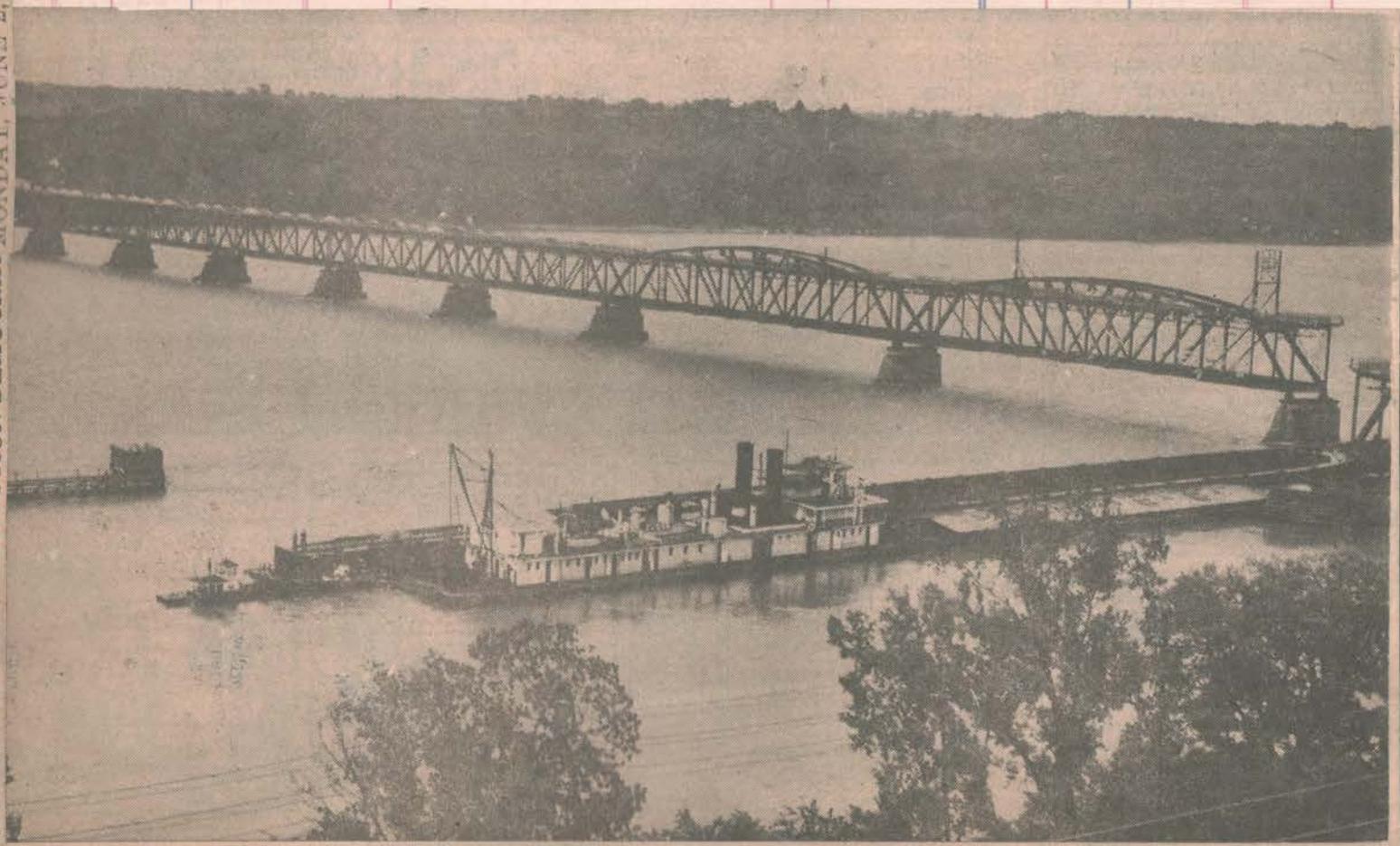


THE BIG STEAMER VICKSBURG of the Federal Barge Lines steams off on its down-river journey at 11:20 a. m. today after being hung up for almost three hours and a half when one of its barges loaded with grain runs aground beneath the Municipal bridge. The barge was swept out of the regular channel by cross currents and lodged on rocks which have been spilled from the bridge cribbing by side-swiping barge traffic during the summer. —Daily Gate City Photo

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

GATE CITY AND CONSTITUTION-DEMOCRAT MONDAY, JUNE 2, 1952



**CAUGHT BY A STRONG SIDE WIND** just as it was entering the draw of the Municipal Bridge this morning, the steamer Vicksburg with a tow of seven barges became jammed crosswise in the span and had to jockey around for more than an hour before it could be extricated. The Marilyn M. which standing by below the bridge for its turn at the lock helped pull the Vicksburg into position to continue through the bridge. The big steamer became hung-up at about 11:30 and it was after 12:30

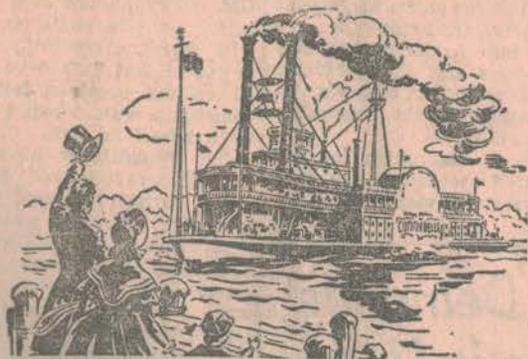
before it could shake itself loose. The stern was jammed into the mud on the Iowa shore. It is squared away in the picture. Although the bridge draw was lowered to permit the flow of automobile traffic, long lines of cars were held up for a time. The Vicksburg cleared the lock at 11:05 southbound, carrying 2,000 tons of grain and 88 tons of merchandise in addition to empty barges. —Daily Gate City Photo

FRIDAY, JAN. 23, 1953

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One of a series published semi-weekly

# DO YOU KNOW



## Pilots of Steamboats Tried to Exceed Each Other's Time?

Up to 1857 the fastest time to Keokuk from St. Louis (not in racing) fell to the steamboat Jeanie Deans — 17 hours and 35 minutes with three stops. But in 1858 this speed was exceeded. An early race above Keokuk, the earliest perhaps of outstanding length, was run in 1852 by the Nominee from Galena to St. Paul and return — 700 miles at an average speed per hour, stops included, of 12½ miles.

In 1857 the boat J. McKee did the run from Oquawka, Illinois to Muscatine, Iowa (40 miles) in 1 hour and 50 minutes — a ringing achievement, as a "twenty mile clip" upstream was equal to anything ever done. But the course was extremely short. The Key City was a fast boat accustomed to lashing the broom of victory to the finial of the pilot house. Once, so it was said, she was so hard pressed in a contest with a river boat that "flames burst from the tops of the tall chimneys of both craft".

# DO YOU KNOW

## After Late Start River Traffic 15 Per Cent Ahead of Last Year

Although the navigation season, like the spring, was late in getting started this year, commercial tows are now plying the Mississippi at so brisk a pace that tonnage is about 15 per cent greater than a year ago.

Since last Tuesday a total of 182,408 tons was moved through the Keokuk lock, 71,600 tons of it coal, 56,100 petroleum products, 33,600 grain and 21,108 miscellaneous cargo.

### New Towboat

This week, in addition to being marked by the last upriver trip of the old General John Newton, in the tow of the L. Wade Childress, also saw another towboat on its maiden voyage.

She is the Valvoline which attracted much comment by her striking streamlined appearance. Built by the St. Louis Shipbuilding and Steel Company for the Ashland Oil and Refining Co. of Ashland, Ky. the 309 ton boat is powered by 16 cylinder 8 $\frac{3}{4}$  by

10 $\frac{1}{2}$  diesel engines capable of developing 3200 horsepower at 215 rpm.

### Week's Shipments

Upriver with petroleum products in the last week have been the Delta Cities 8,000 tons, Sinclair Memphis 4,600, Suffolk 9,000, Hortense B. Ingram, 8,500, George W. Banta 8,600, Valvoline 7,400, and E. B. Ingram 8,000.

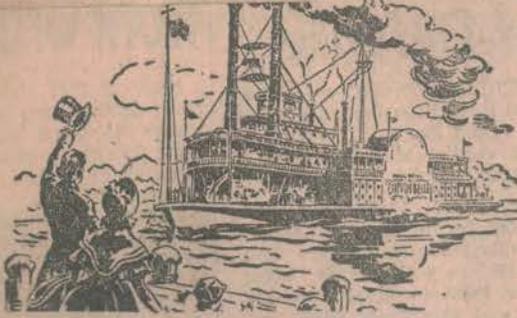
Up with coal were the Cayuga 4,200 along with 2,000 tons of petroleum, Coal King 10,000 along with 1,000 tons of molasses, Manitou and Kestrel 3,800, Cartaska 4,300, Arrowhead 16,000, Tom Sawyer 4,500 along with 3958 tons of steel, Carcross 5,000 along with 5,000 tons of phosphate, L. Wade Childress 12,000 along with 5,000 tons of merchandise and the General Newton, Frank L. Blaske 1,300 along with 2,500 tons of molasses and 1,000 tons of steel, Ora D II 3,000 and Floyd H. Blaske 7,500 along with 2,500 tons of steel.

Downriver with grain were the Frank L. Blaske 1,300, Jag 2,200, Tampico 7,800, Ora D II 2,400, Ouichita 6,000, Tom Sawyer 5,500 and 150 tons of scrap iron, William H. Craig 7,000 and Delta Cities 1,400.

Down light were the Stanolind A, E. B. Ingram, Clark St. Paul, Sinclair Memphis, Ouichita, Coal King and George W. Banta.

GATE CITY AND CONSTITUTION-DEMOCRAT

TUESDAY, OCT. 6, 1953



## Steamboats Were Not Launched With A Bottle of Champagne?

When a new steamboat was launched there was no breaking of a bottle of champagne over its bow, but honor to the occasion was fully and effectively done. It was customary for the builder to prepare a barrel of egg-nog heavily laced with whiskey and set it in a convenient place, with tin cups around it, for the free disposal of the crowd. Instead of pouring a libation into the river, they poured it into themselves where they felt it would do the most good. The captains painted their paddle boxes with the gray eagles, or golden eagles, war eagles, or spread eagles. The MINNESOTA'S paddle box carried the state's coat of arms; the MINNESOTA BELLE had a picture of a buxom maid with a bundle of wheat and a reaping hook; some carried enormous portraits of their namesakes. Others had their cabins blazing with lurid paintings, many of which were symbolic warnings to travelers against strong drink.

GATE CITY AND CONSTITUTION-DEMOCRAT

THURSDAY, FEB. 17, 1955

## Ironclad USS Keokuk Figures In English Civil War Diary

The short-lived USS Keokuk, federal iron-clad which was sunk in its first Civil war engagement by the batteries of Fort Sumter, figures with some prominence in "The Freemantle Diary," Little Brown and Company, Boston.

The diary is a journal kept by Sir James Arthur Lyon Freemantle, lieutenant colonel of the Coldstream Guards, who spent three months visiting Confederate troops and generals from Texas to Gettysburg during three months of the Civil war in 1863.

### Keokuk Gun in Use.

During his stay in Charleston, S. C., he visited Fort Sumter and said that the best gun in its mount of 68 was a "fine new eleven inch

gun which had just been fished up from the wreck of the Keokuk."

Eight weeks before a fleet of federal iron-clads, including the monitor Keokuk attempted to capture Charleston harbor and battered the fort but were driven off. This occurred on April 7, 1863, with Admiral S. F. du Pont in charge of a fleet of nine, new and supposedly invincible iron-clads led by the Weehawken.

It was quite a chivalrous battle with the Confederates holding their fire, dipping their colors and playing "Dixie" from a parapet of the fort as the Yankee ships steamed into the harbor. Then they cut loose with 160 shots a minute, 3,500

during the engagement, and under this withering blast the federals broke off the engagement.

### Hit by 90 Shells.

The Keokuk, which took up a position closest to Sumter, 900 yards away, was hit by 90 shells which popped its bolts. Next day the Keokuk sank while Charleston celebrated. Colonel Freemantle says that solid 10-inch shot and seven-inch flatheads were used against the warship and it couldn't take such terrific pounding.

While Colonel Freemantle was in Charleston the turret of the Keokuk could still be seen above the surface of the water in the harbor and he also saw the remains of the sham Keokuk, a wooden imitation which had been used as a floating target by the different forts there.

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

# Pioneer Rivermen Flock to Town for 29th Reunion

The Marietta, Ohio, Times.

September 20, 1968

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The huge river dredge Ste. Genevieve is churning her stern paddlewheel and belching smoke, plowing up the Ohio River today, trying to get to Marietta in time for the Rivermen's meeting. This picture was taken in April, 1960 when the U.S. Engineer dredge was here to dredge the channel at the foot of Marietta Island.

The all-steel craft is 230 feet long, 42 feet wide and rides 5.6 feet deep in the water. Work will commence Monday dredging the mouth of the Muskingum preparatory to the demolition of Old Lock One.

(Photo by S. Durward Hoag).

The river people are here. They have flocked in all day—and yesterday, too. Tomorrow they stage their 29th reunion and meeting. These Sons and Daughters of Pioneer Rivermen call themselves S&D for short. They have about 900 members from all over the U. S. and at least 300 are expected.

S&D prefers to convene at Marietta, in fact nowhere else suits. Marietta's annual S&D swarm lasts only several days. But the impact on Marietta is permanent. S&D started the River Museum housed at Campus Martius; brought from Pittsburgh the old steamboat W. P. Synder, Jr. now moored in the Muskingum; placed a beacon light to guide river pilots down at the foot of Front Street, and has performed other tid-bits of service such as providing the big pilotwheel on the ceiling of the Hotel Lafayette's Gun Room. They run a 40-page quarterly historical magazine printed, of course, at Marietta.

The principal speaker this time will be Richard C. Simonton of Los Angeles who some years ago "rescued" the cruise steamer Delta Queen from financial woes and made it pay dividends. There's been a lot of talk about the Delta Queen. Soon she will be retired from service. Several years ago Simonton while in Marietta speculated he might build a splendid replace-

ment. The S&D group has pinned him down and an astonishing result will be revealed at tomorrow's meeting.

**To Release Liner Details**  
Simonton, who heads up Greene Line Steamers, Inc. of

Cincinnati, is flying here with an armload of blueprints, in final form, and actual construction of a new \$6½-million Ohio and Mississippi passenger liner will shortly commence.

The details are to be released tomorrow for the first time. Inasmuch as the Greene Line had its inception in Washington County, at Newport, in 1890, there is poetic justice in bringing to Marietta this news. The price tag on the proposed craft will be more than double the money ever spent on a riverboat of any type.

And speaking of poetic justice, the family which created the Greene Line are coming from Cincinnati for the event. In 1890 the late Capt. Gordon C. Greene quit hoeing corn at Newport and bought the little packet H. K. Bedford. Then came a fleet of boats widely remembered here, the Greenwood, Argand, Greenland, Greendale, Gordon C. Greene and others. After Captain Greene passed away his sons Chris and Tom continued the operation. Now they both have gone. Coming tomorrow are Capt. Tom's widow, Mrs. Letha Greene, still active in the

company; her son Tom and wife Shirley; her daughter Jane, and possibly daughter Mary who now is Mrs. Richard Stewart. There's a problem there, as Mary and Dick have a three-week old son. Mrs. Greene's son Gordon also would come with his wife Carolyn save that he's committed to participate in a Cincinnati seminar tomorrow. Of course Bill and Hazel Greenwood will be down from Newport, for they are of the clan.

**Capt. Hughes, 92, on Deck**  
Very much on deck, and long-time official in Greene Line,

will be Capt. Jesse P. Hughes who celebrated his 92nd birthday June 7th. Cap'n Jesse will undoubtedly be the senior participant at the S&D affair, arriving here from his home in Louisville, Ky., driving up with his daughter Helen and her husband B. E. Prater.

This is a local celebration, too, for Cap'n Jesse P. Hughes was born in Washington County, O. in 1876. When he was 20 he got a job right here at Marietta on Cap'n Greene's packet H. K. Bedford and has been identified with Greene Line ever since. He retired from active piloting duty aboard the Delta Queen perhaps twelve years ago.

**Dredge Racing Toward Town**  
An exciting race is in progress as the crew of the enormous U. S. Engineer dredge Ste. Genevieve, commanded by Capt.

Paul Baxter, endeavors to reach Marietta in time for Saturday's program. The self-propelled dredge must come 166 miles from Greenup Locks and Dam to make it. Captain Baxter has procured precedence at all Ohio River locks, and has arranged for towboats to help shove his great dredge if time runs short. Not only does Captain Baxter wish to attend S&D but he desires to hold open-house abroad his big boat for the rivermen. The Ste. Genevieve, if she makes it, will be in the mouth of the Muskingum at the U. S. Engineer fleet on Saturday morning. There will be no trouble finding the craft, for it is one of the largest and most efficient dredges in the world. It has been called here primarily on a tour of duty, to deepen the mouth of the Muskingum preparatory to the demolition of old Dam No. 1. Normally it would have been here in time for Monday's work but Cap'n Baxter has always wanted to attend an S&D meeting and this is his first chance. Everybody on the river is rooting for him and for his crew, helping them get here.

**Banquet Saturday Night**

The prime time at S&D's banquet, scheduled tomorrow evening at 6:30 at the Hotel Lafayette, will be given to J. Mack Gamble, retired elementary school principal and teacher of

County who has just rounded out 50 years of news reporting, Starting in July, 1918, Mack Gamble has written a regular river column in The Waterways Journal, published at St. Louis, and now becomes dean of river columnists. His subject is "How I Write River News—and Why." Dr. Gamble was born in Marietta in 1903. He is chairman of the board of governors for S&D and has attended all but one of the meetings since 1939. An odd coincidence is that Dr. Gamble commenced writing news the same day the Hotel Lafayette opened for business, on July 1, 1918.

According to Capt. Frederick Way Jr., S&D's president, reservations for Saturday night's banquet and speaking program are completely sold out. "I regret this," he said today, "as usually we are happy to have interested Marietta persons join with us for the event—but this time due to the unexpected inflow of members we must limit admittance to members only." Captain Way arrived here Thursday noon from his home in Sewickley, Pa. in company with Harold C. Putnam, Warren, Pa., one of the nine board members.

In 1955 S & D was instrumental in founding the Inland Rivers Library, a section of the Public Library of Cincinnati and Hamilton County. This specialized collection of books, maps, charts, tapes and phono records is now recognized as the most complete of its scope. A complete catalogue has been prepared by the curator, Clyde N. Bowden, and this will be presented at tomorrow's meeting. Bowden is travelling in Europe so the library's curator of rare books, Yeatman Anderson III, will introduce his fellow Cincinnati, Alfred H. Perrin, who underwrote the catalogue project. Perrin recently retired from active service with the Procter & Gamble Co. The Annual Report of the Inland Rivers Library 1967-1968, also prepared by Mr. Bowden, will be released at the meeting.

Also racing with time, vying with the dredge Ste. Genevieve, is Donald Grot of the U. S. Marine Inspection Service who is stationed in Honolulu. He is flying in. Donald Grot never has attended an S & D meeting and he hopes to, this time. His home is in Ottawa, Ill. Another long-distance arrival will be Robert H. Niemeyer from St. Paul, Minn. The editor of "Steamboat Bill," quarterly publication of the Steamship Historical Society, Edward A. Mueller of Alexandria, Va. is coming. Word was received that "Steamboat Bill" himself would attend, Dr. William J. Petersen whose book "Steamboating On the Upper Mississippi" has just been released in a second edition.

To Discuss Plans for Year  
The first scheduled event Sat-

the regular meeting of S & D's board of governors in the Ohio Valley Room at the Lafayette at 9:30 a.m. Plans for the ensuing year will be discussed. S & D has staged two "Whistle Blows" at Union Carbide's plant, Long Reach, W. Va. within the past several years, using live steam to activate old steamboat whistles. Aside from making a lot of noise and having fun, the whistles were recorded on l.p. platters and placed on sale. There is talk of a third one in 1969.

Granted that the dredge Ste. Genevieve achieves arrival on time and her skipper Cap'n Baxter is ready to receive guests aboard; there is no question about what most S & D's will be doing. They'll be down at the junction of the Muskingum and Ohio en masse.

The Marietta Boat Club has invited the delegates to a noon buffet luncheon to be held on the Club premises, foot of Sacra Via. The arrangements are being handled by Mr. and Mrs. Clarence R. Smith, Mr. and Mrs. Charles G. Remely and others of the Club. There will be open house aboard the steamboat W. P. Snyder, Jr., moored nearby.

#### 'Family Reunion'

The afternoon get-together convenes at 2:30 p.m. tomorrow, also on the Boat Club premises. This is described as a family reunion with scant formality. Nobody is allowed to read a speech. Perennial president Cap'n Way (27 years) brings the meeting to order. Assisted by Capt. J. W. Rutter, Canal Winchester, O., and Capt. C. W. Stoll, Louisville, Ky., members are introduced and called upon for remarks. Nobody knows precisely what will happen until the time comes.

John L. Fryant of Alexandria, Va. will be there with a completed model of the excursion steamer Idlewild (presently the Belle of Louisville) and sketches of the Gordon C. Greene and Rob't. E. Lee. Joseph H. Shields of Chillicothe, O. has recently completed a model of the U. S. gunboat Chillicothe and its two guns actually fire. He will be called on to demonstrate. Mrs. Loretta M. Howard, S & D's honorary president, runs the Howard National Steamboat Museum in her Jeffersonville, Ind. mansion. She does this at the age of 83 and is recovering from a broken bone but will be there, rain or shine. She is driving up with Mr. and Mrs. Charles F. Deitz of Louisville.

Capt. and Mrs. C. W. Stoll are arriving from Louisville, Ky. and are bringing with them Mrs. Albert E. Crayden who is related to three generations of river families from Mauckport, Ind. Also with the Stolls is Capt. Roy Barkhau, formerly with the Greene Line Steamers, and presently on the editorial staff of

The Waterways Journal. Capt. Hiram A. Carpenter, who celebrated his 87th birthday last December, will as usual be on the receiving line. He will doubtlessly cross the "Hi Carpenter Bridge" to get here from St. Marys. Also crossing the bridge will be Mr. and Mrs. Walter McCoy from Sistersville. Mr. McCoy is an S&D board member and also is chairman of the "Whistle Blow" programs.

#### One Great Clan

For newcomers in town perhaps unacquainted with "the river spirit" let us say parenthetically that rivermen of the Ohio and Mississippi are one great clan. Everybody knows everybody else from Pittsburgh to New Orleans. The captains, pilots and engineers on the some 2,500 towboats of the system of tentimes are second or third generation boatmen, fighting fog, floods and stormy nights from an inborn heritage handed down from fathers, uncles and grandfathers.

In 1939 a small group met at Marietta convinced that the river tradition should be preserved and made available to ordinary mortals. The result was the River Museum now housed in Campus Martius Museum. Then they started their magazine, the "S&D Reflector" which explores old river tradition and stories. You can twist any issue of that paper on a dry night and river water will run out of it.

As consequence a number of the persons attending tomorrow's meeting are real rivermen who have hopped off towboats and barges to get here. Others, such as Robert W. Schmertz of Pittsburgh, have caught the contagion by contact. Bob Schmertz teaches architecture at Carnegie Tech and is an associate in a commercial architectural firm. By avocation he strums a banjo and concocts ballads. One day he did a piece called "Monongahela Sal" which unwittingly became sort of river theme song. So tomorrow night Bob and banjo will be on the program. Then there's Ernest J. Wilde of Cincinnati who runs a hobby shop on Race Street; but down in Ernie's cellar is a metal-working shop where he dodges down the stairs to build calliopes. The calliope is the official river musical instrument, an organ played by steam, audible for eight miles when the wind is right.

William E. Reed never worked on the river either, but he's been adopted because he has this overwhelming yen to paint in oils colorful portraits of old river side-wheelers and sternwheelers. Some of his work is displayed at Campus Martius. Rivermen took Bill Reed to their hearts because Bill puts in all of the details correctly, and sometimes adds to his foregrounds driftwood and turtles just as they are in real river life. Bill Reed is coming, and so is his wife Mabel; also their son Harry and his wife.

#### A Family Reunion

S&D's president Cap'n Way and his wife called Lady Grace will hold something of a family reunion while they're here. Frederick Way III with his wife Nell and their two boys Jay and Bob are coming from Cleveland Heights, O., and Bets and Capt. J. W. Rutter will be down from Canal Winchester. Daughter Bets is the long-time secretary of S&D and her husband is chairman of the Museum Committee.

And there will be "Sandbar" Johnny Zen and his wife, and Chase Putnam and his wife—Chase is the treasurer. Ted Pearsall from Henderson, Ky. and Dick Halvorsen from Greenville, Tenn., Earl Olson from Norris, Tenn. and so on and so on.

Even is there were no program, they'd all come anyhow. Just to visit with one another. And they'll be coming again next year, and the next. There always are a few tears shed for members who have passed on to The Great River. But hopefully there always are a liberal sprinkling of youngsters crawling up and down the aisles at the meetings. And these kids run for the river shore when a boat whistles and goes by. The "river spirit" is not confined to museums; it grows year by year.

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

# Mississippi steamers live in book to be published

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The proudest packets of the inland rivers said again in a book about to be published by the Steamship Historical Society of America. Entitled "Advertisements of Lower Mississippi River Steamboats, 1812-1920." It is edited by Leonard V. Huber of New Orleans, author of "Heyday of the Floating Palace" and co-author of "Tales of the Mississippi." Capt. Fred Way, noted river author, contributes a foreword.

How was the first Mississippi steamboat advertised? What steamers plied the "Western Rivers" in 1843? Who were the officers and what the schedules of over 1,000 boats on the Mississippi and tributaries? This book answers such questions and many more.

## Shifted fresh

Capt. Way calls its material an "almost inexhaustible supply of river intelligence which provides the key to the activities of particular steamboats, their owners, their agents, their captains, their clerks, the ports of call, schedules, connecting arrangements, and interesting special cases." Because most Mississippi boats shifted freely from trade to trade and river to river, this is actually a valuable source work for the Ohio, Missouri, Arkansas, Red, and every other major tributary stream.

In giving such detailed data, the book supplements the Society's earlier volume Merchant Steam Vessels of the U.S., 1807-1868 ("The Lytle List"), a roster of all American fresh and salt-water steamers starting with Robert Fulton's CLERMONT.

A cloth-bound book of about 115 large facsimile pages, with introduction, comprehensive index of steamboats, lists of packet lines, and many other features, Advertisements of Lower Mississippi River Steamboats will sell for \$5.00 after publication in the early fall. A discount price of \$4.50 is offered on all paid orders sent before September 1, 1959, to Mrs. James T. Wilson, Acting Secretary, Steamship Historical Society of America, Inc., 414 Pelton Ave., Staten Island 10, N.Y. April 30, 1959.

P-D DEC 1, 1965  
**The Captain's Journal**

Capt. Donald T. Wright was a unique ingredient in the flavor of St. Louis, along with his *Waterways Journal*, which he published 44 years.

Three weeks ago he came to his office as happy as if he had unearthed a fistful of old river packet freight bills. He had bought a plot in Bellefontaine Cemetery where he could be buried next the grave of Capt. Isaiah Sellers, who as a steamboat captain contributed river news to New Orleans newspapers under the pen name which Sam Clemens later took over from him.

That Donald Wright lies there now adjoining the shaft of the first Mark Twain with its pilot at the wheel is the crowning touch to the romanticism that kept him at his happiest and most useful these 71 years. The day he died he rode 20 miles on the 1910 Iyer Johnson bicycle he got during his sophomore year in high school. He had pedaled that wheel across bridges in 14 states and Ontario and reckoned he had better than 70,000 miles on it.

In a lifelong love affair with riverboats—and, to his friends' astonishment, trains, despite his standing quarrel with the railroads—he rode every one he could get aboard. He ascribed this twin affection to the fact that his parental home had looked out on the Allegheny River at one end and the railroad yards at the other. He became a riverman at the age of 15, as cub pilot of a weekly Ohio River packet between Pittsburgh and Cincinnati.

The *Waterways Journal* had only 350 paid subscribers when he bought it; it now has well over 5000. Donald Wright made it "the rivermen's Bible." His notable collection of river memorabilia comprises some 20,000 pictures of old-time packets. He and the Women's Association of the Missouri Historical Society jointly financed and created the River Room as a public museum in the Jefferson Memorial. Only a few months ago Southern Illinois University established an annual award in his honor for the recognition of outstanding maritime journalism.

Till the day he died the rivers and the boats that ride them were as glamorous and romantic to him as they were the day he stepped aboard the packet *Ohio*, a kid in knee breeches. It was because he was born to do what he did with his life that he did it so happily and so well.

The Daily Gate City

TUESDAY, MAY 2, 1967

## US Goldenrod finds body near Canton

Capt. William Brock, commander of the U. S. Coast Guard Cutter Goldenrod, reported shortly before 1 o'clock this afternoon the discovery of a body on the Illinois side of the river near Canton, Mo.

The cutter took the body to Lock 20 at Canton for possible identification.

It is thought that it might be that of Edwin Fox, pilot of the Towboat Bixby which was swamped and sunk near Nauvoo April 14.

(Pitt Boating)

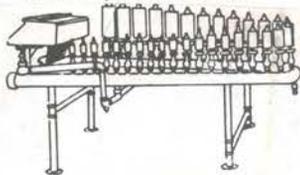
Established in 1963

Volume 6, Number 5 July, 1968

This is a regular column of stories reprinted from the Sons and Daughters of Pioneer Rivermen's S&D Reflector, published quarterly for the organization's membership. Captain Fred Way, Jr., poet laureat of the river, is the society's president and the Reflector's editor. Membership information may be obtained by writing Mrs. J. W. Rutter, Secretary, 89 Park Street, Canal Winchester, Ohio 43110.

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## Pop Goes The Weasel The Calliope



The steam calliope, a sharp instrument, often plays flat. Its origin on river steamboats is something of an argument. There isn't much to go on but hearsay. Researchers agree that the scanning of River News columns in old dailies is not worth the trouble, where seldom is heard an encouraging word. These old-time river editors don't praise or condemn the calliope; they usually ignore it.

Earliest contemporary mention of a calliope to our notice appeared in a Cincinnati newspaper dated Oct. 31, 1859, noting that the steamer MELNOTTE was loading for New Orleans, Capt. Calhoon, and she carries a calliope.

Later, scanning an old Wheeling news sheet, we note that this same steamer MELNOTTE was at that landing on March 24, 1861, chortling a few tunes. The reporter recognized what he had heard and rather loosely listed them as "Dixie's Land," "The Old Grey Horse," "Pop Goes the Weasel," and "Katy Darling."

Along in 1910 the calliope subject got a going over in the Gallipolis (Ohio) Tribune. A local native, "Doc" Gillis, informed editor Frank L. Sibley that the first instrument to his notice was on the MELNOT (his spelling). Next day he was back in print, recollecting that this particular calliope was made in Evansville, Ind. for which exertion Frank Sibley praised "Doc" as a good guy notable for veracity.

Other 1910 old-timers immediately took pen in hand, not to refute the keen memory of "Doc" Gillis, but to add a line or so, recalling when the side-wheelers SILVER MOON and DARLING played steam music. The P&C packet VIRGINIA landed in at Gallipolis about this time (the week before she went in the cornfield) and editor Sibley had a chat with Capt. Charles W. Knox. Yes, said Capt. Knox, with a memory back to those times, the MELNOTTE was the first packet he ever saw and listened to with a

calliope on her, which just states the case as far as early instruments are concerned along the Ohio.

Claude Melnotte was the hero of a popular comedy, "The Lady of Lyons," which must have impressed the steamboat fraternity, for also there once was a cotton packet LADY OF LYONS as well as the calliope-tootling MELNOTTE. The MELNOTTE was built at California, Pa. Her original owners when built in 1856 were Pittsburghers Capt. E. Gordon, Thomas Brown, J. Danver and T. H. Reynolds; also Maurice Colman of Kitanning, Pa. The MELNOTTE was a stemwheeler 150 x 36'8" of hull. Whether these original owners placed the calliope is debatable. When the concert was undertaken at Wheeling, 1861, her part-owner master was Capt. John T. McCombs of Pittsburgh, who had run a wholesale grocery there and who had gone on the river for his health (he had consumption) and his obsequies were observed one year almost to the day after the Wheeling recital.

Those Civil War buffs who know that Morgan's Raiders crossed the Ohio River at Brandenburg, Ky. by the device of capturing the ALICE DEAN, also are aware that the little steamer JOHN T. McCOMBS was the bait.

The calliope-playing Capt. McCombs of the MELNOTTE also was the JOHN T. McCOMBS' builder. He ran her between Pittsburgh and Wheeling until his decease in March, 1862. His own boat, with his own name on it, JOHN T. McCOMBS, was the decoy on July 8, 1863 which got Gen. John Hunt Morgan across into Yankee country. His other packet, the MELNOTTE, carried the first calliope remembered along the upper Ohio. Now our story fades slowly to an off-key Steam-piped "Pop Goes the Weasel." A silence. Then, when you think it is all over, a faint "Over the fence and out." Cut.

-Capt. Fred Way

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

# 3,014 Pay Landing Fees Here

## In 1884

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Although modern, diesel powered towboats with their mammoth loads of coal, oil, grain and other products completely overshadow tonnage figures of the old days and are breaking records year by year, in the matter of numbers first place still belongs to the old stern and side wheel steamboats.

According to files of The Gate City, Keokuk's record year for steamboating was in 1884 when a total of 3,014 boats paid wharfage fees during the season, but 35 years earlier in 1849, Edward F. Brownell recorded the arrival of 59 different boats.

### Lumber Rafts

In addition to the steamboats in 1884, 533 huge rafts of lumber passed through the canal and in 1889, 169 million feet of lumber were brought to Keokuk alone.

Before the opening of the old canal in 1877, the bridge draw was opened for 1,383 boats in 1874, 1,346 in 1875, 1,690 in 1876, and 1,287 in 1877. In 1878 the canal records show the passage of 1,513 boats, in 1881 there were 2,734, in 1882, 1,034, in 1884 3,013 but by 1893 the number had shrunk to only 516.

### Red Rover in 1829

Among the earliest dates recorded in Keokuk history was the landing of the Red Rover from St. Louis on July 2, 1829 with several representatives of the American Fur Company which had a station here.

On the following year the steamer Mechanic sank in the rapids after striking a large boulder which was subsequently named Mechanic's Rock.

### Boats Here in 1849

Names of boats landing in Keokuk during 1849 as recorded by Edward Brownell were the Archer, Alvarad, Bon Accord, Citizen, Die Vernon, Bomaine, Danube, Daniel Boone (a circus boat), Excelsior, El Paso, Financier, Fleetwood, General Bern, General Gaines, Hindoo, Highland, Mary J., I Crittenden, J. Q. Adams, Lucy Bertram, Little Dave, Mary Blane, Minnesota, Marie Nominee, Osweego, Plaza, Senator Tiger.

Visitor, Wyoming, America, Ruth, Clermont, Consignee, Dr. Franklin, Dubuque's I and II, Enterprise, Eureka, Falcon, Gov. Briggs, Gajaso, Irene, Hudson, Kentucky, Kate Kerny, Lamartine, Mary Stevens, Magnet, Monogahela, N. Waggoner, New England, Oneta, R. H. Lee, Sajokon, Uncle Toby, Wisconsin and Yankee.

On March 23, 1855 a total of 12 boats landed here on one day to discharge 2,000 boxes of merchandise to the following firms, Wooster Templin and Co., W. H. Wooster, Baldwin and Evans, A. Bridgman, H. D. Woodward, Carey and Kilbourne, Chittenden and McGavic, Connable, Smythe and Co., H. Straus, C. Garber and Co., S. W. and H. Tucker, Moody and Thompson, J. E. Cox and Cleghorn and Harrison.

### Modern Names

The name Fleetwood in the list of old steamboats above is revived in a modern towboat passing regularly through the Keokuk lock. Towboats also carry such romantic names as Davy Crockett, Samuel Clemens, Mark Twain, Huck Finn, Tom Sawyer, Merriwether Lewis, Stephen Foster, state names such as Ohio, Missouri, Tennessee, women's names such as Hortense B. Ingram, Barbara Jane, Betty Sue and such odd ones as Lotta Bull, Bull Calf, Pollywog, Jag, and others.

### Interesting Dates

Among interesting dates in Keokuk's early river history are August 14, 1850 when the ferryboat Hancock exploded to kill one man, the drowning of Mrs. Rutland of Indiana who fell off the Martha on December 3, 1850, and the arrival of the Hindoo on April 1, 1853 with 200 Mormons who disembarked for a trek to Salt Lake City.

During the Civil War much of the river traffic was diverted to the transport of soldiers to the Keokuk embarkation center and the arrival of wounded for treatment in the six army hospitals here.

First of the steamers was the Hawkeye State which arrived May 6, 1861 with two companies from Dubuque and one from Davenport. By 1862 the sick and wounded were being brought upriver in large numbers.

### War Arrivals

For example the Express arrived April 19, 1862 with 300 wounded, including four who had died enroute. From then on the flood continued with 300 on April 23, 200 May 18, 300 May 21, 311 June 24, more than 400 October 8, 274 October 8, 274 October 14 and 250 October 18.

On January 6, 1863, the Diligent brought 210, the Sunnyside 226, the Glasgow, 300 and by December 24 of that year steamboats had brought a total of 7,396 sick and wounded of whom 617 died.

Those who recovered were transported back to their regiments by boat, more than 100 leaving on the Lucy Bertram April 18, 1864. On June 20, 1865 the steamer Burlington stopped here with 200 prisoners of war enroute to Rock Island.

A. G. Helwig 1957

8/17/1957

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# Delta Queen subject of 'sea safety' talks

WASHINGTON (AP) — Senate-House conferees reached basic agreement Tuesday on a shipbuilding and subsidy bill but deadlocked on whether to exempt the riverboat Delta Queen from safety at sea laws.

Spokesmen said the conferees solved the major points of dispute in the differing House and Senate version. Provisions were not disclosed.

Besides the Delta Queen issue, the conferees also have to resolve a proposal to forego interest on bonds for the St. Lawrence Seaway.

The conferees' next meeting is subject to the call of Rep. Edward A. Garmatz, chairman of the House Merchant Marine and Fisheries Committee.

The Delta Queen is the last remaining sternwheeler in the United States carrying overnight passengers. Its owners are trying to exempt it from the safety at sea law.

Because it has a wooden structure, the boat doesn't qualify to carry overnight passengers.

The last extension granted the Delta Queen by Congress expires Nov. 1. Then it will have to revert to daytime excursions unless Congress intervenes.

"BUMP! !!"—THE DELTA QUEEN (right) from Cincinnati and the Belle of Louisville collide as they churn upstream in the annual steamboat derby on the Ohio River yesterday. The bump-

ing forced the queen to a stop and the Belle steamed on to a 15-length victory—her second in the six times the two have met each other.—AP.



*E. P. D. ...*

1975

# River buffs mourn Delta Queen overnight trip death sentence

WASHINGTON (AP) — Rejecting the tradition and romance of river travel for a new marine safety law, Congress has dealt a death sentence to the Delta Queen, last of the overnight sternwheelers.

The end for the steam-powered paddle-wheel boat came Wednesday when House-Senate conferees knocked out a provision exempting the wooden riverboat from the Safety at Sea Law. The conferees, following a Coastguard finding, considered the Queen unsafe.

The Queen's last extension for operating on inland waterways

runs out Nov. 2. Then the sternwheeler, which carries passengers on the Ohio and Mississippi rivers between Cincinnati and New Orleans, will be converted to a daytime excursion boat or sold.

William Muster, president of Green Line Steamers Inc. which owns the 46-year-old vessel, blamed the conferees' action on Rep. Edward A. Garmatz, D-Md., chairman of the House Merchant Marine Committee and head of the conference.

"That Garmatz has won and the Queen is dead," Muster said. "I haven't made any preparations for the funeral. You

can't replace the Tower of London and I don't think you can replace the Delta Queen."

The conferees agreed to recommend a shipbuilding subsidy to help owners rebuild the Delta Queen to comply with provisions of the law requiring vessels to have steel superstructures.

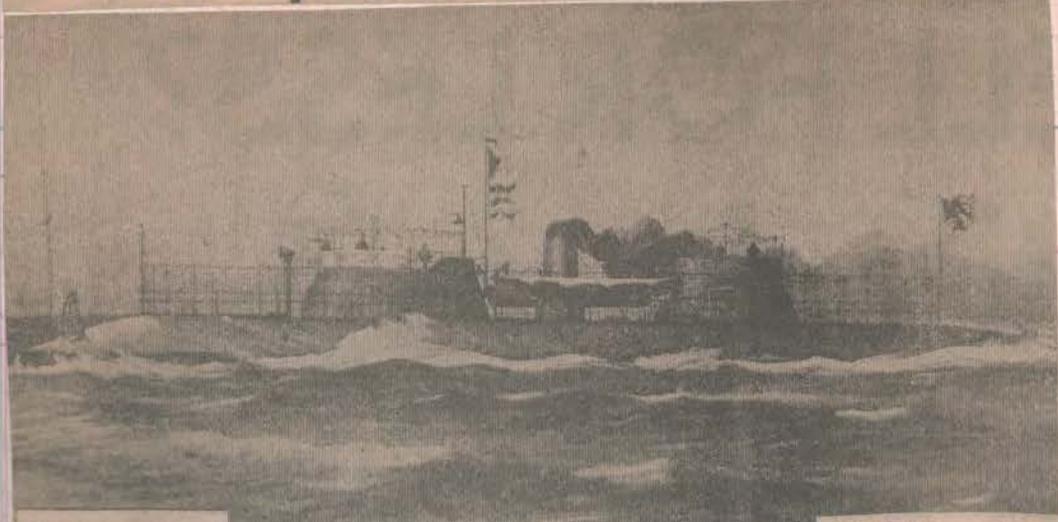
The measure provides for a 10-year shipbuilding program at a cost of \$2.7 billion. It authorizes construction of 300 new cargo ships and extends a lucrative tax loophole to all ship companies in foreign trade, fishing and on the Great Lakes. Under that provision, ship companies could defer corporate income taxes by putting profits in a special reserve fund for future ship construction.

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

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# The story of the U.S.S. Keokuk



U.S.S. KEOKUK

—U.S. Navy Photo

On Thursday, October 1, Captain Tom Sillanpa, addressed the members of the Lee County Historical Society. His talk was "The Day an Ironclad Named U. S. S. Keokuk Stormed Fort Sumter." The talk was given at the society's headquarters in the Miller house, 318 North 15th Street. Opaque projections and color slides were used in the presentation.

The Gate City is presenting this speech on the U. S. S. Keokuk in the interest of the historical significance of this early warship, named for our city. The first half of the presentation will be tonight and the second half will appear tomorrow night. The U. S. S. Keokuk was a Union ironclad. In the Civil War Naval attack on Charleston, S. C., this ship steamed closest to Ft. Sumter of any of the vessels participating in the abortive attack.)

By Capt. Tom Sillanpa  
PART I

On March 11, 1863, a strange new type of warship steamed out of New York Harbor to join the South Atlantic blockading squadron for the Union naval attack on Charleston, South Carolina. The vessel was an experimental ironclad steamer whose brief career would end within one month of her departure from the Brooklyn Navy Yard. Its name had been derived from a leader of the Sauk Indians and a city in Iowa. She would be christened by the wife of the designer as the U. S. S. Keokuk.

Originally the new ironclad's keel had been laid down as the Moodna on April 19, 1862. The contract to build the ship had been awarded to its de-

signer, Charles W. Whitney, and called for "one iron-clad, shot-proof, steam battery, the vessel to be wholly of iron. The two turrets and the pilot-house to be shot-proof against ordnance used in the naval service of the United States." On a clear but cold morning the ship was launched into the East River, the date being December 6. Subsequently she became officially commissioned as the U. S. S. Keokuk. Captain Alexander C. Rhind assumed command of the experimental warship.

### Two 11-inch guns.

According to the Dictionary of American Naval Fighting Ships, the U. S. S. Keokuk displaced 677 tons, had an overall length of 159½ feet, a beam of 36 feet, a draft of 8½ feet, and its twin 7½ foot screw propellers were capable of speeds up to nine knots. Its armament consisted of two 11-inch Dahlgren smooth bore shell guns. The Navy publication, Civil War Naval Ordnance, states that 11-inch guns could hurl a projectile of 136 pounds a distance of 1,712 yards — nearly one mile — at a five degree elevation. In exactly 5.81 seconds time of flight, the shell would hit the distant scene. The original "Monitor" had mounted two 11-inch guns could hurl a projectile iron turret, and this feature had revolutionized naval warfare during the first duel between ironclad ships at Hampton Roads. All these things, the screw propeller, steam power, iron, and revolving turrets, spelled the passing away of wooden warships. A new era in naval construction had opened.

All warships of this type were classified as "monitors" — but not the U. S. S. Keokuk. A

Navy publication states: "The principal criteria was that a ship so designated mount one or more revolving turrets. This excluded such a ship as Keokuk, a casemated ironclad of the Civil War." And so the experimental ironclad steamer embodied some unusual concepts: her twin towers were stationary or non-revolving, cylindrical gun towers, each pierced with three gun ports, which often caused her to be mistaken for a double-turreted monitor. Though her contract called for "the vessel to be wholly of iron", her armor in fact consisted of horizontal iron bars alternating with strips of wood. The "armor plating" was 1½ or two inches deep with an inner skin of perhaps three-fourths of an inch.

The sailors who served aboard the ship referred to her as "tinclad" — a "flimsy affair", said an officer who had inspected the ironclad before she steamed south. And her guns were all but impossible to handle effectively in action. Because of the fixed turrets it became necessary to turn the entire ship in order to aim the guns. Warships certainly have a need for pointing their weapons at the target without turning in all directions. From the start the U. S. S. Keokuk did not meet the essential specifications to be an effective ship. Still, the U. S. S. Keokuk gave a brave account of herself at Charleston. She would steam closer to Fort Sumter than any Union warship had ever dared to do.

### In South Carolina.

On March 26, 1863, the U. S. S. Keokuk arrived at Port Royal, South Carolina. Her maiden voyage from New York had been routed via Newport

and back again to Hampton Roads for repairs when her port propeller fouled a buoy. In 15 days she had steamed along the Atlantic seaboard to a point some 50 miles below "the cradle of secession." These coastal areas which included Hilton Head Island, the City of Beaufort, and Port Royal, had been captured during late 1861 by Rear Admiral Samuel Francis DuPont, whose rank had been created in recognition of his success in bringing the North the first substantial victories of the war.

Port Royal now afforded the Union navy a splendid base and the headquarters for the South Atlantic blockading squadron.

Being assembled here was one of the most powerful flotillas of warships making preparations for the assault against the Confederate defenses at Charleston, and against the army of General P. G. T.

Beauregard. Questions were being raised as to whether ironclads could successfully attack land fortifications. President Lincoln, his advisors, and the Navy department realized that the most effective way to halt the Confederate blockade runners would be to capture the main Southern seaport cities.

Admiral DuPont still had doubts whether the monitors and ironclads could take Charleston, but the Navy had ordered him to make the effort. Historians are agreed, however, that DuPont led the unsuccessful expedition of 1863 against his own will and better judgment. Still others blame him for having prepared no positive plan to carry out the directive, "Enter the harbor of Charleston and demand the surrender of all its defenses."

### Admiral DuPont.

Before Admiral DuPont attacked Charleston with his fleet of nine ships, Ericsson, designer of the original "Monitor" had written a letter of warning and protest to G. V. Fox, assistant secretary of the Navy, saying: "The most I dare hope is that the contest will end without the loss of that prestige which your ironclads have conferred upon the nation abroad." He further stated that naval vessels were never designed to fight against land fortifications. Of this disparity he remarked, "A single shot may sink a ship, while a hundred rounds cannot silence a fort."

The case of the U. S. S. Keokuk illustrates this perfectly. "The Keokuk," wrote

Charles W. Schedel, Jr., "had the dubious distinction of being the only Union ironclad to be sunk by enemy gunfire during the war. Others were lost to mines, or torpedoes as they were then called, ramming, and various non-combat causes." The U. S. S. Keokuk received ninety direct hits from Fort Sumter and Fort Moultrie. Had she been built entirely of iron and been made "shot-proof against ordnance," as the contract read, the ship may have better withstood the onslaught hurled against her. Schedel also remarks, "The loss of the Keokuk was largely attributed to her unique design which employed alternate bars of wood and iron for armor."

The repulse of the Union flotilla was a victory for General Beauregard, an expert artilleryman and engineer, who later spoke of "the stranded, riddled wreck" of the Keokuk. After the ironclad went down in the waters off Morris Island, the Confederates salvaged her two 11-inch guns and used them against the Federals in their harbor defenses. One of these exists today and is located in the White Point Gardens, corner of East Bay and South Battery. This is situated at the foot of the peninsula, where one is afforded a view of the fine harbor formed and where, according to local opinion, "the Ashley and Cooper Rivers unite to form the Atlantic Ocean."

There was an aristocratic air to this storied old American city of antebellum days, which boasted the only American nobility in history, with barons, landgraves (dukes) and caciques (earls), each owning great rice, sugar cane and indigo plantations. Charleston served as the personification of Europe's luxury and culture in the new world. All this was based on the peculiar institution of Negro slavery which afforded the free and cheap labor to support this way of life. All the public acts of politicians like Calhoun and militarists like General Beauregard were calculated to perpetuate the status quo of white supremacy and this became the underlying reason for the Civil War.

#### "Ironclads on the brain"

Gideon Welles served as the secretary of the Navy and he admired Admiral DuPont to a degree. "He is a skillful and accomplished officer. Has a fine address, but is a courtier with perhaps too much finesse and management." On the other hand DuPont thought the Navy department was suffering from a malady described as "iron-

clads on the brain." He had at Fort McAllister tested his monitors and found them wanting. "Whatever degree of impenetrability they might have, there was no corresponding degree of destructiveness as against forts." But he had his orders, they would be obeyed.

(To be continued)

## The Daily Gate City

THURSDAY, OCT. 8, 1970

By Capt. Tom Sillanpa  
PART II

By the first of April 1863 Admiral DuPont had completed his final plans for the naval attack on the very "nest of the rebellion." Flagship of his fleet was the armored frigate U.S.S. New Ironsides, a high-bulwarked screw steamer of 3,500 tons, and considered to be the most powerful warship in the world. Her heavy armor plating of three inch depth extended from three feet above the waterline to four feet below and in other vulnerable spots went up to four and five inches thickness. Her twenty heavy guns ranged from 11-inchers up to 150 pound rifles. With such a ship and supported by eight monitors, one wonders if perhaps DuPont might not have won had he not lacked the confidence needed to utilize the ships of his fleet properly.

In addition to DuPont's flagship and the twin-towered ironclad Keokuk, his fleet consisted of seven Passaic Class Monitors. These monitors each mounted one or two guns, 11 and 15-inch, in a single revolving turret. In all, the Union fleet had thirty-three guns afloat, while General Beauregard's forts and shore batteries boasted seventy-seven. If DuPont's navy were to capture Charleston, they would have to pass thru a circle of fire whose guns stretched along some seven miles of shoal-lined channel, obstructed by piles and floating mines. It was undoubtedly the most highly fortified Southern harbor and seaport of the Confederacy. "Old Bory" had set up his defenses well.

#### Attack Charleston

On Easter Sunday, April 5, 1863, DuPont's fleet of nine warships, left Edisto Island twenty-five miles below Charleston Harbor. As the day of attack approached, the U.S.S. Keokuk was busily engaged in laying buoys along

the coast to guide the Union ships into the strongly fortified harbor. On the morning of April 6, the ironclad flotilla crossed the Stono Bar with the intention of striking immediately. Inclement weather prevented any further action. Haze obscured targets and blinded the pilots. DuPont ordered his fleet to drop anchors and awaited a favorable change of weather.

Better visibility, however, would also afford the Confederate gunners the same. Naval historians have argued that DuPont should have ordered a night attack upon Charleston. It was easy to say "capture Charleston" but who could pass thru all those fortifications? It did not seem possible to DuPont that his fleet could get safely past the powerful outer defenses and into a position to capture the inner city. Had he mistaken his assignment? DuPont's operations plan called for the reduction of the outer forts which lay some four miles away from the rebel city.

"The vessels," read DuPont's battle orders, "will on signal being made, form in the prescribed order ahead at intervals of one cable length. The squadron will pass up the main ship channel without returning the fire of the batteries on Morris Island. The ships will open fire on Fort Sumter when within easy range and will take up a position to the northward and westward of the fortification, engaging its left or northwest face at a distance of from 600 to 800 yards. After the reduction of Fort Sumter, it is probable that the next point of attack will be the batteries on Morris Island." This was no order to "capture Charleston."

An article in the Charleston Evening Post commented: "Obsessed perhaps with the brooding presence of Fort Sumter — the so-called cork in the bottle at the entrance of Charleston Harbor, clearly visible from off the Bar — DuPont failed to put his finger upon the essential nature of his assignment."

Shortly after noon on April 7, 1863, Admiral DuPont's fleet was headed up the channel. The seven monitors, one ironclad and armored frigate flagship formed a single column of attack. At first DuPont had intended to take the lead in the New Ironsides, changed his mind and assum-

ed a middle position in the battle line in order that "signals could be better made to both ends of the line." The resultant order became the U.S.S. Weehawken, Passaic, Montauk, Petapsco, New Ironsides, Catskill, Nantucket, Nahant and the Keokuk.

#### Hit by 55 shells

An ominous quiet filled the air as the ships of the U. S. Navy steamed past Morris Island and Battery Gregg on Cummings Point. Suddenly the flags of the Confederacy and the Palmetto State were briskly hoisted above Forts Sumter and Moultrie. "Dixie" and other patriotic and martial music was struck up by the brass bands on their parapets. Then cannons belched their roaring salute, while crowds of spectators lined up along Charleston's Battery to witness the proceedings. The lead monitor, Weehawken, turned sharply to avoid hitting a line of floating mines but struck one anyway. It resulted in very little damage to the ship. Admiral DuPont aboard his flagship could make no effective signals to the ships. He had depended upon Captain Rodgers of the Weehawken to lead the way. The column fell into disarray and the formation was broken.

Meanwhile, the New Ironsides had to drop anchor twice to avoid running aground and piling up on a shoal. Because of the flagship's deeper draft, she became unmanageable in the shallow water. And now, picture Admiral DePont in command of the flotilla aboard the most powerful warship in the world. His ship is anchored directly above a monstrous submerged torpedo with a 21000-pound charge which the Confederates had planted earlier. Here she remained for nearly an hour freeing herself with the rising tide finally. Luckily the Rebels had been unsuccessful in setting off the mine with their detonating mechanism which failed to operate from an observation station on Morris Island.

Though the New Ironsides was struck by hostile fire 55 times, it did no damage to the great warship. One seaman said, "the sense of security the iron walls gave to those within was wonderful — a feeling akin to that which one experiences in a heavy storm when the wind and hail beat harmlessly against the windows of a well-protected house." The monitors and the ironclad Keokuk

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250  
Oct 7, 1970 - pg #2  
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"THE GREAT DUST HEAP CALLED HISTORY"  
R. J. BICKEL  
KEOKUK, IOWA

pressed the attack without the help of their flagship which had signalled the ships to "disregard motions of the commander in chief." Later the New Ironsides fired an eight-gun salvo at Fort Moultrie, the only action she saw. She then steamed down the main ship channel.

The battle in Charleston harbor had begun at about 2:30 p.m. The monitors of the Union navy were being hit repeatedly by the accurate fire from Forts Sumter and Moultrie. General Beauregard had trained his gunners well, even with clumsy ordnance. Their crews were feeling no sense of security, "for in their turrets the iron nuts that secured the laminated plates flew wildly, to the injury and discomfiture of the men at the guns." The shearing of the bolts that held the iron ships' armor in place was weakening and the turrets in danger of collapsing. Miraculously only one man in the entire fleet was killed, a helmsman aboard the Nahant. One eyewitness reported, "The shots literally rained around them, splashing the water up thirty feet in the air, and striking and booming from their decks and turrets." It was said Washington could not understand how the loss of one man could spell defeat for an entire armada!

**Closest to Ft. Sumter.**

Although the U. S. S. Keokuk had been the last warship in and the first one out, she steamed closer to Fort Sumter than any of the others. One correspondent wrote, "Sublime, infernal, it seemed as if the fires of hell were turned upon the Union fleet." With the naval formation scrambled, the Keokuk was compelled to run ahead of the crippled Nahant to avoid fouling her in the narrow channel and strong flood tide. This brought the brave ironclad less than 600 yards from Fort Sumter, where she remained exchanging fire for half an hour, the "undivided attention" of General Beauregard's guns.

She had been hit 90 times point blank, nineteen of which pierced her just below the water-line. Her smokestack and casemated turrets were completely riddled full of holes. An eyewitness commented she was "riddled like a kitchen colander, the most severely mauled ship one ever saw." Her commander, Captain A. C. Rhind, limped to the deck of the stricken ship and reported danger of sinking to Admiral

DuPont. The dying ironclad began her withdrawal and steamed down the main ship channel and anchored off Morris Island, just above the Light House Inlet. It was now early evening as members of the crew valiantly worked the pumps in an effort to keep the incoming waters of the sea out of the ship.

**Early Wednesday morning**

April 8, 1863, a breeze came up and the rising sea increased her leakage. The U. S. S. Keokuk began to sink. Captain Rhind and the crew stepped aboard a rescue vessel only minutes before the experimental ironclad went down. In the words of the Charleston Evening Post, "She settled gently in an upright position, her tack jutting above the waves at high water and her twin turrets barely awash at low tide."

Admiral DuPont had believed all along that ships alone unassisted by an army on the land, could not reduce the forts or capture Charleston. What was required, he stated, was a joint land and sea assault upon this citadel of the Confederacy. While the naval blockade outside the harbor was maintained, it was not until February 18, 1865, that the City of Charleston evacuated. General Sherman had swept up through the Carolinas. At that

time gunboats and monitors entered the inner harbor and the Marines occupied the city and held it until regular troops arrived. With the occupation of Charleston the work of the South Atlantic Blockading Squadron was finished. The long Siege of "the cradle of secession" had come to an end.

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# IOWA'S AMAZING PAST

by George Mills

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★★★★E

Des Moines Sunday Register

Oct. 25, 1970

Third News Section

7-T

## The Day the Steamboat Came to Fort Dodge

Everybody living in Fort Dodge, all 600 men, women and children, gathered at the boat landing on the Des Moines River one mild May day in 1859.

The shriek of a far-off whistle echoed in the distance. Here she comes! A steamboat! The Charley Rodgers! All the way to Fort Dodge from Keokuk!

There were no railroads yet in the area. Supplies had to come long distances by wagons and shipping rates were high. The river was the dreamed-of-highway for this village far upstream on the frontier.

What a welcome cargo the Charley Rodgers brought — bags of coffee, barrels of sugar and of molasses, sacks of salt, kegs of soda and of nails, dried fruit, quantities of sheet iron and of tobacco, boxes of drugs and of soap — and several passengers, all transported at reasonable rates for the times.

The Charley Rodgers left Keokuk Wednesday evening and reached Fort Dodge the following Monday noon, a trip of less than five days.

Caleb Davis, Keokuk banker and merchant, chartered the boat for the trip. All the merchandise aboard was his. He sold everything to Fort Dodge merchants by noon the next day. He was paid entirely in gold, the currency of the frontier.

With business out of the way, more than 100 Fort Dodge ladies and gentlemen were taken on a steamboat pleasure excursion. Those not on board crowded the banks to watch. John Duncombe, who reported the episode in his newspaper, gave this eyewitness report of the boat ride:

"The beautiful plateau on which our town is built was covered with men, women and children. The river bank was lined with joyful spectators. Repeated hurrahs from those on the boat and on the shore filled the air. The steamer passed down the river about six miles and then returned."

Duncombe said the occasion caused "old grudges" to melt away among townspeople and "hard times" to be forgotten. The river had been proved to be navigable. Fort Dodge was a port. But alas, the Charley Rodgers was only one of two steamboats ever to reach Fort Dodge on the river (the Rodgers did make five round trips from Keokuk.) The Des Moines was much too shallow most of the time for such vessels.

Fort Dodge did acquire plenty of transportation in time — rail transportation.

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



Des Moines Register  
Fri., Nov. 13, 1970

REGISTER PHOTO BY GEORGE CEOLLA

## Last of the Big Steamers

The partially completed stern-wheeler Julia Belle Swain is shown at the Dubuque Boat and Boiler Co., boatyards in Dubuque Thursday a short time

before the steamboat was launched. At right is the 135-foot-long craft's paddle wheel, which will be attached later.

### LAUNCH JULIA AT DUBUQUE

By Thomas Ryder  
(Register Staff Writer)

DUBUQUE, IA. — A moment from the bygone days of riverboat building was relived here Thursday as the Dubuque Boat and Boiler Co. launched "the last steamboat."

Hundreds of persons, including school children dismissed from class, braved cloudy, chilly weather to watch the historic event. Adding to the nostalgia were gay calliope tunes boomed from the loud speaker of a nearby excursion boat.

#### Crowd Applauds

"There she goes!" yelled one youngster as the vessel began to slide sideways down the launching timbers. The crowd yelled and applauded as the 135-foot boat hit the waters of Ice Harbor and kicked up a giant spray.

Two groups of 15 men each, holding retaining lines attached to the boat, were nearly pulled into the water as the 110-ton steel vessel slid more swiftly and easily than expected.

The vessel floated rapidly to the center of the harbor and it required the assistance

of the tow Coal Queen to get her back to shore for mooring.

The launching of steamboats was a common sight in the early days of the 100-year-old boat company. The last steamwheel built was in 1934.

The boat was christened the Julia Belle Swain after a famous packet steamer (a vessel that carries passengers and cargo) that operated on the Illinois River before the turn of the century.

#### Steam Power

The new Julia's steam power system already has been installed. The rest of the vessel will be finished this winter and her first cruise on the Mississippi River is scheduled for next spring.

Dennis Trone, manager of the boat company, said the Julia probably will be the last stern-wheeler built because steam engines for them no longer are made.

He said that after a long search, the two engines now in the Julia were found on a beached Louisiana ferry boat.

"We built her mainly for the thrill of building a steamboat," Trone said. "But we believe the Julia will have a commercial value. It will have a charm, a nostalgia about it."

Trone also is co-owner of the Sangamon Packet Co. of Peo-

ria, Ill., which will operate the boat on the Illinois River as a day-excursion craft. It will carry 400 passengers on its three decks and will be able to cruise at 12 miles an hour.

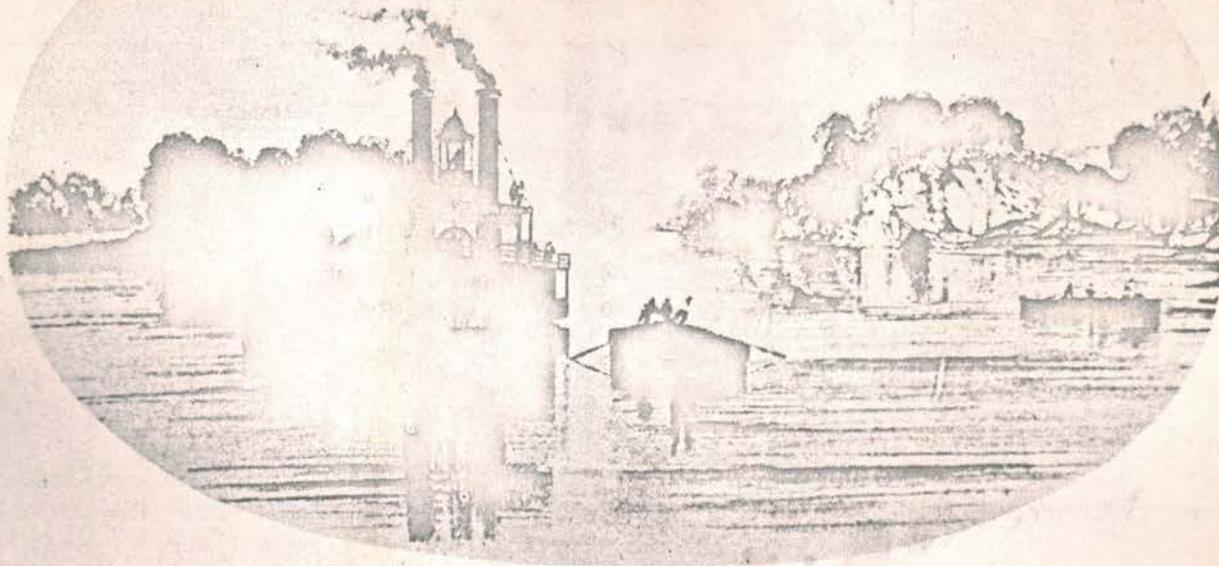
The only stern-wheel steamers still in operation on the nation's rivers are the Belle of Louisville of Louisville, Ky., and the Delta Queen of Cincinnati, Ohio.



**STEAMER "LONE STAR"**  
LeClaire, Iowa  
The last stern wheel tow boat to operate on the Upper Mississippi. Built in 1890. Permanently berthed on the LeClaire Levee in April, 1968 for use as a part of the Buffalo Bill Museum.



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



When George Washington saw a secret trial of an experimental steamboat he declared that such transportation might be of "the greatest possible utility in inland navigation."

\* \* \* \*

## The STEAM

By Lowell A. Dearing

THE FRENCH in the American Bottom had adopted the Indian canoe and dug-out. For bulk shipments they used the bateau, a light pointed craft up to 10 feet wide, propelled by rowing. They did not innovate. If it took three months for a well-armed crew to take flour and pelts to New Orleans and bring back goods from La Francaise — So? *C'est la vie!*

Early American settlers used the flatboat and barge, but the fastest and favorite means of getting down river and back was by keelboat. The keelboat was propelled by poles, oars or sail. It was, for the day, deluxe transportation.

In 1805, a large keelboat, the *Nonpariel*, was used for a river excursion from Pittsburg to New Orleans. A stop was made at Cantonment Wilkinsonville, at the head of the

Grand Chain of Rocks, above Cairo, to permit Albert and Parker Devoll to visit the graves of their friends, Lt. Col. David Strong and his son. The Colonel had been commandant at the fort (See *Outdoor Illinois*, July, 1966).

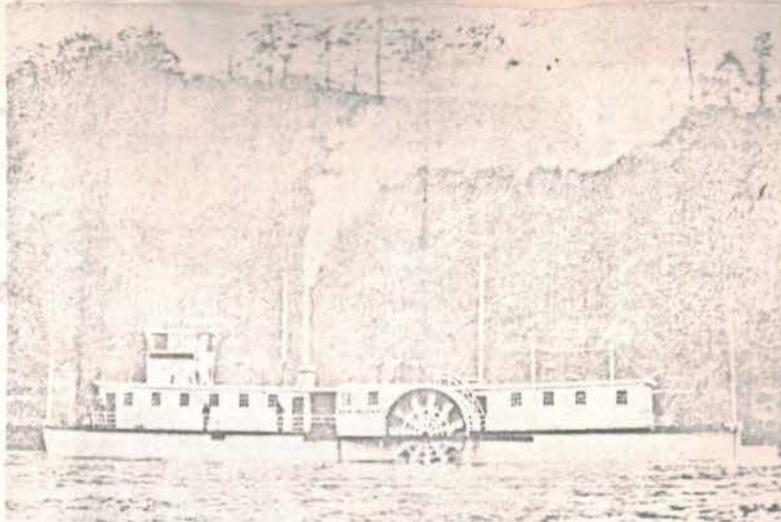
In 1811, the first steamboat on western rivers, the *New Orleans*, came down the Ohio.

A comet had made everyone fearful. The earth would pass through the tail of the fearsome thing. All would be burned to a cinder, or worse.

It was night when the *New Orleans* neared Shawneetown. What with the flare from the firebox, and the flames and sparks from the stack, the Shawanoes were sure their hour of destruction was at hand. Here came the comet, tail and all.

FACING PAGE: Cave-in-Rock, as drawn by Charles Bodmer, official artist with the expedition of Prince Maximilian of Weid, 1832-1834. The sketch indicates it was seen during a period of high water on the Ohio River.

RIGHT: Replica of the NEW ORLEANS, first steamboat to ply the inland waters, shows single funnel, twin sidewheels.



Along the Ohio people ran for the tall timber at the sight of the steamer. Indians made with war-hoops, and shot arrows at the monster.

At Cairo it was the passengers turn to be afraid.

It was December 11, 1811, the day of the most intense convulsion of the New Madrid earthquake. Forest trees swayed like wheat in a wind. The land trembled and heaved. The water spluttered and spewed. From descriptions of the sulphuric smells, the Devil must have belched.

The *New Orleans* was pushed and tossed about. The passengers saw trees and whole islands disappear. And wondered if it would be their turn next.

The *New Orleans* was sturdy and withstood the

At the Crescent City the *New Orleans* was sold to local interests and used on the Natchez run.

Most early steamboats were built more or less like the *New Orleans*; that is, with deep hulls. Drawing 11 feet of water, they sailed in the rivers, not on them.

In both the Ohio and Mississippi were ledges which, when the rivers were low, were too shallow for such draft. Sometimes it would be weeks before the water would rise enough to permit passage. The Grand Chain of Rocks, between Cairo and Metropolis, is said to have been a graveyard of boats whose captains couldn't wait for higher water.

In 1817, at Wheeling, then in Virginia, a Henry Shreve built the *Washington*, doing away with the deep

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# BOAT AGE

tumult. She soon steamed on to quieter waters. Fear turned to pride.

Aboard were the builders, Robert Fulton, of *Claremont* fame, his partner, Robert Livingston, and Nicholas I. Roosevelt. Mrs. Roosevelt and her maid were of the party.

The steamer was scarcely more than an engine on an over-sized keelboat — 148½ feet long, and 32½ feet wide. The draft was 12 feet. She was a side wheeler and could make all of 8 miles an hour, downstream.

Here are up-stream speeds of later boats.

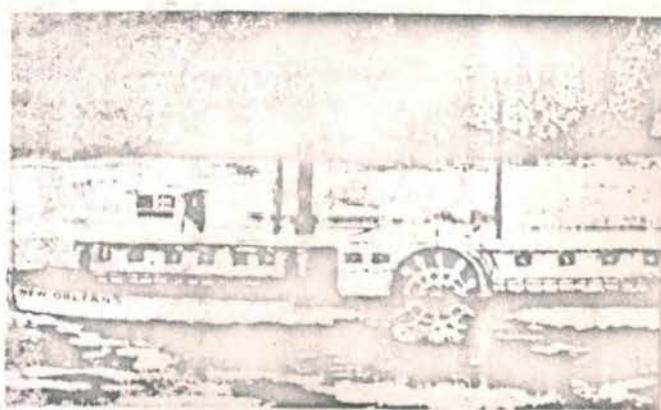
- Robert E. Lee ..... 14¼ miles per hour.
- Eclipse ..... 14¼ miles per hour.
- J. M. White ..... 14+ miles per hour.

In addition to the New Madrid earthquake, the passengers of the *New Orleans* reported another important event: Captain and Mrs. Roosevelt's maid was married enroute.

Somewhere upstream a roustabout had declared that "The Mississippi's got her Massa now."

MARCH, 1972

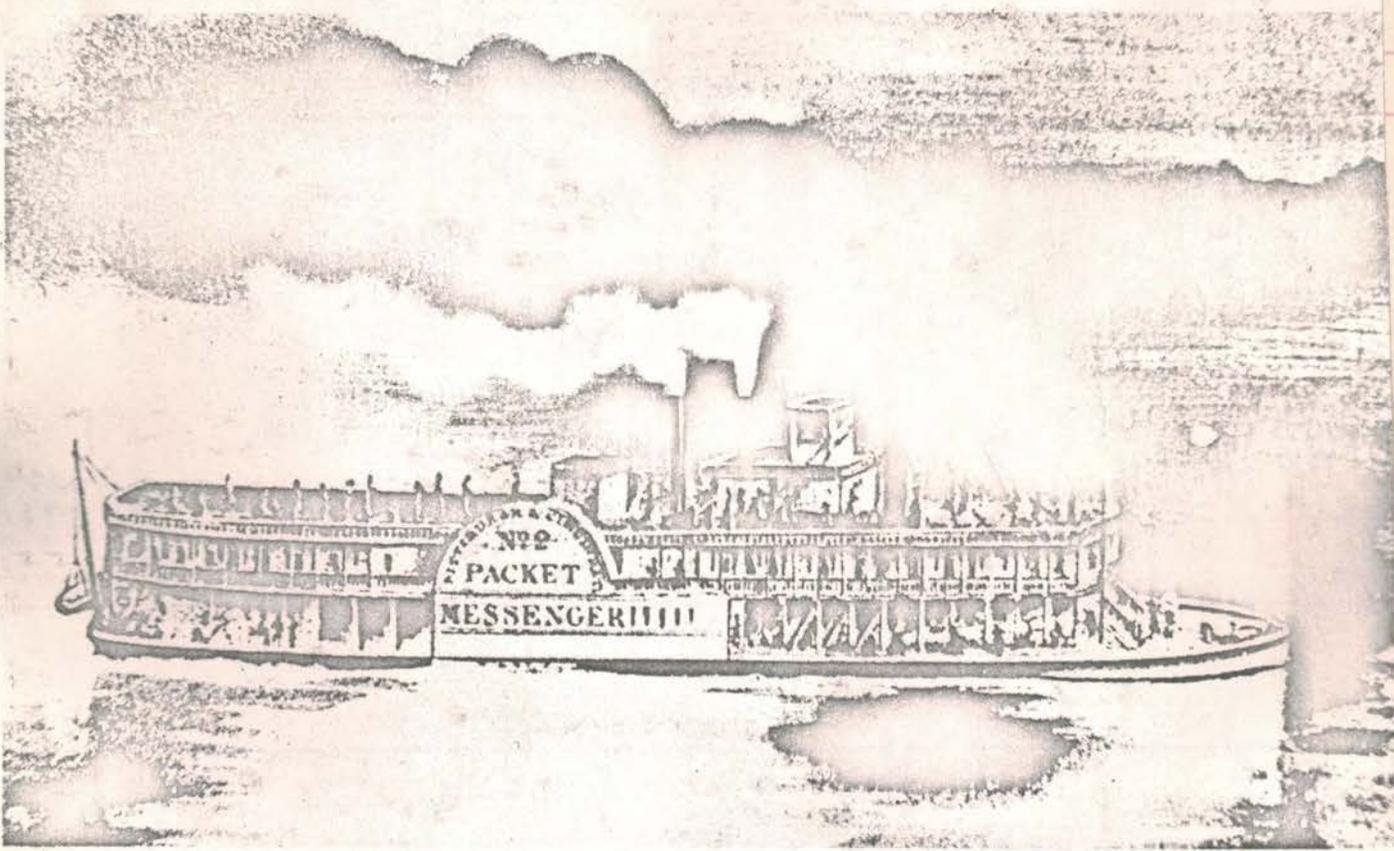
SKETCH OF the NEW ORLEANS shows the sidewheels which provided motivation during historic trip down the Ohio River in 1811.



KEOKUK, IOWA  
R. J. BICKEL

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Steam boat Age - pg # 3



CHARLES AND Catherine Dickens took passage on THE MESSENGER from Pittsburgh to Cincinnati. THE MESSENGER was one of the better packets of her day.

hold, and adding an upper deck. He used a flat bottom, or nearly so. The draft was four feet instead of 11.

The *Washington* made the round trip, Louisville to New Orleans and return, in 41 days. This was far better time than the performance of any deep-draft boat. Steamboat builders soon were following Shreve's shallow-draft idea.

Except for a Captain's cabin, and possibly one for the owner, on early steamboats the main cabin was used for eating, sleeping and loafing, as it was on canal boats.

Beds were bunks built in tiers along the walls. According to Charles Dickens, who came to Illinois in 1839, passengers were stacked in these bunks like books on library shelves.

Dickens didn't like our mid-western steamboats. "These," he wrote, were little better than canal boats. And on canal boats the men apparently never slept or else expectorated tobacco juice in their dreams. Every night there had been a perfect storm and tempest of spitting. One night his coat was soaked.

It was not until 25 years after the *New Orleans* made her historic trip that passengers were given more privacy and comfort. The noted Captain Isaiah Sellers put the first

staterooms in any steamboat. This was the *Prairie*, which he built in 1836.

Passengers on early Ohio River steamboats viewed Cave-in-Rock with awe. They had heard that merciless river pirates "in the olden days" had operated from the cave, and half expected a horde of burly rogues to swarm from the cavern and attack their boat. What they didn't know was that Fords Ferry, which they had just passed, was headquarters for an outlaw band that were then operating along the roads and in the forests and dark hollows of Hardin County, where

"Every mile has its legend  
Of its ghosts and hallucinations.  
Spirits of the murdered victims,  
Haunt and curse their bold assassins."  
(Judge James Hall.)

As the years passed steamboats were improved in size, performance, elegance and passenger accommodations. It was claimed that first-class passengers were given better meals, and enjoyed larger rooms than in the best hotels.

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Before the Civil War the steamboat *Eclipse* was supposed to have been the finest boat on western waters.

She was 365 feet long, and 40 feet wide. She had two engines - 36-inch cylinders with an 11-foot stroke - and 16 boilers, which burned 100 cords of wood each day. Her paddle wheels were 42 feet in diameter.

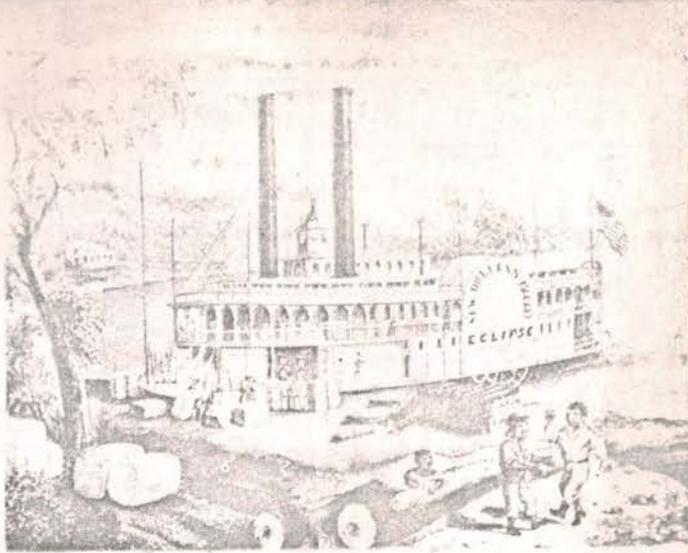
Her main cabin was 110 yards (330 feet) long, the length of the narrow end of an average city block.

One thing hard to understand: Steamboats are called "she." Yet, many were given the names of men. Imagine calling Robert E. Lee "she."

At the time, steamboats were decorated with much jigsaw gingerbread, inside and out, especially in the main cabin. So much gingerbread was used that steamboats were defined as an engine on a raft with \$11,000 worth of jigsaw work around it.

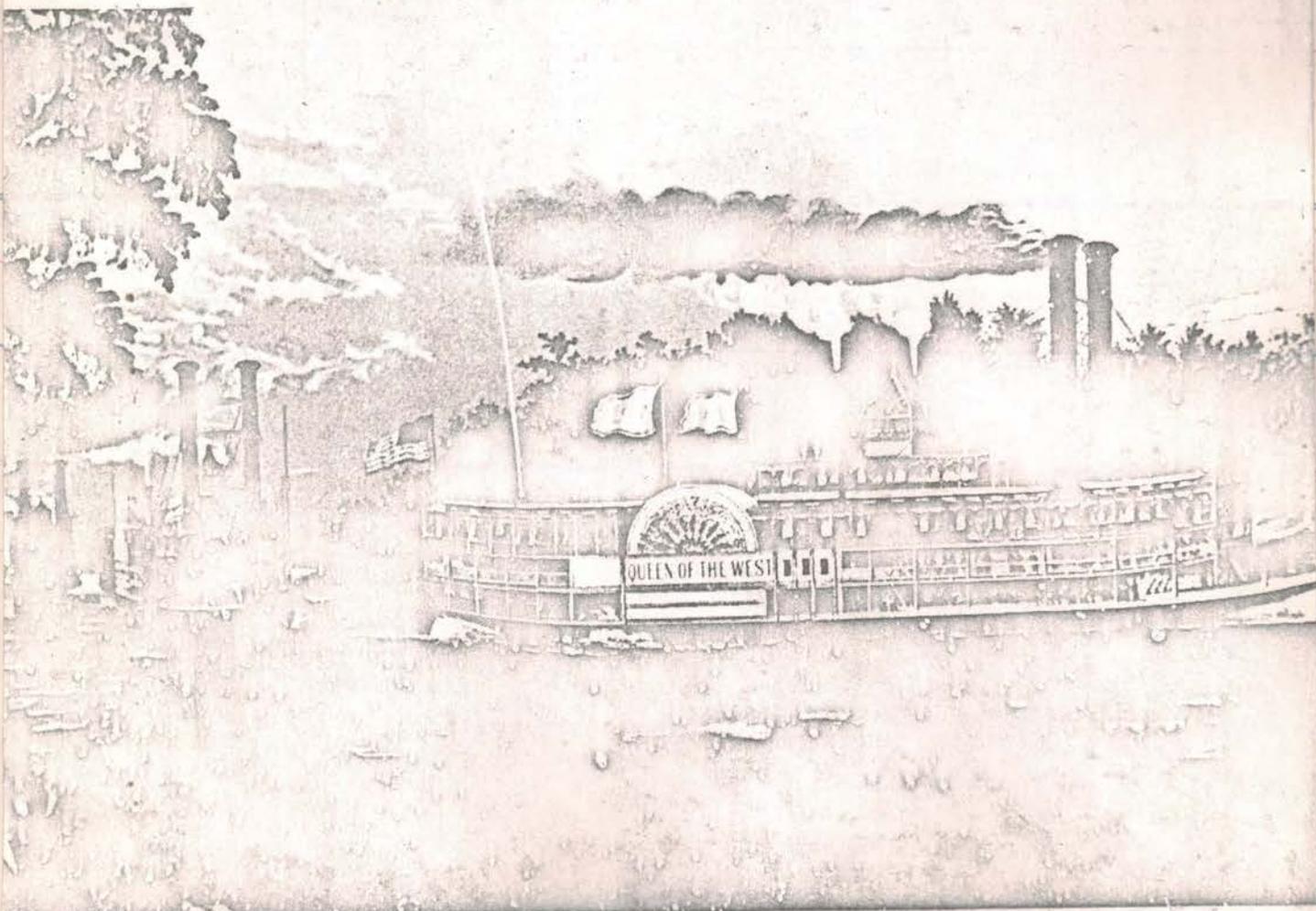
It may seem odd, but for nearly 50 years steamboats were built without plans. The famous *Natchez* and the *Robert E. Lee* were built by such "by guess and by gosh" methods.

Like birds, few steamboats enjoyed a ripe old age, being destroyed by snags, by collisions, explosions and by fire. One boat, the *Imperial*, with no fires and no one aboard, sank at a New Orleans dock, when fresh water shrimps ate the oakum from the seams in her hull.



STEAMBOATS LANDED at any plantation to pick up cotton or other produce. The New Orleans packet *ECLIPSE* is shown in this Currier and Ives print.

STEAMBOAT ON the river: the leading steamer in this old print of the 1860s, *QUEEN OF THE WEST*, seems to have sent up a taunting rocket to the trailing steamers.



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

Early engines were crude, boilers often defective — the builders had much to learn about the use of steam.

Steamboat men, even the passengers, also were guilty of causing disasters. One shipper, a woman, made the captain promise not to race. When a rival steamer tried to pass, she changed her mind, took a piece of the bet, and used the hams she was shipping to feed the fires. The challenger lost. In winning the bet, the woman got a good price for her hams.

Speed was considered essential. "Pokey" boats lacked passengers and tonnage.

Mark Twain told of having worked on a boat that was so slow the crew would forget what year it was when they left port. Passengers on ferry-boats grew old and died while waiting for his boat to pass. He claimed to have confirming evidence for these statements, but through carelessness it had been mislaid.

Steamboats were new contraptions. It was easy to push them beyond their safe steam capacity. To get hotter fires, more steam and more speed, engineers tied heavy monkey wrenches to safety valves, and fed the fires with resinous fuels. More steam, more speed, and more boiler explosions. It's simple arithmetic.

*THE BURNING of the SULTANA, one of the most terrible of the steamboat disasters, is shown in this artist's sketch. Although licensed to carry but 376 people, she was carrying over six times her rated capacity on April 26, 1865, when her boilers exploded. More than 1,500 lives were lost, including a number of Union Army veterans being returned to the north.*

On the night of May 8, 1837, the Captain of the *Ben Sherrod* was trying to overtake the *Prairie*, and be the first to deliver the U. S. mail at Natchez.

He ordered the use of pine knots and resinous coal under the boilers. While stoking the fire-boxes, the firemen stoked themselves from a handy keg of whiskey, and became too drunk to use caution.

Stacked near the overheated boilers were 60 cords of resinous wood. The wood caught fire. In a flash the boat was a "flaming torch." The boilers did not explode at first, but the hempen steering ropes burned through. Out of control the *Sherrod* steamed on.

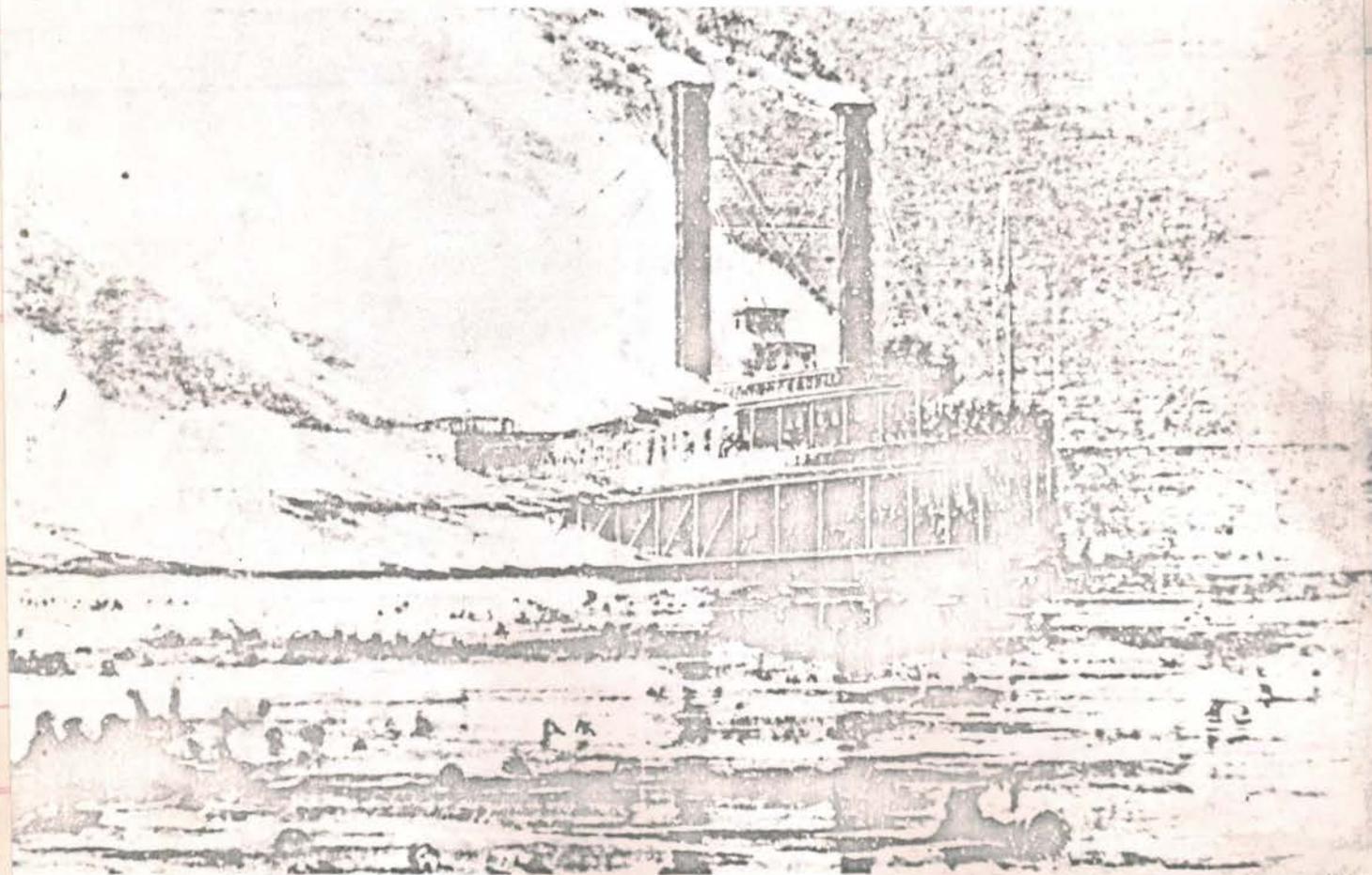
Passengers and crew panicked. It was every person for himself, and the devil could take the weak. People fought over a board that could support only one in the water.

The Captain of the *Prairie* saw the fire, but continued on, to be the first to deliver the mail at Natchez, and to report the disaster.

The *Alton* came to the rescue, and blindly plowed through the survivors struggling in the water.

The keg of whiskey exploded. And finally the boilers let go. This was bad enough. But the disaster was magnified when 40 barrels of gun powder exploded.

One landsman, out in a boat looking for loot, offered to take aboard survivors in the water, first asking how much money they had. The survivors had no money on them. "Well," the man said, "keep cool and you'll come out comfortable," and rowed away.



Steamboat Age pg. 2

Seventy-two persons died when the *Ben Sherrod* exploded.

The worst disaster on the river was that of the *Sultana*, a new boat licensed to carry 376 people, including the crew.

It was April 26, 1865. The war was over. Hundreds of Union soldiers, many just released from southern prisons, were waiting at Vicksburg to be sent up river to Cairo. Many were weak semi-invalids.

There was talk of bribery by steamboat captains competing for soldier-passengers. Learning of the rumor, the commanding general ordered all the men left in camp to be put aboard the *Sultana*.

The *Sultana* left Vicksburg carrying some 2,400 soldiers, 100 civilians, and a crew of 80 — over 2,500 in all — and more than six times her rated capacity.

In addition, the *Sultana* had been fitted with experimental boilers, which had revealed serious defects.

Just above Memphis a boiler exploded. Stacks crashed, staterooms were torn apart. Many passengers were pinned under the wreckage to burn to death. Within 20 minutes the entire boat was one mass of flames. There was the usual panic.

The river, in flood, was three miles wide at the site of the explosion. Many soldiers could not swim. Although many survivors were picked up by other steamers, 1,547 victims were listed as dead or missing.

In time the builders made better and safer boilers and engines. Wire steering ropes replaced hempen ropes and

saved many lives. Snag boats snaked out snags and towheads. Wiers and markers made for safer channels. Federal regulations were tightened.

The Golden Age of steamboating ended with the Civil War, and with the development of the railroads.

After the War the *J. M. White* was considered to be the finest steamer ever on mid-west rivers.

Built by Capt. John W. Tobin in 1881, the largest staterooms were finished in walnut veneer. Her initials were inlaid with light-colored wood in heavy walnut furniture imported from France, and were worked into the finest of hand-woven Irish linen napery. The china and silver ware bore pictures of the boat. In the main cabin 12 ornate chandeliers swung from gilded iron rings. The skylights were of stained glass.

Captain Tobin catered to the most fastidious and demanding. He kept the boat spotless, and allowed no gambling. He ordered the steward to serve only the best food and liquors.

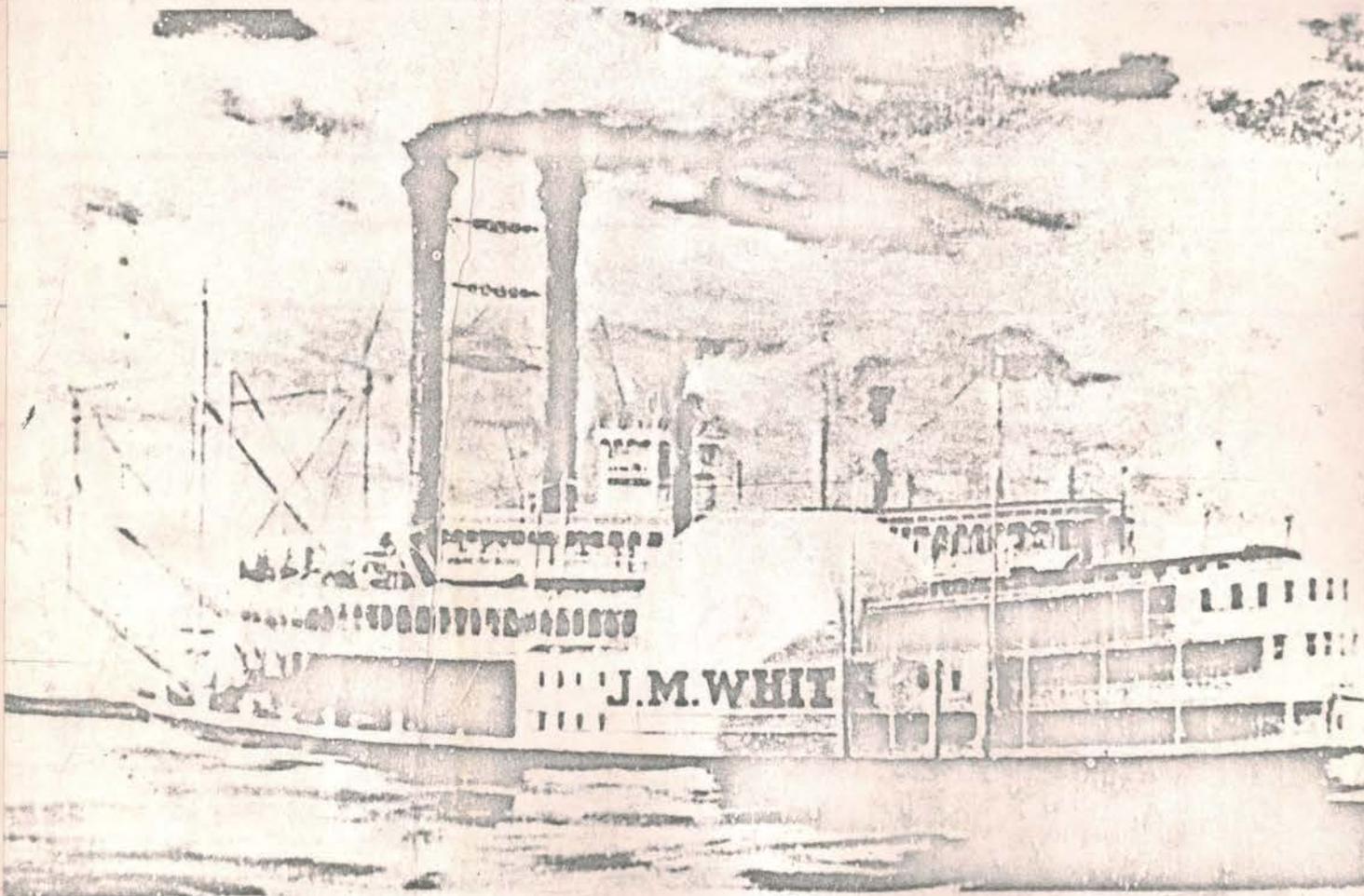
The *White* was never profitable. In her last days most of her income was derived from freight, rather than from passengers.

On the night of December 13, 1888, the *White* caught

*THE J. M. WHITE was considered to be the mistress of the Mississippi. Although the two never raced, knowledgeable rivermen claimed she was faster than the ROBERT E. LEE. The WHITE was considered the last word in elegance.*

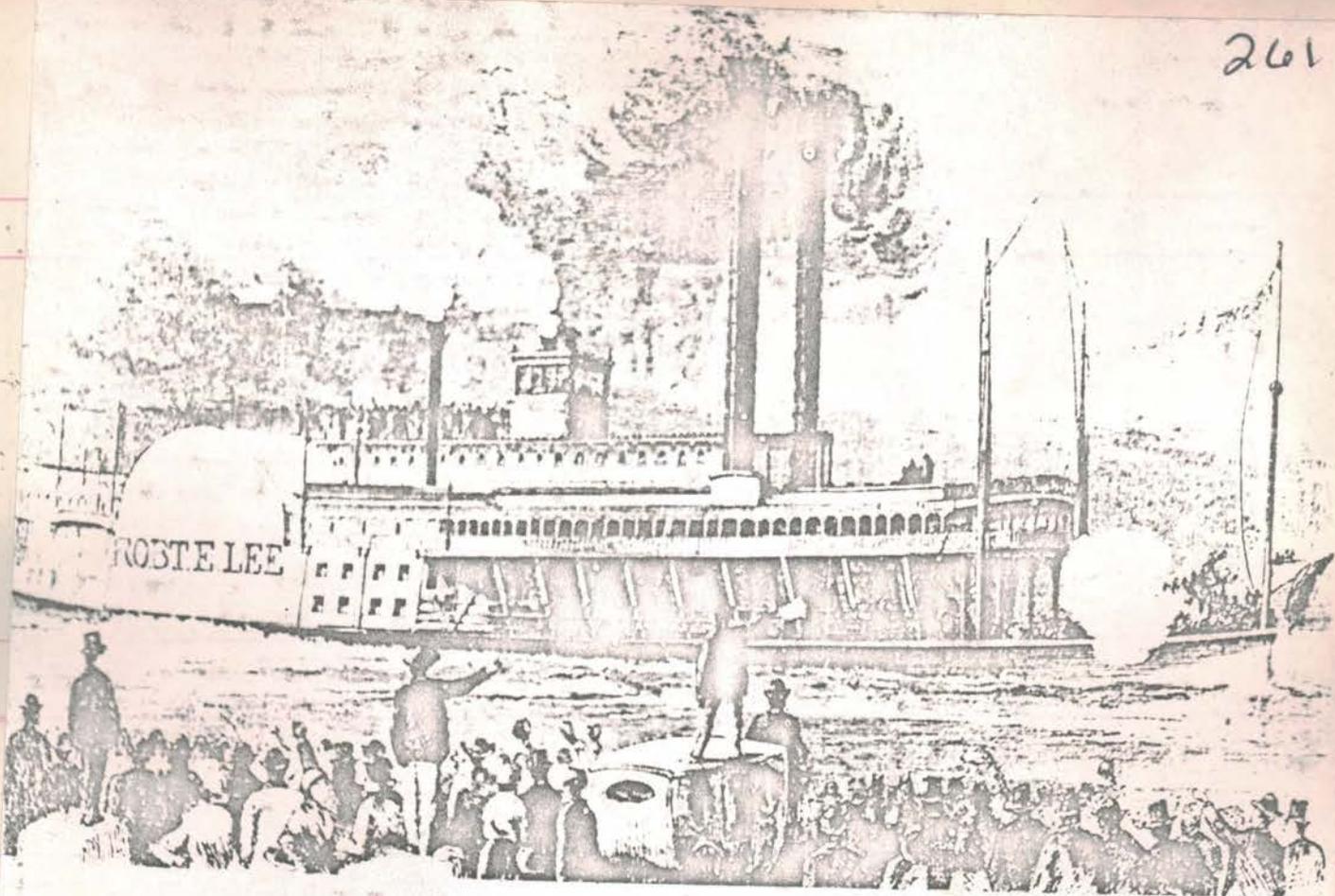
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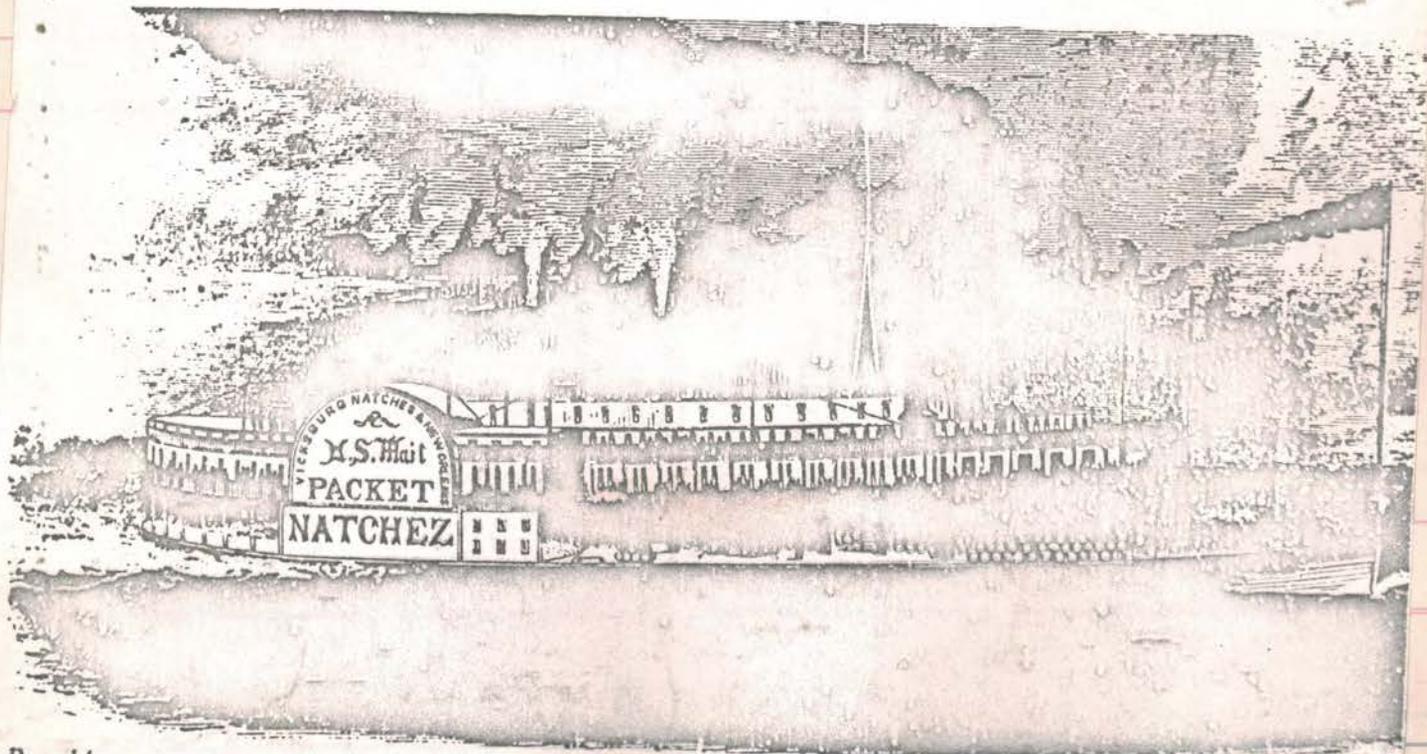
THE GREAT DUSTY HEAD UNCLE TOM'S RIVER  
R. J. BICKEL KEOKUK, IOWA

Steamboat Age - pg #7



Above: CROWDS GATHERED at landings to watch the great race between the NATCHEZ and ROBERT E. LEE. The LEE has fired a salute as she passed watchers on the shore, in this old print.

Below: THE NATCHEZ, noted for the great race of 1870, was sixth of her name. After ten years of service on the river, she was retired to Vicksburg as a houseboat. From HARPER'S WEEKLY.



fire, apparently caused by some careless smoker. The death toll was 28 of 40 passengers.

Sometimes survival was tragic.

One small boy had clung to a log and was taken from the river a mile below the scene of the disaster. "Whose boy are you?" he was asked.

And the only answer the boy could give was "Mama's."

Another noted boat was the *Grand Republic*, also built in 1881.

The best remembered are the *Natchez* and the *Robert E. Lee*, competitors in the 1870 race, New Orleans to St. Louis. The *Natchez*, sixth of the line, ended her days as a wharf-boat at Vicksburg. The source did not tell what happened to the *Lee*.

#### CAIRO TO ST. PAUL

The great river has been known by many names.

Spanish priests named it Rio del Espiritu Santo (River of the Holy Spirit).

Ignoring the Chippewa "Missipi," Pere Marquette named it Riviere de La Conception. Jolliet called it the Buade, complimenting the family name of Count Frontenac. At the Count's suggestion, Jolliet changed the name to Colbert, sugaring the French minister who had much to do with New France.

French maps, dated in 1775, carried the name "Fleuve St. Louis, or Mississippi."

The *General Zebulon M. Pike* was the first steamboat to reach St. Louis. This was August 23, 1817. At the time the population of St. Louis was less than 2,000, and the old French communities downstream even less. There was little inducement for steamboats to venture from the Pittsburg-New Orleans route.

North of the mouth of the Illinois all was wilderness, save for a cabin here and there along the river.

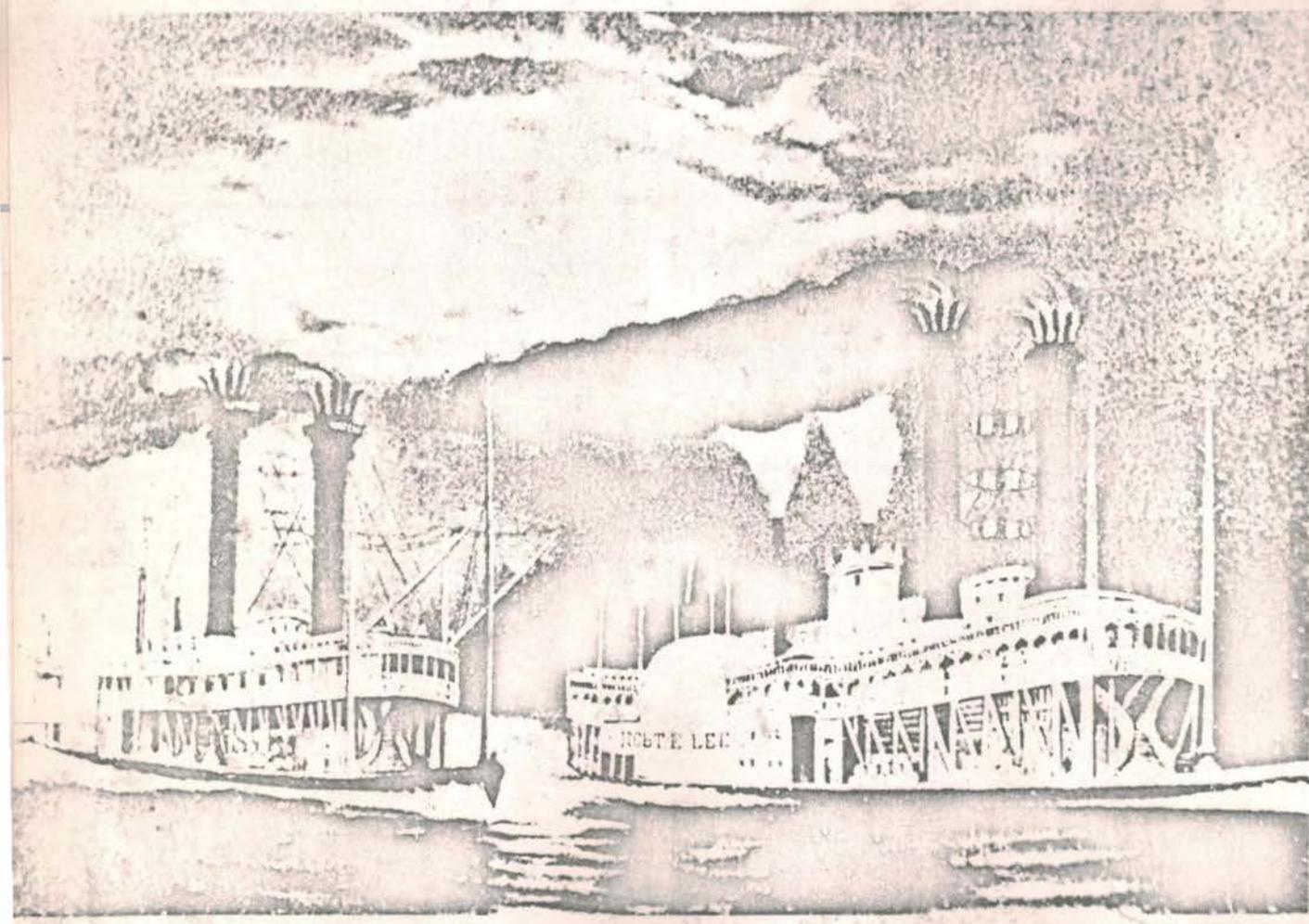
Indians and Julien Dubuque were mining lead on the Fevre River. Hannibal, Mo., had a blacksmith, but he soon moved to Galena, which was given a post office in 1826.

The first steamer on the river above St. Louis was the *Virginia*, Capt. John Crawford commanding. Leaving St. Louis, April 21, 1823, the *Virginia* landed at Quincy in May. She then sailed on to the Falls of St. Anthony, and Shake Rag, as St. Paul was sometimes known. The distance, St. Louis to St. Paul, 800 miles. The steamer carried supplies for Ft. Snelling, at the falls, and for settlers along the way.

*THE GREAT RACE* of the steamboat era, between the *ROBERT E. LEE* and *NATCHEZ*, is shown in this copy of a painting. After leaving the starting line, the two steamers were never as close as shown in this reproduction.

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

On that first trip the pilot of the *Virginia* had his problems. He had no pilot chit-chat to tell him where to look out for snags, sawyers and sand bars. In the upper reaches, among the numerous islands, the location of the right channel was hard to determine.

On the up trip the *Virginia* ran on a sand bar below the mouth of the Des Moines River. A Sauk chief, Great Eagle, became disgusted with the delay. He waded ashore and walked the rest of the way. When the *Virginia* landed at the Des Moines, who should be there to meet her but Great Eagle.

Before the steamers turned to coal, fuel became a problem during periods of high water, when entire woodyards floated away.

An acre of woodland would provide 100 cords of wood, and a big boat on the upper river burned 30 to 40 cords during the 24 hours. The price was \$2.50 a cord.

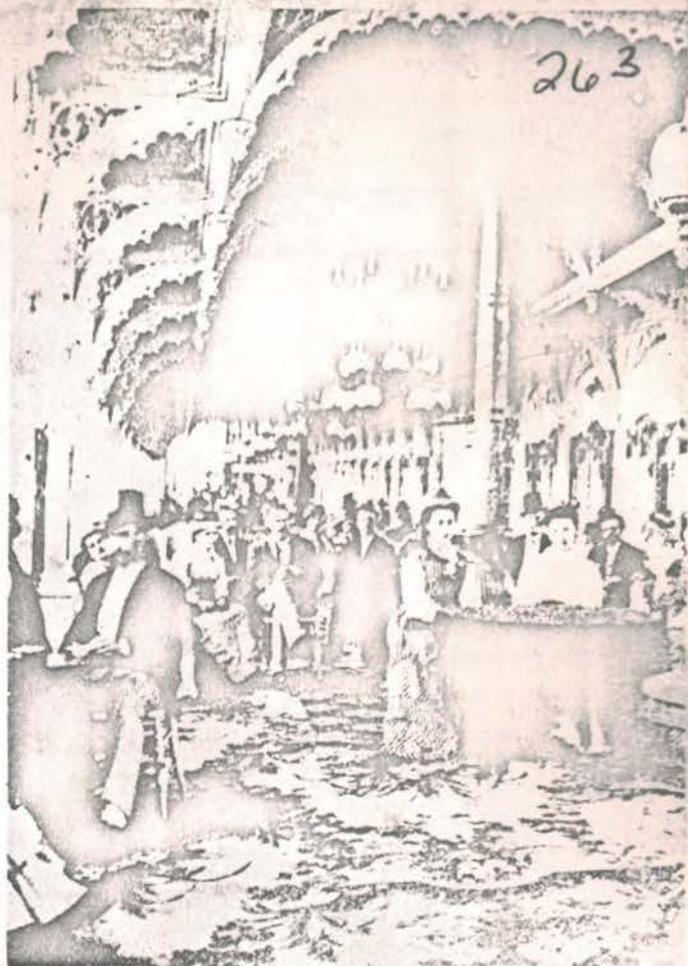
The mud clerk had to be on the look-out for wood that was too wet or too green, and for short lengths and irregular piling. Like some of our modern entrepreneurs, wood-yard operators could be, and often were, capable of taking advantage of their customers.

Because of the narrow and crooked channel, races were rare on the upper river, except on Lake Pepin. Created by glacial deposits below Red Wing, Minn., the 22-mile lake provided plenty of room for speed-happy pilots and captains. The speed champ displayed a broom attached to the pilot house. Until, that is, another steamer won the broom.

This brings us to David Smith Harris and his brother, who built the *Jo Daviess*, the first of the line of steamboats which the brothers operated out of Galena. The brothers improved the designs of their boats, winning many a race.

In one race the *Grey Eagle*, a Harris boat, raced the *Itasca* to Prairie du Chien. Each tried to be the first to deliver a copy of Queen Victoria's cablegram inaugurating the opening of the Atlantic cable. Coming from behind, the *Grey Eagle* won.

The *Grey Eagle* was the best and last of the Harris line. In 1861, she struck the Rock Island bridge and sank in five minutes. Capt. Harris retired from the river after the sinking.



A MUSICAL in the main cabin of the *GRAND REPUBLIC*. Longer than the *J. M. WHITE*, it was said to have been one of the more luxurious floating palaces.

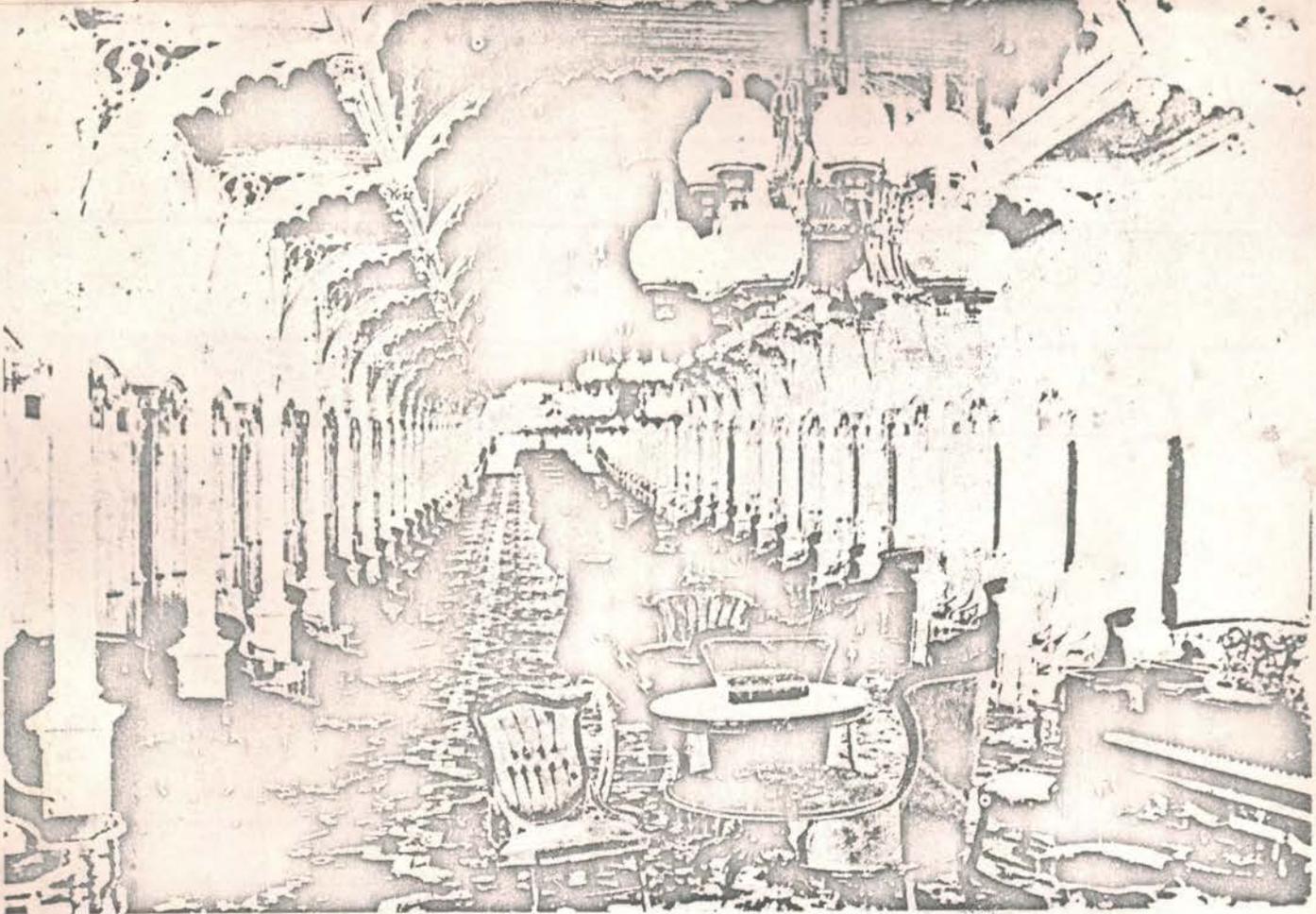
*GALENA, ON* the Galena River, was an important steamboat stop in 1856. A bar formed at the mouth of the river and it became impossible to reach the city from the Mississippi.



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MAIN CABIN of the GRAND REPUBLIC, showing the gingerbread woodwork decorations of the era. The main cabin was also used as a dining room.

In June, 1854, the first locomotive to be used west of the Mississippi was ferried across the river at Rock Island.

Sometime prior to this event — date not available — the first train arrived at Rock Island. To celebrate the occasion five steamboats were chartered to accommodate visiting V.I.P.'s. A somewhat ulterior motive was an excursion to St. Paul, to publicize the expanse, grandeur and economic potential of the Mississippi valley. Invited guests were Pres. Millard Fillmore, Charles A. Dana, of the New York Sun, and sundry eastern capitalists and politicians.

The first bridge spanning the Mississippi was built at Rock Island by the Mississippi and Missouri R. R., later the Rock Island. The first train crossed the bridge April 22, 1856.

Steamboat operators opposed the building of the bridge, claiming the structure would interfere with river traffic. As if to prove the point on May 6, 1856, the *Effie Afton* crashed broadside into the bridge. A stove overturned. Both the boat and a span of the bridge were burned. The railroad men claimed the wreck was intentional.

The boat owners, of course, claimed otherwise, and sued the railroad for damages.

Abraham Lincoln acted for the railroad, and won his case.

As steamboats grew in size and splendor the builders used ornamentation with profusion. Many of the braces between the tall stacks — known as monkey-braces — were ornamented with brass balls. The symbol was not explained. Later, the owner's insignia, or trade-mark, was placed on

these monkey-braces. Paddle boxes were decorated with coats of arms. The long lounges were decorated with mural panels depicting scenes along the river. It all was very grand.

Many of the packets carried bands and singing waiters. Waiters and firemen invariably were Negroes. Roustabouts were Irish.

Often, after the last loading was stowed and the boat again under way, the negroes would bring out their banjos, fiddles or harmonicas, and raise their voices with southern melodies. On the upper deck passengers would linger and listen. Just to listen to the soft melodies was — well, quite romantic, for lovers, young or old. Especially on moonlit nights.

The *Excelsior* was the first steamboat on the upper river to have a calliope. The captain insisted that the blatant device be played as they passed every town, no matter the time of day, or night. It may be supposed that such music in the small hours of the morning was not too well appreciated.

Just before the Civil War, artists of more and less talent traveled the Mississippi from the Falls of St. Anthony to the Gulf of Mexico, painting the river on a continuous

THE GREAT DUST HEAP CALLED HISTORY  
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Although a ferryboat from St. Louis, the *Iclander*, took off many terrified passengers, 70 lives were lost.

On board the *Shepherdess* was an English family of 10. Five escaped to the Illinois shore, and four to Missouri. The ferry took off one. All of the group were saved. What a gladsome reunion there must have been at St. Louis.

On November 4, 1864, a tornado struck Chester, carrying the superstructure of the ferryboat *Henry* to Coulterville, 25 miles away.

One of the most inexplicable collisions happened early in 1903, at Grand Tower.

The E. E. Eisenbarth showboat, the "*Temple of Amusement*," was tied up at the levee. Cast and crew were preparing for the evening performance.

The *Sprague*, the largest towboat to sail the Mississippi and Ohio Rivers, was coming downstream on her maiden trip. People were waiting on the levee attracted by the showboat and to watch the *Sprague* pass. Imagine their horror to see the big boat veer from her course, head for the showboat, crash, and cut it in two. Within five minutes the two halves had settled to the bottom. No lives were lost.

Most students of history know that John Hay, a leading statesman, also was a poet of no mean ability. During his early years in Illinois, Hay lived at Spunky Point (Warsaw), Pittsfield and Springfield. He served as secretary to President Lincoln, and spent several years with the *New York Sun* and in the U. S. diplomatic service. He served as Secretary of State under McKinley and Theodore Roosevelt. He is best known, perhaps, for his Open Door Policy for China, which prevented the dismemberment of that country by European nations.

John Milton Hay also wrote a book of poems, *Pike County Ballads*, "in the dialect of the Illinois frontier." One of these ballads, Jim Bledsoe, was about a courageous engineer during a fire that destroyed the *Prairie Belle*. The disaster supposedly occurred near Louisiana, Mo. Here is an excerpt.

*"The fire bust out as she clared the bar,  
And burnt a hole in the night,  
And quick as a flash she turned, and maide  
For that willer-bank on the right.  
There was runnin' and cursin, but Jim yelled out,  
Over all the infernal roar,  
'I'll hold her nozzle agin the bank  
'Til the last galoot's ashore."*

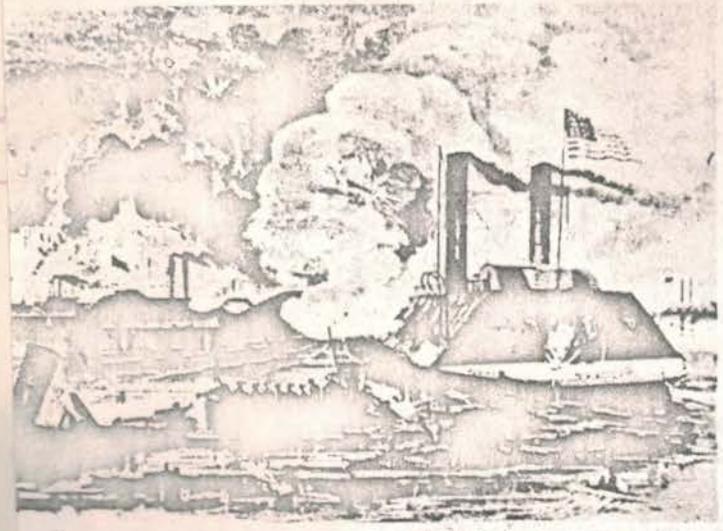
*"And sure as you're born, they all got off  
Afore the smoke-stacks fell, -  
And Bludso's ghost went up along  
In the smoke of the Prairie Bell.  
He seen his duty, a dead-sure thing -  
And went for it thar and then!  
And Christ ain't a goin' to be too hard  
On a man that died for men."*

END OF PART ONE

Next month: Showboats, and other steamboat tales.



OUTDOOR ILLINOIS



IRONCLADS, built at Mound City, Illinois, and St. Louis, were active in the western campaigns in the Civil War. Others were converted from ferry boats and steamers.

scroll of wide canvas, called a panorama. These were exhibited by unrolling, the Mississippi scene appearing as seen from the deck of a moving steamboat.

Henry Lewis, of St. Louis, painted the river between that city and St. Paul. His was a leisurely trip, taking a month.

Lewis tried to include a sketch of every town and settlement on the upper river. Of Illinois scenes he painted the Mormon Temple at Nauvoo, the mouth of the Illinois River, and the palisades between Grafton and Alton. The panorama was 12 feet high and nearly a half-mile long.

Lewis exhibited in St. Louis, with special showings for school children. He then exhibited in eastern cities, including Washington, D. C. A special showing was made in the White House for Pres. Zachary Taylor, who had spent some time as an officer at Prairie du Chien. He also exhibited in England and on the continent.

Another St. Louis painter, John R. Smith, painted a panorama four miles long. This was exhibited throughout the United States, in England and on the continent. It ran for 20 months of daily showings in London, and was showed by Royal Command to Queen Victoria at Windsor Castle.

The upper river had snags, explosions, ice, tornadoes and collisions. Mark Twain reported 200 wrecks between Cairo and St. Louis, a wreck per mile.

In 1844, the *Shepherdess* struck a snag three miles south of St. Louis. The water quickly rose to the boiler deck, but without an explosion. There was the usual confusion.

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